

25th February, 1947

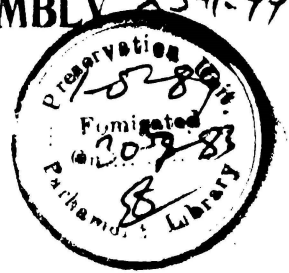
THE  
LEGISLATIVE ASSEMBLY DEBATES  
Official Report

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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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Sardar MANGAL SINGH, M.L.A.

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# LEGISLATIVE ASSEMBLY

Tuesday, 25th February, 1947.

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

## STARRED QUESTIONS AND ANSWERS

### (a) ORAL ANSWERS

#### VALUE OF SURPLUSES FOR DISPOSAL

**539. \*Maharajkumar Dr. Sir Vijaya Ananda:** Will the Honourable Member for Industries and Supplies be pleased to state if Government have an inventory of the surpluses coming up for disposal, showing their book value and the approximate value that could be got out of disposals?

**The Honourable Sri C. Rajagopalachari:** Yes, Sir.

All surplus stores declared to the Director General, Disposals, by the holding authority are reported on prescribed forms, giving particulars of the stores, quantities, their book value, and condition. The quantity and value of the stores so far declared are reported monthly to the Disposals Board in the form of a statistical summary. The following statement shows the total surpluses declared, disposed of, and outstanding, as on the 31st December, 1946:—

<i>Ariseings</i> from 1st October 1944 to 31st December 1946	<i>Disposals</i> from 1st October 1944 to 31st December 1946		<i>Balance</i> On 31st December 1946
	Book value	Book value    Sale value	Book value
15,210	7,050	4,184	8,160

The Defence Department have issued directives to their declaring authorities for the completion of declaration of surpluses, and it is expected that this process will be completed by March, 1947.

**Maharajkumar Dr. Sir Vijaya Ananda:** Has this matter been included in the terms of reference of the enquiring committee on disposals?

**The Honourable Sri C. Rajagopalachari:** Which matter?

**Maharajkumar Dr. Sir Vijaya Ananda:** These disposals.

**The Honourable Sri C. Rajagopalachari:** The procedure of disposals is the main subject matter of the enquiry committee.

**Dr. Zia Uddin Ahmad:** With reference to American goods, I would like to know what he means by book value. Is it the value that the Americans fixed or the Department fixed?

**The Honourable Sri C. Rajagopalachari:** The Honourable Member has put down another question on this matter *in extenso*. As a supplementary answer, I may say at once that the book values are the book values as given by the declaring authorities.

**Sardar Mangal Singh:** May I know whether these articles of the Disposals Directorate are supplied to the States at the book value without any tender?

**The Honourable Sri C. Rajagopalachari:** The policy regarding prices at which they should be disposed of has been set out in a press communique sometime ago. They are not disposed of at book values. There are certain priorities to be observed first: then the price at which they are sold follows a certain policy of tender, negotiation agreement, and so on—not on book value.

**Sardar Mangal Singh:** How are they given to the Indian States?

**The Honourable Sri C. Rajagopalachari:** The Indian States as well as Provincial Governments are given the first opportunity and it depends on negotiations and not on the book values. The book value is a criterion which is kept in view.

**Sardar Mangal Singh:** But they are given at a lower price to the States than to ordinary merchants.

**The Honourable Sri C. Rajagopalachari:** The prices at which stuffs are disposed of in favour of Governments are based on grounds of public policy. Disposals to private parties are based on a slightly different policy. But there is no discrimination in favour of the States as suggested by the Honourable Member.

**Sardar Mangal Singh:** Will the Government make enquiries that these things from the Disposals Directorate which go to the States ultimately do not go into the black market?

**The Honourable Sri C. Rajagopalachari:** It is a suggestion which I cannot accept as describing the state of affairs. The suggestion is that articles supplied to the States in particular ultimately go into the black market.

**Sardar Mangal Singh:** Will the Honourable Member look into it?

**The Honourable Sri C. Rajagopalachari:** Yes, Sir. But more particulars will have to be given for making any effective investigation.

**Mr. Ahmed E. H. Jaffer:** If I followed the Honourable Member correctly, the Honourable Member said the selling price does exceed the book value. May I know whether the articles sold to the public are sold below the book value or at book value or above book value?

**The Honourable Sri C. Rajagopalachari:** Usually the prices are much less than book value.

**Mr. Ahmed E. H. Jaffer:** May I ask the Honourable Member whether he is aware that the public are sold these articles much above the book value through tenders? Competition is thereby created and the articles are sold 100 per cent. above book value. Will those parties be given a refund now that the Honourable Member says they should be sold at book value?

**The Honourable Sri C. Rajagopalachari:** I should like the Honourable Member to make it a little clearer. Does he mean to suggest that the sales done by the Disposals Directorate are at a higher value than the book value?

**Mr. Ahmed E. H. Jaffer:** Yes, Sir.

**The Honourable Sri C. Rajagopalachari:** No, Sir.

**Mr. Ahmed E. H. Jaffer:** If it is so, will the amount be refunded?

**The Honourable Sri C. Rajagopalachari:** There is no "if". Articles are not disposed of at higher than the book value.

**Mr. Ahmed E. H. Jaffer:** May I take it that the public has a right to buy these things at a maximum price not exceeding the book value?

**The Honourable Sri C. Rajagopalachari:** The public do buy at less than book value. There is no question of right. Where prices are controlled, they cannot exceed the controlled prices.

**Mr. Vadlal Lalubhai:** Will Government see to it that the cloth disposed of will be given to rationing officers and not to merchants who sell it at much higher prices in the bazar?

**The Honourable Sri C. Rajagopalachari:** Administratively it is not possible to mix up the Disposals department bargains with the normal distribution of the cloth available from ordinary production. The two things are totally different and the policies to be followed are different. It is not easy to equate varieties that are available in the Disposals Department with the ordinary production of the textile industry in the country.

**Mr. Vadilal Lalubhai:** Is it a fact that Provincial Governments require these cloths and will the Government see to it that the Provincial Governments are given cloth to distribute as they like?

**The Honourable Sri C. Rajagopalachari:** When Provincial Governments demand they have first priority.

LATE ARRIVAL OF FRONTIER MAIL AT DELHI FROM BOMBAY AND PESHAWAR.

540. **\*Mr. Ahmed E. H. Jaffer:** (a) Will the Honourable the Railway Member be pleased to state whether Government are aware that the Frontier Mail arriving at Delhi from both directions, namely, Bombay and Peshawar is always late by few hours with the result that its departure to Bombay and Peshawar is also delayed by few hours; if so, what are the causes of such delay, and what steps do Government propose to take to see that these trains run punctually, so that no inconvenience is caused to passengers waiting for hours at the stations, and those travelling by these trains?

(b) Are Government aware that due to the irregular hours of Frontier Mail's arrival at and departure from Delhi, a large number of passengers are compelled to travel by air between Bombay and Delhi?

(c) What is the loss thus sustained by the railway?

(d) What steps do Government propose to take to see that the Frontier Mail becomes as fast as in the pre-war days by decreasing its running hours between Delhi and Bombay to 22 hours instead of 28 hours as at present?

**The Honourable Dr. John Matthai:** (a) The up and down Frontier Mails have on a number of occasions been arriving late at Delhi but not to the extent suggested by the Honourable Member. The main causes of late running are heavy loads of trains, poor quality of coal, time lost on loco account and connections with other late running trains. Temporary Engineering speed restrictions also contribute to unpunctuality.

Railway Administrations are doing everything in their power to improve the punctuality of passenger trains. A regular and careful check is maintained on punctuality by Railway Administrations and all avoidable detentions are taken up with the staff concerned.

(b) and (c). This would not appear to be the case. The development of air travel arises from the convenience it offers and is not occasioned by the shortcomings of the Frontier Mail. On the contrary, the Frontier Mail is packed to capacity in both directions, and there is, therefore, no loss of railway revenue by reason of certain people travelling by air.

(d) It is not possible under present conditions to speed up the Frontier Mails since, in order to cope with the traffic offering, they have to be run with an average load of eleven to twelve bogies as against the prewar normal average load of seven to eight bogies.

**Mr. Ahmed E. H. Jaffer:** With reference to the reply to part (a) of the question the Honourable Member has said that the Frontier Mail is not late to the extent I have suggested in my question. May I ask the Honourable Member how many minutes is the Frontier Mail always late, if it is not late in terms of hours?

**The Honourable Dr. John Matthai:** I am prepared to give the Honourable Member a detailed statement on the question.

**Mr. Ahmed E. H. Jaffer:** I am also prepared to give the Honourable Member a detailed statement showing that the train is always late by three or four hours almost every day.

**The Honourable Dr. John Matthai:** I am prepared to have my statements discussed with the Honourable Member.

**Sjt. N. V. Gadgil:** In view of the fact that there has been a continuous increase in air travel, will the Government abandon first class accommodation on the Frontier Mail?

**The Honourable Dr. John Matthai:** There are some questions on that subject which I propose to answer later.

**Mr. Ahmed E. H. Jaffer:** The Honourable Member said that the Frontier mail is packed to a capacity in both directions. May I ask the Honourable Member whether he is aware of the fact that those passengers like myself who always used to travel by air-conditioned first class are now going by air, because the Frontier Mail is always late?

**The Honourable Dr. John Matthai:** What I have said in reply to that point still holds. The air-conditioned coaches are also packed.

**Mr. Vadlal Lallubhai:** Will the Honourable Member inquire into the belief that there is in the minds of the public that the railway officials have become adept during the war to find out excuses for the delay in the running of trains?

**Mr. President:** Order, order.

**Sardar Mangal Singh:** In view of the fact that these mail trains have to run late, will the Honourable Member instruct the railway administration to see that the connecting trains at junctions stations are also made to wait till these trains arrive?

**The Honourable Dr. John Matthai:** That raises rather a difficult point. In the case of a fast train like the Frontier Mail, if it is thrown out of course, it is not possible to give it precedence over slower trains, because in that case the whole railway service at that time will get disorganised.

**Mr. Vadlal Lallubhai:** Sir, may I know how my question was not in order? I only asked the Honourable Member whether he will inquire into the public belief that the railway officials have become adept during the war to find out excuses for late running of trains.

**Mr. President:** It is suggesting an inference. The purpose of a question is to ask for information. The Honourable Member was suggesting some insinuations which are not permissible under the rules.

**Maharajkumar Dr. Sir Vijaya Ananda:** Will the Honourable Member change the time table in accordance with the wear and tear of engines?

**The Honourable Dr. John Matthai:** It is easier, I think, to repair locomotives than to change the time table in the manner suggested by the Honourable Member.

**Raja Bahadur of Khallikote:** Is the Honourable Member aware that the trains from Calcutta also arrive here many hours late?

**Mr. President:** That will be outside this question.

#### FOOD SUPPLY IN THE DINNING CAR OF FRONTIER MAIL

541. \***Mr. Ahmed E. H. Jaffer (a)** Will the Honourable the Railway Member be pleased to state whether Government are aware that passengers are dissatisfied with the food supplied in the dining car of the Frontier Mail and that the same menu is maintained every day?

(b) Are Government aware that the vegetarian menu is very bad, and that the vegetables are usually carrot and potatoes and that too are served in very limited quantity; if so, do Government propose to take steps for the supply of plenty of fresh vegetables of different varieties?

(c) Are Government aware that the chicken served with meals in the dining car is not slaughtered with the result that muslim passengers refuse to eat it, and if so, do Government propose to issue instructions that chickens served to Muslim passengers should be slaughtered?

**The Honourable Dr. John Matthai:** (a) No complaints have been received from the travelling public. The menu is changed daily, but austerity conditions prevail and no alternative dishes can be supplied.

(b) No complaints have been received regarding the quality and quantity of vegetables supplied as available during the season and variety is limited in the hot weather.

(c) The chickens supplied are purchased ready slaughtered and trussed from a Muslim butcher.

**Mr. Ahmed E. H. Jaffer:** May I know whether the Honourable Member had any opportunities to travel by this train and enjoy the food served on it?

**Mr. President:** Order, order.

**Mr. Vadilal Lallubhai:** Will the Honourable Member advise the restaurant management on this train to include *macaroni* in their vegetarian dish?

**The Honourable Dr. John Matthai:** Honourable Members seem to forget that the food situation in the country has never been more acute than it is today.

**Khan Muhammad Yamin Khan:** Is the Honourable Member aware that the sub-committee which was appointed by the Advisory Committee made a report on this question four or five months ago and may I know why it has not been acted upon so long?

**The Honourable Dr. John Matthai:** I am not sure that it has not been acted upon to the extent practicable.

**Shri D. P. Karmarkar:** With reference to the Honourable Member's reply to parts (a) and (b) of the question, is it a fact that the meals served in the dining car on this train are only in the European style? Will the Honourable Member consider the advisability of introducing on the Frontier Mail Indian type of meals both vegetarian and non-vegetarian?

**The Honourable Dr. John Matthai:** I will have that looked into.

**Mr. Ahmed E. H. Jaffer:** The Honourable Member has not replied to my question whether he has tried the food on this train?

**The Honourable Dr. John Matthai:** I have often tried it.

**Mr. Ahmed E. H. Jaffer:** May I know from the Honourable Member how many days before the starting of the train are the chickens slaughtered and brought to the dining car?

**The Honourable Dr. John Matthai:** I want notice of that question!

**Shrimati Ammu Swaminadhan:** May I know whether the acute situation with regard to food in India should make refreshments served in the restaurant cars as bad as it is, because in our own houses, despite the acute food situation, the food cooked is not so bad? I would like the Honourable Member to take note of the fact that the restaurant people are fully exploiting the food situation at the moment and making that an excuse for giving very bad food to the passengers. Has the Honourable Member taken this matter into consideration?

**The Honourable Dr. John Matthai:** I should like to have this question examined in consultation with such an experienced house wife as the Honourable Member.

#### ABOLITION OF CLASSES EXCEPT INTER FROM RAILWAYS AND THE PROVISION OF FANS AND SLEEPING COACHES

**542. \*Pandit Sri Krishna Dutt Paliwal:** Will the Honourable the Railway Member please state:

(a) whether Government propose to consider the advisability of abolishing all classes from the railways except the inter-class; and

(b) whether Government also propose to charge present third class fares for Inter Class and provide fans and sleeping coaches for long distance passengers in inter class?

**The Honourable Dr. John Matthai:** (a) No. The proposal under consideration by Government is to abolish the Inter Class and retain three classes of travel instead of the present four classes.

(b) The question does not arise in view of the proposal to abolish the Inter Class. Proposals for increased amenities to the third class passengers including the provision of fans are under active consideration.

**Pandit Sri Krishna Dutt Paliwal:** Is the Honourable Member aware that the Inter class is the class most suited to middle class passengers?

**The Honourable Dr. John Matthai:** I expect that in the proposed arrangement the Inter Class will practically become the second class.

**Shri D. P. Karmarkar:** Does the Honourable Member propose to consider the feasibility of bringing into practice the suggestion made by the Wedgewood Committee report, *viz.*, that in view of the very small earnings derived from first and second class passengers, the two classes should be combined into one class with a view to making greater accommodation available for the third class passengers?

**The Honourable Dr. John Matthai:** Our proposal practically is that the first class should be abolished.

**Dr. Zia Uddin Ahmad:** May I know whether the Honourable Member is aware that in certain cases they are running only two classes—upper and lower?

**The Honourable Dr. John Matthai:** On certain branch lines we are going to adopt that practice.

**Dr. Zia Uddin Ahmad:** Has it been worked successfully?

**The Honourable Dr. John Matthai:** I am not sure if it has been tried on a sufficiently large scale or for a sufficient length of time. I am not in a position to answer the question.

**Khan Muhammad Yamin Khan:** Is the Honourable Member aware that a great deal of information received on this point was to the effect that the Inter Class should not be abolished and that the Inter Class should remain as well as an Upper and a Lower class?

**The Honourable Dr. John Matthai:** From an examination of the papers I find that this matter was fully examined in consultation with various public bodies. The matter was first referred to the local Railway Administrations and their advisory committee. Thirty Chambers of Commerce were consulted on the point. Then the Central Advisory Council was consulted and I think hereafter, when the financial implications of this arrangement have been worked out, the matter will come up before the Standing Finance Committee.

**Shri D. P. Karmarkar:** Will the Government consider the feasibility of making a limited amount of reservation in respect of third class, so as to be available to third class passengers who travel over long distances?

**The Honourable Dr. John Matthai:** That will raise a difficult question. I think what the Honourable Member is suggesting is that third class accommodation should be rationed.

**Shri D. P. Karmarkar:** It is not rationing of accommodation but the suggestion implied is.....

**Mr. President:** That is taking the matter to a discussion.

**Shri D. P. Karmarkar:** In view of the Government's anxiety to relieve third class passengers, I want to know whether Government propose to make a limited percentage of seats, say five per cent, available in every train for long distance third class passengers.

**Mr. President:** These are all suggestions for action: they are not proper supplementary questions for answer.

## RECOMMENDATIONS OF THE SUB-COMMITTEE FOR SITE FOR AGRA CENTRAL STATION

**543. \*Pandit Sri Krishna Dutt Paliwal:** Will the Honourable the Railway Member please state:

(a) whether it is a fact that the Sub-Committee consisting of officials and M.L.A.'s both Provincial and Central which was appointed for suggesting a suitable site for the proposed central station at Agra has recommended that the East Indian Railway main line be diverted from Hathras Junction to the existing Jumna Bridge Station of the East Indian Railway to enable all through trains of the East Indian Railway to pass directly through Jumna Bridge station; and

(b) whether Government propose to accept the above recommendation in view of the existing and daily increasing importance of Agra?

**The Honourable Dr. John Matthai:** (a) Yes, - this proposal was made at a meeting of the Sub-Committee held on the 6th December 1946.

(b) The Government find themselves unable to accept the proposal as it involves a very heavy expenditure on a new line about 23 miles long from Hathras Kilah to Jumna Bridge and strengthening of 5½ miles of the section from Hathras Jn. to Hathras Kilah, with no corresponding advantage. On the contrary, it will involve a delay of 1½ hours for through passengers and a heavier delay for through goods.

## MINIMUM WAGES FOR RAILWAY WORKERS

**544. \*Pandit Sri Krishna Dutt Paliwal:** Will the Honourable the Railway Member be pleased to state:

(a) whether Government are aware of the minimum wages of railway workers suggested by the representatives of railway workers Unions before the Central Pay Commission; and

(b) whether Government propose to pay the minimum wages suggested, if so, when?

**The Honourable Dr. John Matthai:** (a) The reply is in the affirmative.

(b) The question whether any revision in the present minimum wages is called for will be decided after the recommendations of the Central Pay Commission are considered by Government.

## THROUGH TRAIN FROM AGRA TO ALLAHABAD

**545. \*Pandit Sri Krishna Dutt Paliwal:** Will the Honourable the Railway Member please state:

(a) whether Government are aware of the fact that the inhabitants of Agra experience great hardship on account of the absence of through train service from Agra to Allahabad;

(b) whether it is a fact that formerly one direct train used to go from Agra to Allahabad;

(c) whether it is a fact that there are through trains from Agra to Cawnpore and through bogeys from Agra to Lucknow; and

(d) whether Government propose to start a direct train from Agra to Allahabad or at least a through bogey?

**The Honourable Dr. John Matthai:** (a) Government cannot agree that the inhabitants of Agra experience great hardship on account of there being no through train service between Agra and Allahabad. It is true that passengers have to change trains at Tundla but such changes occur at convenient hours and cannot therefore be said to involve hardship.

(b) Yes.

(c) Yes.

(d) The Railway Administration intend to restore the through train between Agra and Allahabad as soon as the availability of coaching stock permits.

**Shri Mohan Lal Saksena:** Is the Honourable Member aware that the through bogey compartment from Agra to Lucknow is generally overcrowded?

**The Honourable Dr. John Matthai:** I have no information, Sir.

**Shri Mohan Lal Saksena:** Will he kindly make enquiries and make arrangements for adding one more?

**The Honourable Dr. John Matthai:** I will make enquiries, Sir.

**Pandit Sri Krishna Dutt Paliwal:** Arising out of the Honourable Member's answer to part (d) of the question, what is his reply to the suggestion about a through bogey from Agra to Allahabad as apart from a through direct train?

**The Honourable Dr. John Matthai:** I should like to look into that question, Sir.

546.\*—550\* [Withdrawn].

#### NATIONALISATION OF COAL INDUSTRY

551. \***Pandit Sri Krishna Dutt Paliwal:** Will the Honourable Member for Industries and Supplies please state:

(a) the steps Government have taken or propose to take to nationalise the Indian coal industry;

(b) whether the mineral rights in the permanently settled areas of Bengal and Bihar have been acquired by the state; and

(c) the steps Government have taken or propose to take (i) to speed up the production and transport capacity of coal, (ii) to conserve metallurgical coal and (iii) for the electrification of Railways as coal saving measure?

**The Honourable Sri O. Rajagopalachari:** (a) This is a very important matter requiring thorough examination. The Indian Coalfields' Committee have made certain recommendations which are being examined.

(b) No; but this question was recently discussed at the National Mineral Policy Conference and there was agreement on the need for the acquisition of mineral rights.

(c) Government do intend to pursue all practicable steps to speed up the production, conservation and transport of coal. The technical and financial aspects of electrification of a part of the railways are being investigated.

The Railway Board have under consideration various new lines in the vicinity of the coal fields. These lines are now under survey, and when a decision is taken for their construction, the Railway Board propose to give an overriding priority among construction projects to those new lines which would assist in the distribution or extraction of coal.

The Railway Board hope to be able to give up the use of high grade coking coal which is required to be conserved for metallurgical purposes. This would be achieved as soon as alternative arrangements can be made. The Indian Coalfields Committee do not expect that this will be possible till about 1954. The Railway Board have under examination the possible electrification of about 1,500 route miles.

**Shri Mohan Lal Saksena:** May I know how long it will take before we are able to meet with this coal shortage?

**The Honourable Sri O. Rajagopalachari:** I have already said that alternative arrangements will have to be made before we completely cut down the higher quality coal, and the Coalfields Committee think that it will not be possible to complete these arrangements till 1954.



**Sardar Mangal Singh:** May I know whether Government are making any efforts to find out if there are any new coal mines?

**The Honourable Sri C. Rajagopalachari:** Yes, Sir.

**Babu Ram Narayan Singh:** May I know from the Honourable Member whether the coal shortage is due to want of wagons or coal?

**The Honourable Sri C. Rajagopalachari:** On the whole the shortage is not due to want of coal, but it is due to transport difficulties, including shortage of wagons.

STATEMENT *re* FOOD SITUATION

**552. \*Mr. Ahmed E. H. Jaffer:** (a) Will the Secretary of the Food Department pleased lay on the table of the House a statement regarding the Food situation in the country?

(b) What is the position of food likely to be at the quarter ending March, 1947, after considering the expected imports into India and food grains already available in India?

(c) Is there any possibility of famine in any parts? If so, what districts and provinces are likely to be so affected?

**Mr. K. L. Panjabi:** (a) The attention of the Honourable Member is invited to the 'Memorandum on the Food Position in India', which was circulated to Members of this House at the commencement of the session.

(b) On present appraisal of supplies available internally and expected from abroad, the food position in the country will continue to be difficult during the period mentioned in the question.

(c) As foodgrains are now distributed in the country under an extensive system of rationing and the Kharif crop has only recently come in no famine is apprehended. But the ration of wheat may have to continue at a low level for some weeks. All the wheat consuming areas will suffer from wheat shortage.

**Mr. Ahmed E. H. Jaffer:** May I know what will be the position for the second quarter ending June?

**Mr. K. L. Panjabi:** It will continue to be difficult Sir.

## REPAIR AND RE FURNISHING OF RAILWAY COMPARTMENTS ON B. B. &amp; C. I. AND G. I. P. RAILWAYS.

**553. \*Mr. Ahmed E. H. Jaffer:** Will the Honourable Member for Railways please state:

(a) whether Government are aware of the unsatisfactory condition of all classes of compartments in the Bombay, Baroda and Central India and the Great Indian Peninsula Railways;

(b) what steps, if any, are being taken to replace bulbs, pegs, racks, etc., that are still wanting in various coaches;

(c) what steps are being taken to repair and refurnish them and to put back all the fittings in order to avoid inconvenience to the travelling public; and

(d) when the railway carriages will be put in their normal condition?

**The Honourable Dr. John Matthai.** (a), (b), (c), (d). The Honourable Member's attention is invited to starred question No. 27 by Shri Sri Prakasa on the 28th October, 1946, and the reply given by the Honourable Mr. Asaf Ali.

## DAIRY FARMS AND THE DISTRIBUTION OF HIGH MILK YIELDING CATTLE THROUGH OUT INDIA

**554. \*Sri R. Venkatasubba Reddiar:** Will the Secretary of the Department of Agriculture be pleased to state:

- (a) the places where Dairy Farms are maintained for evolving species of cows and buffaloes which could yield increased quantity of milk;
- (b) the number of cattle maintained at each station;
- (c) the largest quantity of milk yielded by a single cow; and
- (d) the steps that are taken to distribute the high yielders throughout India and the conditions under which they are distributed?

**Sir Pheroze Kharegat:** (a) and (b). A statement is placed on the table.

(c) The maximum quantity of milk yielded by a cross bred cow is about 16,700 lbs. at a military dairy farm and by an indigenous cow 12,800 lbs. at the Indian Agricultural Research Institute in a lactation of about 300 days.

(d) Cows producing large milk yields are generally retained by dairy farms for producing improved progeny; those not required by dairy farms are sold. Good bulls are distributed free of cost in Coorg and Bengal and at concessional prices in other provinces to district boards, Gaushalas and *bona fide* breeders. The Bengal Government also give a subsidy of Rs. 15 p.m. towards the maintenance of each bull on the condition that its services are allowed free to the public and records of its performance are maintained by them.

*Statement.*

Places where dairy farms are maintained	Number of cattle at each dairy farm
<b>A. Under Central Government.</b>	
*1 Indian Agricultural Research Institute, New Delhi.	291
*2 Indian Agricultural Research Institute sub-station, Karnal (Punjab).	308
*3 Indian Veterinary Research Institute, Izatnagar, U. P.	} 589
4 Indian Veterinary Research Institute, Mukteswar, U. P.	
5 Indian Dairy Research Institute, Bangalore.	422
<b>B. In Provinces.</b>	
<i>Assam.</i>	
*1 Shillong	98
2 Sylhet	159
3 Khanapara	142
*4 Jorhat	69
*5 Barapetta	143
<i>Bengal</i>	
*1 Dacca	500
<i>Bihar</i>	
*1 Patna Farm	508
*2 Kanke Farm	351

Places where dairy farms are maintained	Number of cattle at each dairy farm
<i>Bombay</i>	
*1½ Northcote Cattle Farm, Chharodi, District Ahmedabad.	500
*2 Institute of Agriculture, Anand . . . . .	150
*3 Surat Dairy . . . . .	50
*4 Gilligan Cattle Farm, Pimple	150
*5 Gangapuri Cattle Farm, District East Khandesh	100
*6 Bombay Gowrakshak Mandal, Kandivlee . . . . .	600
*7 Nathu Laljee Charity Farm, Mulund . . . . .	150
*8 Lokmanya Gowshalla, Dombivlee . . . . .	250
9 Government Cattle Farm, Kopergaon . . . . .	30
10 Agricultural College, Poona . . . . .	275
*11 Government House Dairy, Ganeshkhind, Poona . . . . .	75
12 Government Cattle Farm, Tegur . . . . .	115
*13 Government cattle Farm, Bankapur . . . . .	140
<i>C. P. &amp; Berar</i>	
1½ Telenkhery Farm, Nagpur District	240
2 Dewal Dairy Farm, Saugor District . . . . .	480
<i>Coorg</i>	
*1 Government Demonstration Dairy Farm at Mercara.	36
<i>Madras</i>	
*1 Livestock Farm at Hosur (Salem District) . . . . .	928
*2 Livestock Farm at Lam (Guntur Distt.) . . . . .	330
<i>N. W. F. P.</i>	
*1 Buffalo breeding Farm, Islamia College, Peshawar . . . . .	50
<i>Orissa</i>	
1 Government Dairy Farm, Cuttack . . . . .	46
2 Military Dairy Farm now converted to Civil Dairy Farm.	120
<i>Punjab</i>	
*1 Jahangirabad Cattle Farm, District Multan . . . . .	1,085
*2 Allahdad Cattle Farm, District Multan . . . . .	500
**3 Bahadurnagar Buffalo Farm . . . . .	778
**4 Qadirabad Cattle Farm, District Montgomery . . . . .	220
5 Montgomery Dairy Farm, Montgomery . . . . .	308
*6 Government Livestock Farm, Hissar . . . . .	200

Places where dairy farms are maintained	Number of cattle at each dairy farm
Sind	
*1 Willingdon Cattle Farm, Malir . . . . .	292
2 Agricultural Research Station, Sakrand . . . . .	61
3 Agricultural Research Station, Dokri . . . . .	240
U. P.	
1 Government Agricultural College, Cawnpore . . . . .	85
**2 Government livestock and dairy farm Babugarh, Meerut.	200
3 Government cattle farm, Bharari, Jhansi . . . . .	77
**4 Government Cattle Farm, Manjhra . . . . .	34
*5 Government Agricultural School, Gorakhpur . . . . .	11
6 Government Agricultural School, Balandshahr . . . . .	16
*7 Government Livestock & Research Station, Madhuri Kund Muttra.	148
C. Under Military Authorities	
Northern Command.	
1 Rawalpindi . . . . .	686
2 Muree . . . . .	22
3 Cambellpore . . . . .	257
4 Jhelum . . . . .	247
*5 Sargodha . . . . .	20
**6 Matsenabad . . . . .	65
7 Peshawar . . . . .	446
8 Nowshera . . . . .	410
9 Mardan . . . . .	34
10 Abbetabad . . . . .	238
11 Kohat . . . . .	271
12 Thall . . . . .	60
13 Bannu . . . . .	647
14 Dera Ismail Khan . . . . .	175
15 Wana . . . . .	104
16 Manzai . . . . .	36
17 Malir Cantt. . . . .	1,117
18 Quetta . . . . .	638

Places where dairy farms are maintained	Number of cattle at each dairy farm
Northern Command— <i>contd.</i>	
19 Fort Sandaman . . . . .	92
20 Loralai . . . . .	25
21 Multan . . . . .	54
22 Lahore Cantt. . . . .	1,620
**23 Bowli . . . . .	1,617
**24 Bengali . . . . .	182
25 Sialkot . . . . .	474
26 Jullundur Cantt. . . . .	703
27 Ferozpur Cantt. . . . .	752
28 Ambala Cantt. . . . .	602
29 Kasauli . . . . .	55
30 Dagshai . . . . .	30
31 Subathu . . . . .	15
*32 Sanawar . . . . .	35
*33 Dalhousie . . . . .	46
Eastern Command.	
34 Agra . . . . .	328
35 Allahabad . . . . .	370
**36 Bareilly . . . . .	320
**37 Cawnpore . . . . .	218
38 Dehra Dun . . . . .	576
39 Jhansi . . . . .	338
40 Lucknow . . . . .	945
41 Meerut . . . . .	870
**42 Muttra . . . . .	207
**43 Nankum . . . . .	987
**44 Panagerh . . . . .	435
G. H. Q. Installation	
**45 Tobruk (Okara) . . . . .	285
**46 Salerno . . . . .	17
**47 Shadipur . . . . .	6

Places where dairy farms are maintained	Number of cattle at each dairy farm
Southern Command	
48 Belgaum . . . . .	148
49 Ahmednagar . . . . .	418
50 Deolali . . . . .	686
**51 Kalyan . . . . .	971
52 Kirkee . . . . .	950
**53 Nasik Road . . . . .	239
**54 Pimpri . . . . .	1,540
55 Bangalore . . . . .	763
56 Secunderabad . . . . .	938
**57 Visagapatam . . . . .	295
*58 Wellington . . . . .	91
59 Jubbulpore . . . . .	821
60 Mhow . . . . .	226
**61 Katni . . . . .	251
62 Pashmari . . . . .	29
**63 Mahgaon . . . . .	43

\* Only cows maintained.

\*\* Only Buffaloes maintained.

Both cows and buffalo are maintained on other farms.

#### AMONIA FACTORY AT SINDHRI

555. \*Sri R. Venkatasubba Reddiar: Will the Honourable Member for Industries and Supplies please state:

(a) the progress made in the construction of the Ammonia Factory at Sindri; and

(b) the probable time it would take to start production?

**The Honourable Sri C. Rajagopalachari:** (a) Honourable Member is referred to Starred question No. 365 by Babu Ram Narain Singh which was not reached but the answer for which was placed on the table on the 17th February last. A large proportion of the plant has been ordered but the delivery period for some of the key items is long.

Orders have been placed for some of the structural steelwork and negotiations are in an advanced stage for ordering the remainder.

Work on levelling the site, construction of foundations, houses for staff and workmen is proceeding although there have been long delays owing to difficulties over land acquisition.

Work on the construction of the broad gauge line connecting the factory with the E. I. R. line is proceeding satisfactorily. Fuller information is given in the monthly situation report issued by the Chief Technical Adviser.

(b) It is hoped to start production early in 1949 and to reach full production by the middle of 1949.

The answer placed on the table to Starred question No. 365, to which I referred, gives very full information on all the points.

#### PRICE SUBSIDIZATION IN THE MATTER OF FOODSTUFFS

**556. \*Shri D. P. Karmarkar:** Will the Secretary of the Food Department be pleased to state:

(a) whether Government are aware that the lower middle-classes and the poorer sections of the population are undergoing acute economic suffering owing to continued increase in the price level of necessary commodities; and

(b) whether Government propose to introduce measures of price-subsidization in the matter of food-stuffs to relieve the suffering partially?

**Mr. K. L. Panjabi:** (a) Yes.

(b) The policy of Government is not to allow the existing prices of foodgrains to rise further. In furtherance of this policy the Government of India is subsidising the sale of imported foodgrains to the Provincial Governments and Administrations at rates which enable them to sell these grains at the existing retail prices.

**Shri D. P. Karmarkar:** With reference to the Honourable Member's reply to part (b), will Government consider the desirability of advising the Provincial Governments to restore to the farmers, from whom they have requisitioned grain, the foodgrain, if the farmers want it back for use, at the same price at which it was purchased from the farmers?

**Mr. K. L. Panjabi:** The grain that is requisitioned from the farmers is what is normally in excess of the farmers' requirements. It is only the surplus grain which is taken from the farmer.

**Shri D. P. Karmarkar:** Is the Honourable Member aware that in the Bombay Province a certain increased price is taken if the farmer wants the grain back for legitimate purposes? He has to purchase the same grain, which he has sold at a lower price, at a higher price while purchasing from the Government rationing agency.

**Mr. K. L. Panjabi:** Our information is that in the levy scheme sufficient allowance is made for the personal requirements of the farmer, including the requirements in respect of agricultural labour employed by the farmer, before the produce is taken by the Government. Normally all the requirements of the farmer are met before Government takes the surplus from him.

**Shri D. P. Karmarkar:** Is the Honourable Member aware that under the present levy scheme of the Bombay Government an average family is taken to consist of five persons and hardship is felt in the case of larger personnel than five. In those cases will the Honourable Member be pleased to advise the Provincial Government to allow these farmer growers to keep as much as is necessary for the fulfilment of their family needs?

**Mr. K. L. Panjabi:** Government will consider the suggestion.

#### PROFITS FROM THE SALE OF FOODSTUFFS BY PROVINCIAL GOVERNMENTS

**557. \*Shri D. P. Karmarkar:** Will the Secretary of the Food Department be pleased to state whether Government are aware that Provincial Governments make a profit from the sale of food-stuffs through their rationing organisation in their respective area; if so, whether the Government of India propose to advise them in the matter?

**Mr. K. L. Panjabi:** No profits are being made by the Rationing Organizations of the Provincial Governments or Administrations on the sale of rationed foodstuffs. In Delhi, the profit and loss account for the period May 1944 to March 1946, showed a surplus of Rs. 10,00,000 which was due to the fact that

allowances on account of dirt, admixture, weevilled grain, etc., were recovered from the suppliers long after the fixation of prices of the relative consignments. This surplus has been mostly wiped off by losses arising out of the sale of subsequent high priced consignments at the old rate. Nearly all the Provinces and Administrations have, in fact, sustained heavy losses.

The policy that no profits should be made on the sale of rationed foodstuffs is well understood and there is no need of advising Provincial Governments about it.

**Pandit Lakshmi Kanta Maitra:** May I take it that the Honourable Member has made inquiries from the Provincial Governments to satisfy himself that no such profiteering is made in the matter of controlled foodstuffs supplied to the different provinces by the Government of India?

**Mr. K. L. Panjabi:** We get periodical information from the Provincial Governments and an examination of these reports has shown that no profit is being made.

**Pandit Lakshmi Kanta Maitra:** When was the last review made?

**Mr. K. L. Panjabi:** I want notice of that.

**Pandit Lakshmi Kanta Maitra:** What is the margin of difference in the rates at which the supplies are made to the Provincial Governments and the rates at which they are sold?

**Mr. K. L. Panjabi:** I have not got the information.

**Pandit Lakshmi Kanta Maitra:** May I know if it is the policy of his department to send periodical instructions to Provincial Governments not to profiteer in foodgrains supplied by the Centre and is this policy being implemented?

**Mr. K. L. Panjabi:** I have already said that the policy is that no profit should be made. Sometimes there is a surplus accruing out of certain consignments, which is set off by subsequent losses on the sale of other consignments. It is very difficult to show a net profit balance at the end of the period. This is a running account and in the end no profit is made. The policy is well understood by the Provincial Governments.

**Pandit Lakshmi Kanta Maitra:** Is this merely the inference of the Honourable Member or are periodical directives sent to the Provincial Government to this effect?

**Mr. K. L. Panjabi:** The necessity for directives has not arisen.

**Sardar Mangal Singh:** Have you made inquiries whether they have made profit or not?

**Mr. K. L. Panjabi:** I have already said that we get information from the Provincial Governments and we are satisfied that no profits are made.

**Diwan Chaman Lall:** Is not the Honourable Member confusing the rationing authorities with the syndicates operating in certain provinces? The syndicates in certain provinces do make a profit.

**Mr. K. L. Panjabi:** I have confined my remarks to Provincial Governments and not to the syndicates. The syndicates work on commercial lines and presumably they make a little profit. They take a certain risk.

**Diwan Chaman Lall:** So, Provincial Governments are making a profit through the syndicates. Is the Honourable Member aware of the system that prevails in the Punjab?

**Mr. K. L. Panjabi:** The syndicates get a commission for performing a service. It does not mean that the Provincial Governments make a profit.

**Diwan Chaman Lall:** Is it a fact that the provincial syndicate in the Punjab was given wheat by the Punjab Government at about Rs. 9 a maund and the same wheat was rationed by the rationing authorities at Rs. 11 to Rs. 12 a maund?

**Mr. K. L. Panjabi:** I have no information.



558. \*Shri D. P. Karmarkar: I do not want to put this question.

USE OF COTTON SEED FOR THE MANUFACTURE OF HYDROGENATED OIL.

559. \*Shri D. P. Karmarkar: Will the Secretary of the Food Department be pleased to state:

(a) whether it is a fact that cotton seed is being used for the manufacture of hydrogenated oil therefrom;

(b) if so, the names of the factories so using it and the quantity of cotton seed used in this manner during each year from 1919; and

(c) the steps that Government propose to take to stop such use, in view of the shortage of cattle-food in the country?

**Mr. K. L. Panjabi:** (a) Yes, but in very small quantities.

(b) Information from 1919 is not available; a statement giving this information from 1936 is laid on the table of the House.

(c) Government do not propose to prevent the use of cotton seed for vanaspati production as they are advised that it will add to the fats available for human consumption without reducing the feed for cattle. The cake is as good cattle feed as the seed.

*Statement showing use of cotton seed oil for the manufacture of Vanaspati by the following factories since commencement of production.*

1. Ganesh Flour Mills, Delhi, Cawnpore, Lyallpore.
2. Modi Vanaspati Manufacturing Co., Modinagar.
3. Hindustan Vanaspati Manufacturing Co., Ltd., Bombay.
- \*4. Snow-White Food Products, Calcutta.
- \*5. Bharat Vanaspati Manufacturing Co., Ltd., Pachora.
- \*6. Amrit Banaspati Manufacturing Co., Ltd., Ghaziabad.

Serial No.	Year	Quantity used
		Tons
1	1936 . . . . .	105.24
2	1937 . . . . .	8.06
3	1938 . . . . .	Nil
4	1939 . . . . .	13.63
5	1940 . . . . .	351.17
6	1941 . . . . .	1,064.04
7	1942 . . . . .	671.21
8	1943 . . . . .	673.00
9	1944 . . . . .	685.32
10	1945 . . . . .	275.46
11	1946 . . . . .	668.09

\*These factories have used small quantities for experimental purposes only once during their entire period of production.

**Pandit Lakshmi Kanta Maitra:** Has the Honourable Member taken the advice of expert nutritional authorities as to whether hydrogenated edible oil manufactured from cotton seed is really nutritive or detrimental to public health?

**Mr. K. L. Panjabi:** We have been conducting research on the nutritional value of vanaspathi. The results are not completed. So, I am unable to give definite information.

**Pandit Lakshmi Kanta Maitra:** Is the Honourable Member aware of the criticism of scientists that this cotton seed oil is positively injurious?

**Mr. K. L. Panjabi:** The Honourable Member will be interested to know that margerine production in the U.S.A. is largely out of cotton seed oil.

**Pandit Lakshmi Kanta Maitra:** That is not largely used for edible purposes. I want to know if the Government are aware of the strength of public criticism particularly from the nutritional authorities that this edible oil manufactured from cotton seed is positively injurious to public health?

**Mr. K. L. Panjabi:** We have had no such complaint.

**Shri D. P. Karmarkar:** There has been great scarcity of cotton seed in certain parts of the country leading to the deterioration of cattle. In view of that, will Government consider the question of putting a stop to cotton seeds being used for hydrogenated oil?

**Mr. K. L. Panjabi:** It will interest the Honourable Member to know that the total quantity of cotton seed used for the manufacture of vanaspathi was only 668 tons. This information is contained in the statement I have laid on the table this morning.

560. \***Shri D. P. Karmarkar:** Sir, I do not want to put this question.

#### LOW RATES OF SALARY AND DEARNESS ALLOWANCE OF GANGMEN ON THE E. I. RAILWAY

561. \***Mr. Nagendranath Mukhopadhyay:** Will the Honourable Member for Railways please state whether Government are aware that the gangmen of the East Indian Railway are very poorly paid in comparison to those on other Railways in India. They start their life on Rs. 11 or Rs. 12 including the different rate of dearness allowance at different places yet they do not get a living wage. If so, do Government propose to consider the advisability of increasing their salary and dearness allowance?

**The Honourable Dr. John Matthai:** It cannot be generally said that the gangmen on the East Indian Railway are very poorly paid in comparison with those on other railways in India, though their rates of pay are lower when compared with those of gangmen of certain other Indian Government Railways. Ignoring the starting pay, *viz.*, Rs. 12, in the old scales of pay, which are no longer applicable to new entrants, the starting pay now admissible to gangmen on the East Indian Railway, *viz.*, Rs. 11, is only Re. 1 lower than the starting pay now given to recruits on certain other railways, with the exception of two railways, on which the difference is Rs. 3 and Rs. 2 respectively. Dearness allowance is given in addition to the rates of pay drawn by an employee.

As regards the last part of the question, as the Honourable Member is aware, the future structure of the scales of pay and standards of remuneration for Government servants have been under examination by the Central Pay Commission and the question whether the wages of staff should be revised will be decided when the Pay Commission's recommendations in this respect have been examined by Government.

**Shri Mohan Lal Saksena:** May I know how much dearness allowance is given to them?

**The Honourable Dr. John Matthai:** It varies according to the region concerned from Rs. 10 to Rs. 19.

SUPPLY OF WARM OVERCOATS AND PANTS TO ASSISTANT STATION MASTERS ON  
E. I RAILWAY

**562. \*Mr. Nagendranath Mukhopadhyay:** Will the Honourable Member for Railways please state whether Government are aware of the fact that the Assistant Station Masters on the East Indian Railway are not supplied with warm over-coats and pants in the winter season, although they are required to move in the railway yard and other places undergoing exposure to cold. If so, do Government propose to consider the advisability of supplying them with warm over-coats and warm pants?

**The Honourable Dr. John Matthai:** It is not a fact that all Assistant Station Masters on the E. I. Railway are not supplied with warm over coats and trousers in the winter. Assistant Station Masters, Grade I, and those posted at 14 selected stations on the E. I. Railway are allowed trousers. As regards the supply of over-coats, only those Station Masters in Grade I who are posted in the three Upper Divisions, namely, Allahabad, Lucknow and Moradabad, and the Relieving Assistant Station Masters at Howrah are allowed over-coats.

As regards the latter portion of the question, General Managers of Indian Government Railways are authorised to frame Dress Regulations to govern the issue of uniforms and warm clothing to subordinates employed on Open Lines of Railways. In doing so, due regard is paid to climatic conditions and the duties to be performed by the different classes of staff. In this connection, I would draw the Honourable Member's attention to my reply given to Starred Question No. 454 asked on the 21st February 1947.

**Pandit Lakshmi Kanta Maitra:** What is the policy that the Government pursues with regard to the grant of this winter uniform? Does it depend on the nature of the work or does it depend on the station at which a particular person is serving?

**The Honourable Dr. John Matthai:** There are various considerations that determine the policy of local Administrations in this matter. One of the most important, of course, is the climatic consideration. Then, there is also the question of the duties performed by the staff. For example, if a particular employee comes in contact with the public and it is important that he should be easily identified, it is necessary that he should be provided with a uniform. Various considerations apply in determining the question.

**Pandit Lakshmi Kanta Maitra:** Are they provided free or do they pay for them?

**Mr. President:** Next question.

UN-RESTRICTED ISSUE OF SECOND CLASS TICKETS AT DELHI, BEZWADA AND MADRAS

**563. \*Sri E. Venkatasubba Reddiar:** Will the Honourable Member for Railways be pleased to state:

(a) whether unrestricted issue of second class tickets for the Grand Trunk Express irrespective of the availability of accommodation is permitted especially at Delhi, New Delhi, Bezwada, and Madras daily causing great inconvenience to through passengers;

(b) whether most of this traffic is between Delhi and Agra, and Bezwada and Madras; and

(c) whether a passenger or shuttle train could not be run to avoid congestion in the Express and inconvenience to through passengers?

**The Honourable Dr. John Matthai:** (a) At Delhi, New Delhi and Madras stations, second class tickets are issued subject to accommodation being available on the train. At Bezwada, which is an intermediate station, there is no restriction in the issue of second class tickets; but the number actually sold is small. Government believe that the present procedure is designed to cause the minimum inconvenience to through passengers.

(b) No, the average number of second class passengers travelling daily on these sections is small, about 28 between Delhi and Agra and ten between Bezwada and Madras in each direction.

(c) Government do not consider that there is justification for running an additional passenger or shuttle train on these sections at present.

**Sri R. Venkatasubba Reddiar:** May I ask what is the source from which he has found out the sale of tickets?

**The Honourable Dr. John Matthai:** It is based on the best statistical information available.

**Sri R. Venkatasubba Reddiar:** I have raised this question from my own personal experience. Whenever I have travelled by this train either from Delhi or from Madras the compartment has always more than eight or nine passengers?

**The Honourable Dr. John Matthai:** The information that I have given is based on the best data that we have been able to collect and I am not in a position to add to the information I have given.

**Sri R. Venkatasubba Reddiar:** Does it mean that there are ticketless travellers?

**The Honourable Dr. John Matthai:** It does not.

#### TERMS OF CONTRACT FOR DISPOSAL OF AMERICAN GOODS LEFT IN INDIA

†564. \***Mr. Tamizuddin Khan** (on behalf of **Dr. Zia Uddin Ahmad**): (a) Will the Honourable Member for Industries and Supplies please state what are the terms of contract between America and India about the disposal of goods left in this country by Americans?

(b) Have the Government of India examined the prices which American Authorities fixed for those articles and the prices at which they are selling in India?

(c) Are Government aware that Americans gave 40 per cent. discount to charitable institutions, but no concession is given by the Government of India?

**The Honourable Sri C. Rajagopalachari:** (a) The attention of the Honourable Member is invited to the Press Communique, dated 31st May 1946, a copy of which is placed on the table.

(b) The basis on which the block take-over took place is stated in the Press Communique. As regards disposals, the necessity for relating our prices to those charged by the Americans does not arise. Attention is invited to clause 7(b) of the Agreement under which the disposal of American Surpluses has to be in conformity with such directives as the Government of India has issued and may from time to time issue and in the same manner in which Indian and H. M. G. owned surpluses in India would be disposed of.

(c) Whatever may be the practice followed in America, our own practice is to give such concessions as may be thought fit in the Government department connected with the activities of the institution rather than as a hidden subsidy from disposals.

INDO-U. S. AGREEMENT ON LEND-LEASE—WHAT INDIA GETS UNDER THE SETTLEMENT

The Government of India Delegation led by the Hon'ble Mr. A. A. Waugh, which went to Washington early in April 1946, has returned to India after concluding a satisfactory settlement with the Government of the United States for lend-lease, reciprocal aid, surplus war property located in India and for the financial claims of each Government against the other arising out of the war. The settlement provides for a complete cancellation of payments for lend-lease, reciprocal aid, U. S.-owned surpluses in India and claims arising out of the war, subject to the condition that, if the sale proceeds of U. S.-owned surpluses exceed the equivalent of 50 million dollars, 50 per cent. of the excess proceeds will be paid to the U. S. Government in rupees. These rupees will be spent in acquiring embassy sites and buildings and for an agreed cultural and educational programme in India, or for American Government expenditure in India, but for no other purpose. No dollar liability will thus arise.

The settlement should be viewed against the background of the following facts. The United States sent to India about Rs. 650 crores worth of lend-lease goods. These stores were obtained partly for India's own purposes and partly for purposes of H. M. G.'s war measures, in particular, operations by South East Asia Command for which India was the base. The value of lend-lease stores for which India could properly assume liability amounted to nearly Rs. 200 crores. These stores include those obtained for essential civil purposes in India, such as machine tools, steel, non-ferrous metals, railway equipment, etc., and the military articles consumed during the war, or held after the war for India's own purposes. In return for this aid, India gave reciprocal aid to the United States in the shape of supplies and service for the U. S. Forces in India, certain raw materials and services for United States shipping in Indian ports. The cost of this reciprocal aid, including the capital cost of airfields and accommodation built for the U. S. Forces in India, came to nearly Rs. 200 crores.

Other factors in the settlement were the financial claims relating to supplies and services rendered after V. J. Day (which produced a net figure of Rs. 14 crores due to India) and the surplus war property located in India. The surplus war property arose from two sources. As has been stated above, the greater proportion of lend-lease stores came to India on United Kingdom's account and there were considerable surpluses from United Kingdom military holdings of lend-lease stores that had a civilian use in India. They include trucks, metre gauge locos. and wagons, engineer equipment, etc., as well as petroleum products in India (other than aviation spirit, which had already been covered by the United Kingdom Agreement). Secondly, there were large United States-owned surpluses in India. These include hospital equipment, road-making and other engineer equipment, transportation stores, vehicles, aircraft, machinery, food, etc.

Under the Agreement India gets—

- (a) Lend-lease civilian articles held by India on V. J. Day, i.e., September 2, 1945, such as machine tools, metals, railway equipment, chemicals, etc.;
- (b) Lend-lease articles on order on V. J. Day;
- (c) The military lend-lease articles held for the Indian Armed Forces as on April 1, 1946, subject to the United States Government's right of recapture, which will not generally be exercised;
- (d) Surpluses from the United Kingdom military holdings in India with a civilian use in India, such as trucks, metre gauge locomotives, wagons, etc. The Government of India has the right to use and sell them in India, but if they are to be sold outside India the prior permission of the United States Government has to be obtained;
- (e) Lend-lease petroleum products in India other than aviation spirit;
- (f) The United States-owned surpluses in India. Their disposal will be entirely the responsibility of the Government of India. Quarterly reports on the proceeds of disposals will be sent to United States Government. Termination of the disposal programme, at the stage when disposals operations cannot be profitably carried on, will be determined by the Government of India, and a final report will be sent to the United States Government. At that stage any payment from realisations in excess of the equivalent of 50 million dollars will be made to the United States Government in rupees.
- (g) All installations in India whether built from lend-lease or from reciprocal aid materials become the property of the Government of India.

The United States Government gets the reciprocal aid articles in the possession of the United States Government on V. J. Day.

India agrees not to charge United States Government for the supplies and services rendered to United States Forces in India from V. J. Day until May 31, 1946 (the date of closing of the India-Burma theatre) and also agrees to meet certain defined claims against members of United State Forces in India, such as claims arising out of traffic accidents, etc.

These negotiations did not cover silver obtained by India under a separate agreement executed in 1944 which provided for its return in kind. The figures given above for lend-lease are exclusive of the value of this silver.

The agreement, which was concluded in an atmosphere of mutual goodwill, augurs well for the future of relations between U. S. A. and India.

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AGREEMENT BETWEEN THE GOVERNMENT OF INDIA AND THE GOVERNMENT OF THE UNITED STATES OF AMERICA ON SETTLEMENT FOR LEND-LEASE, RECIPROCAL AID, SURPLUS WAR PROPERTY, AND CLAIMS.

The Government of India and the Government of the United States of America have reached agreement as set forth below regarding settlement for lend-lease, reciprocal aid, and surplus war property located in India and for the financial claims of each Government against the other arising as a result of World War II. This settlement is complete and final. Both Governments, in arriving at this settlement, have taken full cognizance of the benefits already received by them in the defeat of their common enemies, and of the aid furnished by each Government to the other in the course of the war, and no further benefits will be sought as consideration for lend-lease, reciprocal aid and surplus war property, or for the settlement of claims or other obligations arising out of the war, except as herein specifically provided.

1. (a) The term "lend-lease article" as used in this Agreement means any article transferred by the Government of the United States under the Act of March 11, 1941,—

(i) to the Government of India, or

(ii) to any other government and retransferred to the Government of India.

(b) The term "reciprocal aid article" as used in this Agreement means any article transferred by the Government of India to the Government of the United States under reciprocal aid.

2. No payment will be made by either Government to the other on account of lend-lease and reciprocal aid articles and services transferred or retransferred at any time to either Government.

3. The Government of India agrees that no payment will be required from the Government of the United States on account of articles and services furnished to the United States armed forces in India between September 2, 1945, and May 31, 1946, both dates inclusive.

4. (a) The Government of India hereby acquires full title, without qualification as to disposition or use, to all lend-lease articles now in the possession of the Government of India (including lend-lease components of installations located in India and all lend-lease petroleum products in India other than aviation gasoline) except lend-lease articles described in Section 5 hereof.

(b) The Government of the United States agrees to complete as early as possible the transfer (which term, except as hereinafter provided, shall include delivery aboard ocean vessel in a United States port) of the articles selected by the Government of India which were covered by lend-lease requisitions filed by the Government of India with the Foreign Economic Administration and which were under contract, or were completed, but had not been transferred, on September 2, 1945. Such transfer will be made in the quantities and according to the specifications and other conditions, except as to time of delivery, set forth in the covering requisitions, to the extent that such articles are or will be available to the Government of the United States for transfer to the Government of India. Title to the articles covered by this paragraph shall pass to the Government of India immediately upon loading of the articles on board ocean vessel in a United States port, provided that risk of loss not recoverable from the supplier, carrier or other third party, shall be assumed by the Government of India upon shipment from the factory or other premises of the supplier. Title to any articles that shall not have been loaded on board ocean vessel in a United States port prior to midnight on July 31, 1946, or two months after receipt by the Government of India of notice of availability, whichever is later, shall be deemed to have been transferred as of such later date, and thereafter the Government of India shall be responsible for storing and moving such articles within the United States and for delivering such articles abroad ocean vessel in a United States port. The Government of the United States will pay the cost of ocean transportation to India on United States flag vessels only of such of the articles covered by this paragraph as are loaded aboard ocean vessel prior to July 1, 1946.

(c) The Government of the United States shall be deemed to have acquired, as of September 2, 1945, full title, without qualification as to disposition or use, to all reciprocal aid articles in the possession of the Government of the United States on that date, and to all articles furnished to the United States armed forces in India after that date, except that any reciprocal aid articles or other articles furnished to the United States armed forces in India and incorporated into installations in India are hereby deemed to be returned to the Government of India as of the date the United States armed forces relinquish possession of such installations.

5. (a) The Government of the United States, in paragraph 12 of the Agreement relating to Military Holdings (No. IV), dated March 27, 1946, between the Governments of the United States and of the United Kingdom, recognized that a proportion of the United Kingdom lend-lease military holdings in India would be earmarked as of April 1, 1946 for the requirements of the forces under command of the Commander-in-Chief India, and consented to the transfer of such holdings by the Government of the United Kingdom to the Government of India. In that Agreement, it was stated that the conditions governing the use and disposal of the lend-lease articles so earmarked would form the subject of negotiations between the Governments of India and of the United States. The transfer to the Government of India of those articles is hereby effected and the privileges of the Government of the United Kingdom and its obligations to the Government of the United States under that Agreement with respect to such articles are no longer operative. The privileges of the Government of India and its obligations to the Government of the United States with respect to such articles shall be those defined in this Agreement and shall be compatible with the principles of international security and welfare set forth in the Charter of the United Nations.

(b) The Government of the United States hereby agrees that the lend-lease Harvard (AT-6 or AT-16) and Cornell (PT-26) aircraft and related spares now in the possession of the Royal Indian Air Force shall be treated in the same manner, and shall be subject to the same privileges and obligations, as the lend-lease articles covered by paragraph (a) above.

(c) The articles described in paragraphs (a) and (b) above will be referred to in this Agreement as "lend-lease articles in the possession of the armed forces under command of the Commander-in-Chief, India."

(d) The Government of the United States hereby consents to the transfer, for purposes compatible with the principles of international security and welfare set forth in the Charter of the United Nations, of any lend-lease articles in the possession of the armed forces under command of the Commander-in-Chief, India, to the United Kingdom armed forces without prior authority of the Government of the United States subject to the following understandings:—

(i) Subsequent reports, in such practicable form and detail as may later be mutually agreed between India the question of requiring prior consent of the Government of the United States;

(ii) The Government of the United States reserves the right to reopen with the Government of India the question of requiring prior consent of the Government of the United States to such transfer, should there be a material change in the existing arrangements between the United Kingdom armed forces and the armed forces of the Government of India.

(e) The Government of the United States, with respect to lend-lease articles in the possession of the armed forces under command of the Commander-in-Chief, India, reserves the right to recapture any such articles which, as of the date upon which notice requesting return is received by the Government of India, are in the possession of the armed forces under command of the Commander-in-Chief, India, although the Government of the United States will give reasonable notice of its intention and will provide in respect of cases where it wishes from time to time to exercise its right of recapture, the Government of the United States will give reasonable notice of its intention and will provide full opportunity to the Government of India for discussion of that Government's need for the articles in question without limiting the right of recapture.

(f) The Government of India will not, without prior consent of the Government of the United States, or except as specifically provided in this Agreement, transfer lend-lease articles in the possession of the armed forces under command of the Commander-in-Chief, India, to any other government outside India for military use, or dispose of such articles for civilian use outside India, whether by sale, loan or otherwise, but such articles may be transferred, used or disposed of in India without restriction. Transfers made under provisions of this paragraph will be made only for purposes compatible with the principles of international security and welfare set forth in the Charter of the United Nations.

(g) Those articles in the United Kingdom military holdings in India which have been or may be declared by the Government of the United Kingdom as surplus to its requirements are to be retransferred for civilian use in India to the Government of India, and the Government of the United States, in consideration of the mutual undertakings described in this Agreement, hereby consents to the retransfer to the Government of India of such articles for civilian use in India; and the Government of India may, without restriction, use in India, or dispose of for use in India, any such articles, without giving rise to any liability to the Government of the United States. It is recognised by the Government of the United States that the estimates provided by the Government of India of the types and quantities of the articles covered by this paragraph represent an indication

of the order of the quantities involved which, although providing a fair measure of the overall amount covered, will be subject to variations as to particular items and quantities.

6. (a) The Government of India hereby assumes responsibility for the settlement and Payment of claims against the Government of the United States or members of the United States armed forces arising from acts or omissions occurring before June, 1, 1946, in the course of military duties of members of the United States armed forces in India to the same extent as the Government of India assumed responsibility under reciprocal aid prior to September 2, 1945.

(b) Except as provided in this Agreement, financial claims between the two Governments arising out of existing arrangements, where the liability for payment has heretofore been acknowledged and the method of computation mutually agreed, are not covered by this settlement as they will be settled in accordance with such arrangements.

(c) Notwithstanding any other provisions of this Agreement, the following claims will be settled in accordance with procedures already established or to be established after appropriate discussion :

- (i) claims arising out of cash reimbursement lend-lease requisitions filed by the Government of India, and
- (ii) claims arising out of lend-lease requisitions for locomotives and rolling stock which the Government of India agreed to pay for the postwar use of such equipment.

(d) In consideration of the undertakings in this Agreement, and with the objective of arriving at as comprehensive a settlement as possible and of obviating protracted negotiations between the two Governments, all other financial claims whatsoever of one Government against the other which arose out of lend-lease or reciprocal aid, or otherwise arose on or after September 2, 1939, and prior to September 2, 1945 out of or incidental to the conduct of World War II, and which are not otherwise dealt with in this Agreement, are hereby waived, and neither Government will hereafter raise or pursue any such claims against the other.

7. (a) The Government of the United States, in consideration of the mutual undertakings described in this Agreement, hereby acknowledges that the Government of India has acquired full title to all United States property in India which has heretofore been declared to the Office of the Foreign Liquidation Commissioner, United States Department of State, as surplus to the requirements of the United States Department of State or the United States War or Navy Departments, and which has heretofore been delivered to the Government of India or is in the process of being delivered to the Government of India; and will hereafter acquire full title to all United States property in India hereafter declared to the Office of the Foreign Liquidation Commissioner, United States Department of State, as surplus to the requirements of the United States Department of State or the United States War or Navy Departments.

(b) The Government of India will undertake and vigorously prosecute a programme of disposal of the property described in paragraph (a) above with a view to obtaining the best possible return therefor, but such disposal shall be in conformity with such directives as the Government of India has issued and may issue from time to time which apply equally to the disposal of its own surplus and those of the Government of the United Kingdom. This disposal programme will be so conducted as to accord the same treatment to the property described in paragraph (a) above and to surpluses of the Government of the United Kingdom located in India and of the Government of India. Members and veterans of the United States armed forces in India, United States agencies, citizens, corporations, firms and non-profit institutions in India and the United Nations Relief and Rehabilitation Administration will be accorded opportunity to buy on the same basis as is accorded to other buyers of like character in India.

(c) The Government of India agreed to report to the Government of the United States, at quarterly periods, beginning September 30, 1946, the amount of proceeds in rupees arising from the disposal of the property covered by this section. The term "proceeds" as used herein means the gross proceeds received by the Director General of Disposals of the Government of India from the sale of such property, minus the normal customs duties paid by buyers of imported goods, as collected by the Government of India through inclusion of such customs duties in the price of the property sold. Any of the property covered by this section which the Director General of Disposals sells to any department of the Government of India shall be priced in the same manner as property sold to other parties in India.

(d) Disposal of the property covered by this section shall be continued until such time as the Government of India determines that further disposal cannot be made on a profitable basis. At the time such determination is made, or July 1, 1948, whichever is earlier, the Government of India will render to the Government of the United States a final report of the proceeds in rupees received by the Government of India for the property covered by this section.



(c) Upon rendition of the final report described in paragraph (d) above, the Government of the United States shall become entitled to an amount equal to one-half of the excess of the proceeds described in the final report over a sum equivalent to \$50,000,000 converted at the rate of exchange between dollars and rupees now in effect. The Government of the United States will receive the amount to which it is entitled by any of the following methods or by any combination thereof designated by the Government of the United States :—

- (i) delivery of title to the Government of the United States by the Government of India, of real property and improvements of real property in India as selected and determined by agreement between the two Governments;
- (ii) by establishment of a rupee fund for expenditure by the Government of the United States, in accordance with agreements to be reached between the two Governments, for carrying out educational and cultural programmes of benefit to the two countries;
- (iii) should any balance remain after meeting the requirements described in paragraphs (i) and (ii) above, by payment in rupees to the Government of the United States for defraying the governmental expenses of the United States in India.

(f) The Government of India agrees that it will not cause the exportation to the United States, its territories or possessions, of any of the surplus property covered by this Agreement in the same, or substantially the same form, if such property was originally produced in the United States and is readily identifiable as such, and agrees that it will not resell any of the property concerned to any person, firm or government for the purpose of export to the United States, its territories or possessions, contrary to any statute or regulation of the Government of the United States as notified by the Government of the United States.

(g) The provisions of this Agreement supersede all previous agreements between the Governments of India and of the United States relating to United States surplus property.

8. The Government of India, when it disposes of articles acquired pursuant to paragraphs 4(a), 4(b), 5(g) and 7(a) of this Agreement, will use its best endeavours to avoid discrimination against the legitimate interests of the United States manufacturers or producers of such articles, or their agents or distributors in India.

9. The Government of India reaffirms its intention to negotiate at a future date for the use and convertibility of rupee balances held by the Government of the United States in India, as a consequence of the disposal by the Office of the Foreign Liquidation Commissioner, of United States surplus property in India not covered by this Agreement. Pending such negotiations, these rupee balances may be used to defray governmental expenses of the Government of the United States in India.

10. Nothing in this Agreement affects any obligation entered into by the Government of India in connection with any silver transferred by the Government of the United States under lend-lease.

11. This Agreement shall take effect as from this day's date.

DONE, in duplicate, at Washington this sixteenth day of May 1946.

FOR THE GOVERNMENT OF INDIA :

A. A. WAUGH,

Member for Industries and Supplies,  
Viceroy's Executive Council, Government of India.

FOR THE GOVERNMENT OF THE UNITED STATES OF AMERICA :

DEAN ACHESON,

Acting Secretary of State,  
of the United States of America

**Pandit Lakshmi Kanta Maitra:** When the American Government left these surpluses, did they indicate to the Government of India that they should supply them to charitable institutions at 40 per cent. cost?

**The Honourable Sri C. Rajagopalachari:** The Agreement that was entered into with America makes it clear that the disposals policy with reference to their surplus should be in conformity with that which we follow with reference to His Majesty's Government disposals. Apart from that, the question relating to charitable institutions stands thus: America in her own country is disposing of in favour of charitable institutions giving them priority after satisfying States demands, that is to say, in category No. II. We have found that they generally give them at 40 per cent. of the book values. As a matter of fact, ordinary

disposals do not reach up to that so that the concession really comes to nothing. I have already said that in regard to the claims of charitable institutions it is the considered view of this Government that it would be more appropriate to dispose of the question of half on merits in the relevant department than by allowing disposals to be carried on without plan, thereby creating probably unequal treatment to various institutions.

**Mr. Krishna Chandra Sharma:** What proportion of the demands of charitable institutions have been met?

**The Honourable Sri C. Rajagopalachari:** If notice is given, I shall try to find out the proportion.

**Sardar Mangal Singh:** Have the Government got any list of charitable institutions?

**The Honourable Sri C. Rajagopalachari:** There is a fairly long list, but it is generally prepared on their own statements.

**Pandit Lakshmi Kanta Maitra:** Is it a fact that American Government gave in charity certain medical equipments to certain tuberculosis hospitals in India?

**The Honourable Sri C. Rajagopalachari:** The procedure is this, that the declaring authority in possession declares surpluses and places them at our disposal. The Government of India have to deal with them according to disposals policy. I do not think the American Government could make disposals independently on parallel lines and create difficulty. But if the Honourable Member will give precise points to be investigated, I shall do so.

RESEARCH IN IMPLEMENTS FOR SUGARCANE CULTIVATION AND IN TRACTORS, ETC.

565. **\*Dr. Zia Uddin Ahmad:** (a) Will the Honourable Member for Industries and Supplies be pleased to state how many licenses for Spinning Factories having no spindles were issued by the Government of India?

(b) To whom were these licenses granted?

(c) Are Government aware of the necessity of relieving handloom industries from the mercy of textile industry?

**The Honourable Sri C. Rajagopalachari:** (a) 113.

(b) A list showing the names of the licencees is placed on the table.

(c) Government have made provision by directing that at least 25 per cent. of the new spindles installed shall be left uncovered by looms. If the handloom weavers take in larger numbers to handspun yarn, the independents contemplated by the Honourable member will be achieved in great measure. A great deal of education in this respect has been done for some years past.

*List showing the names of the parties to whom licences for new spinning mills have been issued—referred to in reply to part (b) of question No. 565.*

(1) Messrs. Valibhai Kamruddin, 101, Abdul Rehman Street, Bombay. (2) Messrs. Doongursee & Sons, Bombay Bazaar Street, Karachi. (3) P. H. Gidwani Esquire, Dunolly Road, Karachi. (4) The Secretary to the Government of Assam, Planning & Development Department, Shillong (Assam). (5) Messrs. Jalan Textiles Ltd., Tinsukia (Assam). (6) B. Patnaik Esquire, Promoter—Messrs. Orissa Textile Mills Ltd., Anand Bhuvan, Tulsipur, Cuttack. (7) Sri Pyari Shanker Roy, Promoter—Promotor—Messrs. Orissa Cotton Mills, Ltd., Chowduri Pazaar, Cuttack. (8) Messrs. Madanlal Sohanlal, Merchants, 7-Lyons Range, Calcutta. (9) Messrs. Shri Bhawani Utkal Cotton Mills, Ltd., (Usha Textile, Ltd.), 18, Mullick Street, Calcutta. (10) M. M. Ispahani, Esqr., 51, Ezra Street, Calcutta. (11) Emerald Cotton Mills Ltd., 7, Mission Row Extension, Calcutta. (12) Messrs. C. K. Ghosh & Co., Promoters—Dhaleswari Cotton Mills, Ltd., Norton Buildings, Calcutta. (13) Adarsha Cotton Spg., & Wvg., Mills, Ltd., 15, Ramkrishna Mission Row, Dacca. (14) Calcutta Engineering Co., Ltd., British Indian Street, Calcutta. (15) Bengal Fine Spg. & Wvg.

‡ Could not be reached during the second round.

Mills, Ltd., C/o. B. C. Nawan Esquire, 7, Bow Bazar Street, Calcutta. (16) Dost Mohammed & Bros., Eastern Bengal Textiles Ltd., 65, Colootola St., Calcutta. (17) Free India Agency Ltd., (Taj Mahal Cotton Mills, Ltd.), 4, Commercial Buildings, Calcutta. (18) Sri Annapurna Cotton Mills, Ltd., 214, Cross Street, Calcutta. (19) Alamgir Cotton Mills, Ltd., 6/3, Madan Street, Calcutta. (20) Sarat Textiles, Ltd., 12, Umakanta Seu Lane, Cossipore, Calcutta. (21) Islam & Co., 15, Clive Row, Calcutta. (22) D. N. Choudhary Cotton Mills, Ltd., 23, Hurro Chunder Mullick Street, Calcutta. (23) Hindusthan Development Corp., Ltd., C/o N. R. Sircar, 6-A, Surendra Banerji Road, Calcutta. (24) Bengal Cotton Mills, Ltd., 15, Clive Street, Calcutta. (25) H. Sitaram Reddy Esqr., Rayalaseema Mills, Ltd., Krishnamachari Road, Bellary. (26) Sri K. S. Krishnamurty, Kamalapuram Spg. & Wvg. Mills, Kamalapuram (Cuddapah District). (27) Sri Rao Bahadur Y. Mahabaleswarappa (Karnatak Spg. & Wvg. Mills, Ltd.), President, Karnatak Chamber of Commerce, Bellary. (28) Sri M. L. Narayanaswami, (Rayalaseema Textiles) Distiller, Tadpatri. (29) L. G. Balakrishna Esq., Anantapur Spg. & Wvg. Mills, Ltd., Kongunagar Tirupur, (Coimbatore Dist.). (30) M. Madhava Rao Esq., (Tungabhadra Textiles Ltd., Kurnool), 4, Griffith Road, Madras. (31) Sri A. M. M. Sinnamani Nadar, Cotton Merchant, (Tuticorin Spg. & Wvg. Mills, Ltd.), Tuticorin. (32) A. R. M. Velayutha Mudaliar Esq., (Kartikeyan Mills, Kurnool), Anand Vilas, Ambassamudram. (33) S. M. Rama Subramania Iyer and S. Chenniappa Mudaliar (India Textiles Ltd.), Mudaliappaaram St., Kallidaikurichi, (Tinnevelly District) (34) S. S. Arunachalam Pillai, Esq. (Sri Ganapathi Mills), Mada Street, Tinnevelly. (35) S. S. Natarajan Esq., (South India Textiles Ltd.), 2/21, 1 Line Beach, Madras. (36) S. B. P. Pattabhai Rama Rao Esq., B.A., B.L. Cross Leigh Luz, Church Road, (Rambhadra Textiles Ltd.), Mylapore, Madras. (37) Y. Ramakrishna Prasad, B.A. (Hons.), B.L. (Krishna Textiles Ltd.), 5, Venkatanarayan Road, Thyagarajapuram, Madras. (38) P. S. Mani Ayyar, Esq., (Sri Nivas Mills, Ltd.), 4, Mandayan Asari Lane, Madras. (39) Cannanore Spg. & Wvg. Mills Ltd., Cannanore, Malabar. (4) J. Loomchand Sait, (Peerdan Textiles Ltd.), Peerdan Building, Tenner (Trichinopoly). (41) M/s. M. A. Govindaraja Mudaliar & K. M. Manika Mudaliar & Co., (Rajeswari Mills Ltd.), Fast Colour Yarn & Lungi Merchants, Dharmam Pet, Gudiyattam. (42) G. Subramania (Pillai Murgannanda Mills, Ltd.), Golden Palace, West Car Street, Tinnevelly. (43) Kandan Textiles Ltd., 8 Second Line Beach, Madras. (44) K. Venkatasami Nayadu, Director : Janardan Mills, (Sri Kannabiran Mills, Ltd.), Singanallur. (45) Sri R. Doraiswami, I.T.M. (Sri Ramakrishna Mills), P.B. No. 11, Coimbatore. (46) Sri V. Ramaswami Nayudu, (Kadiri Mills, Ltd.), Uppilpalayam, Singanallur. (47) Guntur Narasimbarao (Hemiatha Textiles, Ltd.), 20, Govindappa Naik Street, Madras. (48) Aaron Spg. & Wvg. Mills, Paninialri (N. Malabar), (49) Chanda Spinning & Weaving Mills, Ltd., (Promoter : Mr. G. V. Deshmukh), Ellichipur. (50) Mr. D. B. Copaldas Mohota (Promoter of Messrs. The Ganga Cotton Mills, Ltd.), Akola. (51) Messrs. Savatram, Sons, Ltd., (Promoters of Messrs. The C. P. Textiles Ltd.), Akola. (52) G. S. Nevatia Esq., (Messrs. Khaitan Navatia & Co.), Pulgaon. (53) Jayshree Textiles Mills, Ltd., 8, Royal Exchange, Calcutta. (54) M/s. Madho Prasad Manmohandas, Rani achari Pti 23 fiy & csh m ex Messrs. Sardar Bahadur Sardar Ujjal Singh, (The New India Industrial Corp. Ltd.), 94, The Mall, Lahore. (56) Mian Arshad Hussain Esq., B.A. (Cantab), and Others (The Taxila (Textiles) 56, Jail Road, Lahore. (57) Rai Bahadur Jodhamal Kuttalia, 1, Jodha Mal Road, Lahore. (58) Lala Karam Chand Esq., C/o Messrs. Karam Chand Thapar & Co., Meleod Road, Lahore. (59) Sir Indra Singh & Sons, Ltd., Post Box No. 2343, Calcutta. (60) Syed Amjad Ali Esq., Ashina Canal, Bank, Lahore. (61) Sheikh Sadiq Hussain, Esq., Amritsar. (62) Y. H. Puri Esq., C/o Y. R. Puri & Co., Temple Road, Lahore. (63) Sh. Mohmad Ismail & Others, C/o, M/s. Colony Textile Mills, Lyallpur. (64) Hindustan Rayon Woollen Textiles Mills, Ltd., Amritsar. (65) Panipat Woollen Mills, Kharar, (Dist. Ambala). (66) India Reconstruction Corp. Ltd., Promoter : Sir Hargovind Misra, Kt. O.B.E., Cawnpore. (67) Bihar Spg. & Wvg. Mills, Ltd., 15, Clive Street, Calcutta. (68) Star Textiles Ltd, New Kadam Kuan, Patna. (69) Luxmi Textile Mills, Ltd., 8, Jagmohan Mullick Lane, Calcutta. (70) Bejov Cotton Mills, 6, Old Post Office St., Calcutta. (71) Surendra Textiles, Gava, C/o. Hirjee Mills, Ltd., Bombay. (72) Jayshree Textiles, Royal Exchange Place, Calcutta. (73) The Managing Director, M/s. Arons & Co., The Associated Industrial Corporation, Ltd., Patna. (74) Ratilal Vardhman Shah Esq., C/o. Kanti Cotton Mills, Wadhwan. (75) Shantilal Manjaldas Sheth Esq., C/o Jehangir Vakil Mills, Ltd., Outside Delhi Gate, Ahmedabad. (76) M/s. Gopaldas Parikh & Others, (Fabrics Ltd.), Danji Shah's Pole, Cambay. (77) M/s. United Commercial Corp. Ltd., C/o. Lukman Wvg. Works, Khairpur Mir's (Sind). (78) M/s. Abbasi Textile Mills, Ltd., (Promoters : His Highness' Govt. Sir William Roberts & Others) Rahimyarkhan, Bahawalpur. (79) M/s. Karamchand Thapar & Bros. Ltd., 5, Royal Exchange, Calcutta. (80) Jyotibhushan Gupta, Esq., Azmatgarh Palace, Benares. (81) The Development Member, (Promoter : New Textile Mills Ltd.), State Council, Seraike's State. (82) B. N. Das Gupta, Esq., Promoter : Mayurbhanj Textiles Ltd., Baripada, (Mayurbhanj Textiles). (83) M/s. Ashok Textiles & Industries Mills Ltd., 152, Snehlata Gani, Indore City. (84) The Secretary, Industrial Trust Fund, H. E. H. The Nizam's Govt. Temporary Secretariat Bldgs., Mint Compound, Hyderabad (Dn.). (85) M/s. Kapila Textile Mills, Ltd., Old Methodist Mission School Bldg., Gandhi Square, Mysore. (86) M/s. Shree Shankara Textile Mills, Ltd., Davangere. (87) M/s. Ananth-

laxmi & Co., South Maxi Street, Madura. (88) M/s. Algappa Textiles, Ltd., Always, Managing Director Dr. R. M. Alagappa Chettiar, M.A., D.Litt., LL.B., Bar-at-Law, Travancore State. (89) Sir Chinubhai Madhavlal Ranchodlal Baronet, Nobel Chambers, Parsi Street, Fort Bombay. (90) Balaram Varma Textiles, Ltd., Travancore. (91) M/s. S. Palat & T. M. Menon, (Promoters: Vanaja Mills) Trichur. (92) Rao Sahib C. P. Lonappan, Merchant, Trichur. (93) T. K. Kodandarama Iyer, Esq., Promoter: Cochin Maharaja Mills, Cochin State) Trichur. (94) M/s. Shamji Karansi & Co., 27, Chinch Bander, Bombay (9). (95) M/s. Emcete & Sons (Pudukkottai) Ltd., Managing Agents: The Pudukkottai Textiles, Ltd., 3066, East Main Street, Pudukkottai. (96) M/s. The Dawood Mills, Ltd., Pudukkottai. (97) M/s. P. Suryanarayana & Partners, 75, Godown Street, George Town, Madras. (98) M/s. Birla Bros., Ltd., Gwalior (99) M/s. J. P. Srivastava & Sons Ltd., Cawnpore, (Promoters: M/s. Sadal Textiles, Ltd., Bikaner, Cawnpore). (100) M/s. Birla Bros. Ltd., (Promoters: Dholpur Textiles, Ltd.), Dholpur. (101) M/s. Rajasthan Investment Corp., Ltd., (Promoters: Shree Raj Pratap Textiles, Ltd.), Alwar. (102) D. S. Patel Esqr., (Palanpur Darbar Mills, Palanpur C/o. Bombay Alliance Assurance Co., Ltd., M. Yusuf Bldg., Mahatma Gandhi Road, Fort, Bombay. (103) Sheth Chaturbhujdas Chunilal Esq., Krishna Kung, Race Course, Baroda. (104) The Managing Agents, M/s. The New India Industries, Ltd., Jetalpur Road, Baroda. (105) M/s. Kamalpat Motilal, Post Box No. 69, Cawnpore. (106) H. M. Sami Esq., Post Box No. 111, 68, Cantonments, Cawnpore. (107) Rao Bahadur G. M. Modi, Begumabad, Modi Nagar (U. P.) (108) Deep Chand Esq., M.L.C., Muzaffarnagar (U. P.). (109) M/s. Dhan Singh Bisht & Sons, Jeolikote, Nainital. (110) M/s. Naraindas Gopaldas, Dawarkadish Road, Cawnpore. (111) M/s. Standard Mills Allahabad, Ltd., 48, Rani Mandi, Allahabad. (112) M/s. Murarilal Brothers, Gorakhpur. (113) Brij Beharilal Tandon, Esq., Mam-Nath Bhanjan, Azamgarh (U. P.)

#### RISE IN PRICE OF PADDY AND RICE

†566. \*Prof. N. G. Ranga: Will the Secretary of the Food Department be pleased to state:

(a) whether it is a fact that the Madras Governments' representative has pleaded at the recent All-India Conferences convened by the Government of India for a rise in the prices of paddy and rice;

(b) whether it is a fact that the Madras Government have sent a telegraphic S. O. S. during December 1946—January 1947 requesting the Central Government's compliance with their proposal to raise the prices of paddy and rice in order to make them remunerative; and

(c) whether Government propose to accede to their request and thus assist them in developing the Grow More Food Campaign and in assuring peasants a remunerative price level?

**Mr. K. L. Panjabi:** (a) to (c). The attention of the Honourable Member is invited to the reply given by me to his starred question No. 228 on the 12th February 1947 and to starred Question No. 251 asked by Sri M. Ananthasayanam Ayyangar on the same date.

#### PUBLICITY OF THE REPORT OF FAMINE ENQUIRY COMMITTEE

†567. \*Prof. N. G. Ranga: Will the Secretary of the Food Department be pleased to state:

(a) whether a short brochure containing the summary of recommendations made in their final Report by the Famine Inquiry Commission (1945) is proposed to be published for giving greater publicity to them; and

(b) whether Government propose to publish half-yearly reports of the action taken by the Central and the Provincial Governments on these recommendations?

**Mr. K. L. Panjabi:** (a) A summary of the recommendations made in their final report by the Famine Enquiry Commission (1945) is contained in the body of the Report, a copy of which is available in the Library. But if it is the desire of the House, the Government will be prepared to publish these recommendations in the form of a brochure.

(b) The Central Government propose to publish annual reports of the action taken by the Central and Provincial Governments on these recommendations.

† Answer to this question laid on the table, the questioner being absent.

## RESEARCH IN IMPLEMENTS FOR SUGARCANE CULTIVATION AND IN TRACTORS, ETC.

†568. \*Prof. N. G. Ranga: Will the Secretary of the Department of Agriculture be pleased to state:

(a) if there is any institution for carrying out research (i) in the implements required for sugarcane cultivation, and (ii) in the mechanical means such as tractors suitable for sugarcane cultivation large and medium sized farms in this country;

(b) whether there is any publication put out by the Agriculture Department giving the developments so far carried out on the above lines; and

(c) if the answer to part (a) (ii) is in the negative what steps Government propose to take to devise and popularise such new machinery suited to Indian conditions?

**Sir Pheroze Kharegat:** (a) There is no institution carrying on research on agricultural implements and machinery specifically for sugarcane but most provincial agricultural engineering departments as well as the recently started agricultural engineering division at the Indian Agricultural Research Institute carry out such research in respect of crops in general.

(b) A monograph on "Mechanical Cultivation in India" was published by the Council of Agricultural Research in 1935 and a note on the work since carried out at Karnal is under preparation.

(c) A Tractor Testing Station at Karnal will be set up shortly to carry out detailed investigations and tests on different types of power-operated agricultural implements and tractors commonly imported into India with a view to finding out in what directions modifications, if any, are necessary to suit Indian conditions with special reference to soil conditions obtaining in the Indo-Gangetic region which comprises the principal sugarcane growing areas.

## ALUMINIUM PLANT FOR INDIA

†569. \*Mr. Sasanka Sekhar Sanyal: Will the Honourable Member for Industries and Supplies be pleased to state:

(a) whether the attention of Government has been drawn to the observations made in the draft report of the Heavy Chemical and Electro-Chemical Industries Panels of the Government of India that in the matter of Aluminium "India should hold a leading position in the world, but very little progress has been possible for want of very cheap power which is essential and is the determining factor";

(b) whether attention has been also drawn to the further observation that "Government are, therefore, requested to arrange for another aluminium plant of 5,000 tons immediate capacity, ultimately to be raised to 8,000—10,000 tons near a source of power supply";

(c) the advantages and disadvantages in the matter of extracting aluminium from Bauxite available in India and the location of known bauxite sources within the country;

(d) the number and names of companies (with places) which are now operating in the country for purposes of manufacturing aluminium and whether such companies are Indian or non-Indian;

(e) the number and names of the Indian companies which have asked for permission for capital issues for purposes of manufacturing aluminium and how their applications stand; and

(f) what steps are being taken by Government for encouraging and facilitating Indian enterprises in the direction indicated by the Panels referred to in part (a) above?

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†Answer to this question laid on the table, the questioner being absent.

**The Honourable Sri C. Rajagopalachari:** (a) Yes.

(b) Yes.

(c) The first part of the question is not easy to understand. Bauxite is the only indigenous source from which aluminium is extracted in the country, but the ores vary in purity and admixture with other matter. Ample resources of bauxite exist in India and the localities of deposits in general are, as far as known Belgaum, Kolhapur State, Bikaner State, Jammu (Kashmir), Bhopal Agency, Jubbulpore and Belaghat Districts, Chattisgarh Feudatory States, Jashpur State Palamau and Ranchi Districts and Shevaroy Hills (Salem, Madras).

(d) There are two companies at present engaged in the manufacture of aluminium, viz., (1) The Indian Aluminium Co., Ltd., Calcutta, and (2) The Aluminium Corporation of India Ltd., Calcutta. The capital of the Indian Aluminium Co. is 88 per cent. British, 31 per cent. Canadian and 31 per cent. Indian. The Aluminium Corporation of India is completely Indian.

(e) Three companies have asked for permission and consent orders have been issued in favour of two companies, viz., The Indian Aluminium Co., and the Aluminium Corporation of India. An application for a further issue from the latter is under examination. The third application is from Messrs. Singhi Aluminium Co. Ltd., Calcutta, and is under consideration.

(f) Much preliminary work has to be done before, the recommendations of the Panels in question reach the implementation stage. This preliminary examination is nearly complete and the actual implementation of such proposals as are accepted will be taken up after Government have decided which of these recommendations should be accepted.

The existing procedures are however assisted in the procurement of raw materials, machinery, and technical advice with a view to increasing their production. Technical guidance is also given to new concerns where it is required.

#### SINKING OF WELLS AND TUBE-WELLS IN BIHAR

**570. \*Mr. Madandhari Singh:** (a) Will the Secretary of the Department of Agriculture be pleased to state how many wells and tube-wells have been sunk and how much more land has been brought under cultivation as a result of the "Grow More Food" campaign in Bihar?

(b) Is it a fact that the Government of India offered to raise the subsidy to 50 per cent of the cost of sinking wells and if so, have the Government of Bihar availed of this offer? If not, what is the reason therefor?

**Sir Pheroze Kharegat:** (a) 194 open wells and 73 tube-wells were reported in November last to have been sunk in Bihar. 5,282 acres have been brought under irrigation already as a result of these wells. The average area under principal foodgrains in Bihar during the last three years increased by nearly 1½ lakh acres as compared with the corresponding area during the three years preceding the war.

(b) The subsidy granted to the cultivators for sinking wells is shared equally by the Provincial and Central Governments subject to the Central Government's share not exceeding 25 per cent. of the total cost in the case of surface wells. The Bihar Government have been granting to the cultivators subsidies equal to 50 per cent. of the total cost of such wells.

#### CONGESTION OF PASSENGER TRAFFIC FROM BUXAR TO MOKAMEH ON E.I RAILWAY

**571. \*Mr. Madandhari Singh:** (a) Will the Honourable Member for Railways be pleased to state whether Government are aware that there is abnormal crowding of passenger traffic on the main line of the East Indian Railway from Buxar to Mokameh as there are only two passenger trains running in each direction?

(b) If the answer to part (a) is in the affirmative, do Government propose to take necessary steps to run at least one more passenger train in each direction to relieve the congestion of passenger traffic on that line?

**The Honourable Dr. John Matthai:** (a) Yes. Most of the more important stations on this section, however, are served by three trains in each direction.

(b) The question of introducing an additional train is under consideration by the East Indian Railway Administration and will be given effect to as soon as the stock position permits.

#### DISMANTLED RAILWAY LINES IN BIHAR

**572. \*Mr. Madandhari Singh:** (a) Will the Honourable Member for Railways be pleased to lay on the table of the House a list of the Railway lines that were dismantled in Bihar during the period of the War?

(b) What steps have been taken to re-construct those lines?

**The Honourable Dr. John Matthai:** (a) Only two Branch lines in Bihar, *vis*, (i) Bhagalpur-Mandar Hill, and (ii) Tinpahar-Rajmahal, were dismantled during the world war, as shown in the statement placed on the table of the House.

(b) The restoration of these Branch lines was not recommended by the Provincial Government in the first instance, as it was felt that the needs of the public would be met by Provincial highways, which served these areas. They have, however, recently asked for these Branch lines to be restored, and the matter is now under correspondence with the Railway.

#### STATEMENT

	Miles
(i) Bhagalpur Mandar Hill—B. G. . . . .	30½
(ii) Tinpahar-Rajmahal—B. G. . . . .	7

#### SHORTAGE OF SUGAR IN BIHAR AND INDIA

**573. \*Mr. Madandhari Singh:** (a) Will the Secretary of the Food Department be pleased to state the reason for the shortage of sugar in the country and particularly in Bihar?

(b) What steps are taken by Government to make sugar available in the market at the controlled price?

**Mr. K. L. Panjabi:** (a) The shortage is due to decrease in production of factory sugar which is partly due to a reduction in sugarcane area, and partly to the increased proportional conversion of cane into *gur* and *khandasari* which have been fetching high prices. There is also an increased demand owing to a change in the habits of the people.

(b) The Government of India allocate the produce of the sugar factories to the Provincial Governments which are then responsible for the internal equitable distribution of the quota received. Many Provincial Governments have taken steps for such distribution, including the statutory rationing of sugar in urban areas.

**Pandit Lakshmi Kanta Maitra:** Will the Honourable Member give the figures of production for the last year?

**Mr. K. L. Panjabi:** The production during 1945-46 was 9.5 lakhs tons.

**Sardar Mangal Singh:** At what price the Government will be importing sugar from the United States of America?

**Mr. K. L. Panjabi:** The latest information received is that the price will approximate to the price ruling in India at present

**Sardar Mangal Singh:** May I know if Java sugar is expected in this country?

**Mr. K. L. Panjabi:** No, Sir.

**Pandit Lakshmi Kanta Maitra:** What is the actual deficit?

**Mr. K. L. Panjabi:** It is very difficult to estimate the deficit, but in 1946 the production of sugar in India was 12.2 lakhs tons and as I have already mentioned, last year, it was 9.5 lakhs of tons.

**Sardar Sampuran Singh:** Is there any intention to import Java sugar next year?

**Mr. K. L. Panjabi:** Java has not declared a surplus of sugar and so we cannot take any steps.

**Pandit Lakshmi Kanta Maitra:** Did Government import any sugar last year?

**Mr. K. L. Panjabi:** We tried to import but were not successful.

#### LIFTING OF CONTROL ON KEROSENE OIL.

**574. \*Mr. Madandhari Singh:** Will the Honourable Member for Industries and Supplies be pleased to state whether Government propose to lift the control on kerosene oil? If not, why not?

**The Honourable Sri C. Rajagopalachari:** The question has been transferred to the List of questions for the 4th March 1947, when it will be answered by the Secretary of the Works, Mines and Power Department.

**Mr. President:** I cannot consider the answer given to Question No. 574 as an answer to his question and so I propose to allow Mr. Madandhari Singh to put his next question No. 575, even though it is his sixth question.

#### WITHDRAWAL OF PETROL RATIONING.

**575. \*Mr. Madandhari Singh:** (a) Will the Honourable Member for Transport be pleased to state whether Government propose to withdraw the petrol rationing order?

(b) If not, do Government propose to take to increase the basic ration?

**The Honourable Dr. John Matthai:** (a) and (b). The petrol supply position is kept constantly under review; at present Government are in a position neither to withdraw the petrol rationing order nor to increase the basic ration. The factors which govern the situation are substantially the same as were explained in a Press Note published on the 3rd August, 1946.

#### INSPECTION ARRANGEMENTS OF FOODGRAINS BY KARACHI CHAMBER OF COMMERCE

**576. \*Seth Sukhdev:** (a) Will the Secretary of the Food Department please state whether it is a fact that inspection of food grains, both imported from abroad and of indigenous origin, going into the Central Depot at Karachi is being carried out by the Karachi Chamber of Commerce?

(b) Is it a fact that this Chamber has no organization of its own for the purpose of analysis of food grains?

(c) Are Government aware that the Chamber issues Inspection Certificate based on the analysis carried out in the offices of its individual members who are also Government storage agents?

(d) Are Government aware that the Sind Government have discontinued getting Inspection Certificates from this Chamber?



(e) Have any cases come to the notice of the Government of India where analysis reports of the Karachi Chamber of Commerce have been found to be inaccurate?

(f) Do Government propose to consider the advisability of changing their inspection arrangement at Karachi?

**Mr. K. L. Panjabi:** (a) Yes, Sir.

(b) and (c). The analysis work of the Karachi Chamber of Commerce is carried out by some of its members. Care is taken not to assign inspection work to the members who, as agents of the Government of India, are responsible for storage of particular consignments.

(d) Yes, Sir.

(e) A case has recently come to the notice of Government in which the consignee's report at destination differs from the Chamber's inspection report before despatch. But the matter is still under investigation.

(f) This is under consideration.

#### NEWSPRINT QUOTA TO CERTAIN NEWSPAPERS

577. \***Syed Ghulam Bhik Nairang:** Will the Honourable Member for Industries and Supplies please state:

(a) the names of newspapers which applied for newsprint quota during the period from 1st April 1946 to 31st December 1946;

(b) the names of the newspapers to which newsprint quota was granted during the said period, stating in each case the quantum of newsprint sanctioned; and

(c) the dates on which newsprint quota was sanctioned for *Ranjit, Log, Azad* and *Jai Hind*, which are all Urdu daily papers of Lahore, mentioning in each case, the date when the paper first started publication?

**The Honourable Sri C. Rajagopalachari:** (a), (b) and (c). Newspapers have been released from the obligation to obtain quotas of newsprint from Government with effect from 1st April 1947. But I lay on the table the information wanted in the form of three statements.

*Statement showing names of Newspapers which applied for Newsprint quota during the period from 1st April 1946 to the end of December, 1946 referred to in reply to question No. 577.*

(1) Narayan Weekly, Delhi. (2) *Rashtra Vani*, Daily, Ahmedabad. (3) Tamil Journal Monthly, Trichinopoly. (4) Chingari, Weekly, Gaya. (5) *Marma Vani*, Monthly, Dacca. (6) *Krishi Samachar*, Monthly, Sitapur (U. P.). (7) *Telugu Weekly*, Narsapur (Madras). (8) Fortnightly Journal, Chindwara (C. P.). (9) *Film Gazette*, Monthly, Delhi. (10) *Across the Sands*, Monthly, Ajmer. (11) *Film Magazine*, Weekly, Madras. (12) *Music Follower*, Monthly, Bombay. (13) *Al-Balal*, Daily, Delhi. (14) *Urdu Daily*, Delhi. (15) *Lusitanian*, Monthly, Bombay. (16) *Jai Hind*, Weekly, Allahabad. (17) *Masocd*, Weekly, Bahraich. (18) *Ahle Sunnat Weekly*, Lucknow. (19) *Gaya College Magazine*, Quarterly, Gaya. (20) *Kamal Kali* Monthly, Kasimganj (Assam). (21) *Telugu Weekly*, Madras. (22) *Judge Weekly*, Delhi. (23) *Tamashai*, Weekly, Delhi. (24) *Pudumai*, Fortnightly, Trichinopoly. (25) *Aftab Daily*, Delhi. (26) *Saphir*, Weekly, Delhi. (27) *Cachar Prodip*, Weekly, Silchar. (28) *Pragati*, Monthly, Bombay. (29) *Tamil*, Fortnightly, Madras. (30) *Gulistan*, Weekly, Calcutta. (31) *Zamindar*, Weekly, Aligarh. (32) *Desh Sewa*, Weekly, Gujranwala. (33) *Sewak*, Weekly, Bilaspur (C. P.). (34) *Astrological Monthly*, Bombay. (35) *Hafiz*, Monthly, Calcutta. (36) *Labour Herald*, Weekly, Lahore. (37) *Yadav-Joti*, Monthly, Lucknow. (38) *Jai Hind*, Daily, Delhi. (39) *Toofan*, Weekly, Delhi. (40) *Daily Newspaper Urdu and Hindi*, Allahabad. (41) *Tabassum*, Monthly, Delhi. (42) *Dalit Nayak*, Daily, Akola.

- (43) Bi-monthly Journal, Sind. (44) Bandematram, Weekly, Hooghly. (45) Khawar, Weekly, Delhi. (46) Monthly Journal (Nilgiris), (Madras). (47) Sathi, Monthly, Calcutta. (48) Hari Naqdar, Weekly, Hyderabad. (49) Gram Udyog Patrika, Monthly, Hyderabad. (50) Chatub Shareni Monthly, Muttra. (51) Hayatay Nao Tri-Weekly, Patna. (52) Azad Hind, Weekly, Lahore. (53) Itang-e-Anjman Monthly, Delhi. (54) Clarion, Daily, Madras. (55) Fortnightly Mahajanam, Madras. (56) Monthly Magazine, Lahore. (57) Adhikar, Weekly, Bhogra. (58) Science, Monthly, Bombay. (59) Hindi Weekly, Santal Parganas. (60) Praja Bandhu, Weekly, Lucknow. (61) Iqlim Weekly, Hyderabad. (62) Kanada Harijan, Hubli. (63) Navarashtra Daily, Patna. (64) Young Leader, Weekly, Madras. (65) Satura, Weekly, Madras. (66) A. K. Girls College Magazine, Khulna. (67) Shahistan Monthly, Delhi. (68) Sonar Asam, Weekly, Gauhati. (69) Tamil Muslim Weekly, Chidambaram. (70) Insaaf Daily, Bombay. (71) Praja Pukar, Bhopal. (72) Naseem Monthly, Madras. (73) Inkalab Weekly, Nagpur. (74) Visva Kairaly Weekly, Madras. (75) Hindi Weekly, Santal Parganas. (76) Gramadhikari Gazette. (77) English Weekly, Poona. (78) Jam-e-Kausar Monthly, Phulwari Sharif. (79) Desh Bandhu, Calcutta. (80) Monthly Magazine, Patna. (81) Monthly Shaundik, Ranchi. (82) Abul Kalam Daily, Peshawar. (83) Sobah sadiq, Lahore. (84) Health & Vigour, Delhi. (85) Jai Hind, Bombay. (86) English Daily, Lahore. (87) Subh-e-Nau, Daily, Calcutta. (88) New Era in English and Navyug in Hindi, Patna. (89) Tamil Muslim Newspaper, Chidambaram. (90) Raij, Nalbari. (91) Hindustan, Patna. (92) Punjab Market Monthly, Lahore. (93) English Daily by K. S. Pillai (News Chronicle), Delhi. (94) New English Weekly, Lucknow. (95) New Daily, by Dr. C. R. K. Pillai, Madras. (96) Weekly Newspaper, Assam. (97) Congress Hindi Weekly, Lucknow. (98) Jihad, Patna. (99) Navi Dunnia, Bombay. (100) Spark, Madras. (101) Patna Economist, Patna. (102) Malayalam Daily, Calicut. (103) Kamyab, Fyzabad. (104) Subhe Watan, Bareilly. (105) College Magazine, Ferozepur. (106) Pakistan Weekly, English & Urdu, Bombay. (107) Hindu Standard and Hindu Nation, Delhi. (108) Tasseem, Delhi. (109) Bandematram, Trichinopoly. (110) Appeal, Bombay. (111) Nawai Pakistan, Delhi. (112) Weekly, Khawara, Delhi. (113) Rebel, Delhi. (114) Comrade, Delhi. (115) Sharq-e-Jadid, Delhi. (116) Congress Patra, Meerut. (117) English Monthly Magazine, Lahore. (118) Monthly Magazine Roz, Lahore. (119) Monthly Magazine by Parshu Ram Nautayal, Bombay. (120) Tijarat, Lahore. (121) Tarun Karnatak, Hubli. (122) Jazhat Weekly, Baghbanpur. (123) Muslim Weekly, Mangalore. (124) Marathi Daily, Bombay. (125) Sadaqat, Peshawar. (126) Tamil Weekly, Madras. (127) Snatan, Madras. (128) Great India, Delhi. (129) Kannada, Weekly. (130) Monthly Magazine, By K. V. Desai, Ahmedabad. (131) Ghar Kashkar Weekly, Amritsar. (132) Muslim Maru Malachi, Trichinopoly. (133) Hilal-i-Pakistan, Hyderabad. (134) Balaakha, Dehra Dun. (135) Jagran, Cawnpore. (136) Nav Shiksha, Meerut. (137) Marathi Hindi Weekly, Nagpur City. (138) Desh Sewak Monthly, Lahore. (139) Hindi Weekly, By C. D. Sevani, Pratapgarh. (140) Two Newspapers in English and Urdu by Seth Sudershan and Mr. Virendra M.L.As. (141) Thamulai, Coimbatore. (142) Dastur, Delhi. (143) English Daily Newspaper by Dr. Syed Hossain, Delhi. (144) Hindi Newspaper, Barielly. (145) Unity English Weekly, Calcutta. (146) Ekta Bengali Weekly, Calcutta. (147) Akash Vani Weekly, Guntur. (148) Awakaf Fortnightly, Delhi. (149) Hindi Weekly, Cawnpore. (150) Free India, Daily, Bombay. (151) Ladhao Kamgar Weekly, Bombay. (152) Jai Hind Urdu Daily, Lahore. (153) Naya Akhbar Urdu Daily, Delhi. (154) Neta-Ji Bi-Monthly, Tanjore. (155) Azad Hind Weekly, Cuddanah. (156) Weekly Newspaper, Lyallpore. (157) Nava Sandesh Weekly, Mangalore. (158) Indian Chronicle English Weekly, New Delhi. (159) Urdu Daily, Mulana (Distt., Amritsar). (160) Pegham Weekly, Lahore. (161) Bedar Urdu Weekly, Lahore. (162) Desh Bhagat Weekly, Jullunder. (163) Fortnightly Newspaper, Karachi. (164) Janashakti Weekly, Hubli. (165) Andhra Herald Weekly, Madras. (166) Punjab Daily or Weekly, Lahore. (167) Tamil Daily, Coimbatore. (168) Parvaz Urdu Monthly Jhang (Punjab). (169) Northern Times English Daily, Jullunder. (170) Jai Hind Hindi Daily, Delhi. (171) Minar Bengali Daily, Sylhet. (172) Boopar Samachar weekly, Arifwala. (173) Cholai, Weekly, Conjeevaram. (174) Ranjit Daily Lahore. (175) Naweem Zindgi Weekly, Lahore. (176) Daily Newspaper, Calcutta. (177) Times Weekly Lahore. (178) Law Review, Calcutta. (179) Adarsh Urdu Monthly, Lahore. (180) Geeta Jayanti, Hindi Urdu Monthly, Lahore. (181) Mahapursha Monthly, Assam. (182) Azad Hind Weekly, Rewari (Distt. Gurgaon). (183) Filmo Fortnightly, Lahore. (184) Ziarat Urdu Weekly, Lahore. (185) Minchu Monthly, Hubli. (186) Parhat Daily Hyderabad, (Sind). (187) Siraj Monthly, Madras. (188) Film Light, Delhi. (189) Subhovan Bi-Weekly, Delhi. (190) A Daily Urdu, Quetta. (191) A Hindi Weekly, Karachi. (192) Indian Women, Monthly, Lahore. (193) Tajar Monthly, Lahore. (194) Nirman Sewak Weekly, Rawalpindi. (195) A Tamil Weekly, Bombay. (196) Vidyarthi Monthly, Bombay. (197) Judge Weekly, Shahdra (Delhi). (198) Rajput Sansar Weekly, Lahore. (199) Naya Sawera & Naya Parbhat Weekly, Lahore. (200) Rangbhoomi Monthly, Dehra Dun. (201) Daily Citizen, Cawnpore. (202) Iobal Daily, Lahore. (203) Gavatri Bi-Monthly, Madras. (204) Dinabandhu, Ernakulam. (205) Nabir, Banala Weekly, Calcutta. (206) Amarivoti Weekly, Poona. (207) New Light Fortnightly, Shilong. (Assam). (208) Union Bulletin Monthly, Berwad. (209) Lokmat Daily, and Weekly, Hubli. (210) Hind Sewak Weekly,

Dist. Ratnagiri, Bombay. (211) A Monthly, Nasik. (212) Gujrati Weekly, Bombay. (213) Daily News of India, Bombay. (214) Jugadharma, Kamrup (Assam). (215) Kisan Weekly, Cawnpore. (216) Kisan Desu Urdu Weekly, Lahore. (217) Log Urdu Dailyway, Lahore. (218) League of Freedom, Bombay. (219) Sindhi Daily, Hyderabad. (220) Udayaragalam, Madras. (221) New Light, Madras. (222) Tamil Monthly, Trichinopoly. (223) Jai Hind Weekly, Rajamundry. (224) Opinion & Zamana, Bangalore. (225) Industrial India, Trichinopoly. (226) Naye Kosmee, Lucknow. (227) People Voice English Weekly, Lucknow. (228) Hazir Monthly, Calicut. (229) Lalit Bandhu Marathi Weekly, Poona. (230) Karobar Urdu Weekly, Lahore. (231) Bakha Gurmukhi Fortnightly, Lahore. (232) Jagjivan Hindi Weekly, Lahore. (233) Voice of India or Free India English Daily, Lahore. (234) Jai Hind Marathi Weekly, Poona. (235) Sathi, Salem. (236) An English Weekly by Mohd. Saruuddin, Azvida. (237) A Weekly Newspaper by "Hindustani Sahitya Astan", Karachi. (238) Jana Srot Bengali Weekly, Shillong. (239) Sports India, Delhi. (240) Nagrik, Nagpur. (241) An English Daily & Telugu Daily, Madras. (242) Pakistan, Guntur. (243) Modern Muslim World, Lahore. (244) Purcham, Madras. (245) A Daily, by Mr. M. K. Gopal, Coimbatore. (246) Coalfield Times, Dhanbad. (247) Hialli-Ahmer, Lahore. (248) Parvasi Monthly, Ajmer. (249) Suashi Rakha Fortnightly, Lahore. (250) Jamhoor, Lucknow. (251) Nava Bharat, Patna. (252) Sangram, Delhi. (253) Azad Hind, Patna. (254) Weekly Diocesion Newspaper, Thyle Caunnaore (Malabar). (255) Kishan Weekly, Indore. (256) Muslim Gazette, Delhi. (257) Shetkari Mitra, Kolhapur. (258) Tarjuman Weekly, Bhopal. (259) Vishal Karnatak, Bombay. (260) Tatwa Gayan, Karachi. (261) Daily Jagatvir, Lahore. (262) Arani Weekly, Calcutta. (263) Holly Wood Fortnightly, Bhopal. (264) Weekly Newspaper, Madras. (265) All Assam Students Union, Shillong. (266) Rajkot Samachar, Rajkot. (267) Purnia Monthly, Baroda. (268) Ashok Indore. (269) Central Times, Nagpur. (270) Jyoti Prakash, Amraoti. (271) Ajkal, Rai Garh State. (272) Navyog Sandesh, Bharatpur. (273) Nav Sansar, Delhi. (274) Pakhan Khandi Pataka, Benares. (275) Daily Mazdoor, Karachi. (276) Dharam Dutta, Benares. (277) Radiant Life, Malad. (278) Nigarish, Nagpur. (279) Weekly Newspaper, Ambala. (280) Holy Cross Cathedral Dacca. (281) Suprasada Yutham, Coimbatore. (282) Satya Barta, Chittagong. (283) Hurriyat, Hyderabad (Dn.). (284) Monthly Magazine, Bombay. (285) Navjeevan, Udaipur. (286) States People Weekly, Allahabad. (287) Swaraj, Jorhat. (288) Hitkari, Nainital. (289) Arpudhan Bi-Monthly, Arai. (290) Pahradar Weekly, Ludhiana. (291) Light House Weekly, Meerut. (292) Vipalava Monthly, Lucknow. (293) Recpar Gazette Weekly, Lyallpur. (294) Matric Magazine, Karachi. (295) Sacha Dhandora Daily, Lahore. (296) Garjana Fortnightly, Madras. (297) Hoshiarpore, College Magazine, Hoshiarpore. (298) Rajput Samachar, Lahore. (299) Nabhik Weekly, Hardoi. (300) Vir Bharat, Beswan (Aligarh). (301) Bima Jagat, Nagpur. (302) Chowringhee Gazette, Calcutta. (303) Hariana Tilak, Rohtak. (304) Maish Prabhakar, Indore. (305) Chotta Nagpur Darpn, Ranchi. (306) Nau Javan, Lucknow. (307) Al-Hilal, Patna. (308) Sud Gazette, Lahore. (309) Ruhani Paigham, Gurdaspur. (310) Tamil Nadu, Madras. (311) Subarban Cossipore Weekly and Victory Monthly, Bombay. (312) Ul-Islam, Karachi. (313) Sabnam, Bombay. (314) Avatikal, Bombay. (315) Bekak Weekly, Saharanpur. (316) Rupbani Weekly, Calcutta. (317) Jagran Weekly, Sylhet. (318) Aftab-e-Islam, Delhi. (319) Sharda, Etawah. (320) Filmistan, Lahore. (321) Kashmere Sikh Samachar, Kashmir. (322) Tanzeem Jadid, Lucknow. (323) Deepika, Rajahmundry. (324) Prabhat, Ballia. (325) Aftab, Lahore. (326) Musiqar, Delhi. (327) Guiding, Vizianagram. (328) Rashtira Sandesh, Purnia (Bihar). (329) Sugandh Samachar, Calcutta. (330) Bangaleer Bangla, Calcutta. (331) Prem, Brindaban. (332) Star Weekly, Bhriach. (333) Daor-e-Jadid, Qadian. (334) Kalan Yogmala, Bah (Agra). (335) Practical, Kumbakonam. (336) Vijya, Moradabad. (337) Rangpurbrata, Rangpur. (338) Al-Awan Monthly, Lahore. (339) New Sindh Weekly, Karachi. (340) Age-Kadam, Bombay. (341) Vimochanan, Madras. (342) Shama Weekly, Allahabad. (343) Shri Kanya Kubja Hitkari, Banda. (344) Salar, Bombay. (345) Azmi Monthly, Delhi. (346) Railw.ymen Fortnightly, Delhi. (347) Ranjit Weekly, Cawnpore. (348) Rashtira Sewak, Lucknow. (349) Jawal, Poona. (350) Sewak Weekly, Jalgaon. (351) Student Herald, Weekly, Lucknow. (352) Udaya, Poona. (353) Sadaqt Weekly, Lucknow. (354) Insaf Daily, Lucknow. (355) Kushwaha Kashatrya Mitra Monthly, Bihar. (356) Bharat Bandhu, Hathras. (357) Lok Sewa Weekly, Sholapur. (358) Nau Sandesh, Agra. (359) Muslim Report, Madras. (360) United India Weekly and Vishal Jivan Sar Patrika, Delhi. (361) Ashwini Kumar, Lahore. (362) Social Order, Allahabad. (363) People's Voice, Calcutta. (364) Firdaus, Lahore. (365) Vikas, Saharanpore. (366) Paigham-e-Jadid Weekly, Lahore. (367) The Spokes Man Weekly & Nava Yug Daily, Amritsar. (368) Rahnuma Monthly, Patna. (369) An Urdu Monthly Mazazino, Poona. (370) Hindi Edition of the Oriental Watchman & Herald of Health, Poona. (371) Naba Jog Fortnightly, Dibrugarh. (372) Jan Kranti, Lucknow. (373) Cautions Weekly, Jullunder City. (374) Dhaneashwar Monthly, Madhban. (375) Indians Abroad Monthly, Delhi. (376) An English Fortnightly by Mr. E. T. Luther, Madras. (377) Insaf Daily, Karachi. (378) Market Bulletin Daily, Lyallpore. (379) Standard Monthly, Gauhati. (380) Silchar Municipal Gazette, Silchar. (381) New India, Lahore. (382) Harijan, Karachi. (383) Tamil Thernal Quarterly, Madras. (384) U-Rangasaidham, Khasi. (385) Minnal Monthly, Trichinopoly. (386) Nava Rajasthan Daily, Ajmer. (387) Sikh Regimental Magazine, Half Yearly, Nawashahr

Statement showing the names of Newspapers which were granted Newsprint quota during the period from 1st April 1946 to December 1946, referred to in reply to question No. 577.

Serial No.	Name of Newspaper.	Quantity of Newsprint allotted			
		Tons.	Cwts.	Qrs.	lbs.
<b>ASSAM</b>					
1.	Assam Sevak, Tezpur . . . . .	0	1	3	0
<b>BENGAL</b>					
1.	Usha, Calcutta . . . . .	1	0	0	0
2.	Swaraj, Calcutta . . . . .	2	0	0	0
3.	Ittihad, Calcutta . . . . .	3	0	0	0
<b>BIHAR</b>					
1.	Navrashtra, Patna . . . . .	1	0	0	0
2.	* Rashtra Sandesh, Purnea . . . . .	0	0	3	14
<b>BOMBAY</b>					
1.	Berque monthly, Bombay . . . . .	0	4	0	24
2.	Ambassador, Bombay . . . . .	2	10	0	0
3.	Jagriti Weekly, Bombay . . . . .	0	15	0	0
4.	Swadesh Bi-weekly, Nasik . . . . .	0	10	0	0
5.	*Flag of Freedom, Bombay . . . . .	0	5	0	0
6.	*Free India, Bombay . . . . .	6	0	0	0
7.	*Navayug, Hubli . . . . .	1	10	0	0
8.	Rashtra Kesari, Ahmedabad . . . . .	0	10	0	0
9.	*United Karnataka, Hubli . . . . .	0	2	0	0
10.	Kanada Weekly, Bombay . . . . .	0	10	0	0
<b>C. P.</b>					
1.	*Central times, Nagpur . . . . .	0	2	2	0
2.	*Sewak, Akola . . . . .	0	1	0	0
3.	*Chhota Nagpur Darpan, Ranchi . . . . .	0	1	3	16
<b>DELHI</b>					
1.	Millat Daily, Delhi . . . . .	0	10	0	0
2.	Hurriyat Weekly, Delhi . . . . .	0	11	3	4
3.	News Chronicle, New Delhi . . . . .	4	0	0	0

Serial No.	Name of Newspaper.	Quantity of Newsprint allotted.			
		Tons.	Cwt.	Qrs.	lbs.
4	Al-Bilal, Delhi.	1	10	0	0
5	*Great India, Delhi .	4	0	0	0
6	*Dastur Daily, Delhi	1	0	0	0
7	*Aljarniat, Delhi	1	0	0	0
8	*English Daily, Delhi	5	0	0	0
<b>MADRAS</b>					
1	*Girbalakshmi, Madras	0	3	2	0
2	*Grama Swarajan, Madras.	0	5	0	0
3	*Vinochonam Tamil Daily, Madras	4	0	0	0
4	*Tamil Weekly, Madras .	0	10	0	0
5	English Daily (League) Madras .	3	0	0	0
<b>N. W. F. P.</b>					
1	Abul Kalam, Peshawar	3	0	0	0
2	Sadaqat, Peshawar .	0	5	0	0
<b>PUNJAB</b>					
1	Daily Azad, Lahore .	4	0	0	0
2	Ampit Weekly, Montgomery	0	0	1	10
3	Tijarati Mukhbir, Qadian .	0	0	1	22
4	New India, Lahore .	5	0	0	0
5	Ranjit Daily, Lahore.	3	0	0	9
6	Jai Hind, Lahore	4	0	0	0
7	English Daily, Lahore	1	0	0	0
8	Pakistan Times, Lahore	8	0	0	0
9	Filmo Fortnightly, Lahore	0	2	2	1
10	*Log, Lahore .	1	10	0	0
11	*The Punjab, Lahore	1	0	0	0
12	*Subh Sadiq, Lahore	0	1	0	0
13	*Siyasaat, Lahore	1	10	0	0
<b>SIND</b>					
1	Adil Weekly, Hyderabad.	0	0	1	0
2	Khair Khah, Hyderabad .	0	0	2	0
3	Hilal, Pakistan, Hyderabad	1	10	0	0
4	New Sind Weekly, Karachi	0	3	0	0

\*Newspapers which have been granted quota but to whom no permits were issued during 1946 as no information received of actual date of starting.

Serial No.	Name of Newspaper.	Quantity of Newsprint allotted			
		Tons.	Cwts.	Qrs.	Lbs.
<b>UNITED PROVINCES</b>					
1	Qaumi Awaz, Lucknow . . . . .	6	0	0	0
2	Al Am'n, Meerut . . . . .	0	8	0	0
3	Bharat Varsha, Cawnpore . . . . .	1	0	0	0
4	Prom Monthly, Brindaban . . . . .	0	1	0	0
5	Sangbush, Lucknow . . . . .	0	5	0	0
6	Daily Prakash, Agra . . . . .	0	2	0	0
<b>STATES.</b>					
1	Subodh, Bangalore City . . . . .	0	1	3	4
2	Saraswati, Bangalore . . . . .	0	1	0	8
3	Satyawati, Mysore . . . . .	0	1	1	4
4	Mysore Cronio, Journal Bangalore City . . . . .	0	0	2	16

Statement showing the monthly ration of newsprint etc., regarding the Ranjit, Log, Azad and Jai Hind of Lahore.

S. No.	Name of Newsprint	Date of permission granted	Present monthly ration of newspaper				Date of Starting publication	
			Tons.	Cwts.	Qrs.	Lbs.		
1	Ranjit, Lahore . . . . .	8th October 1946 . . . . .	3	0	0	0	15th	December 1946.
2	Log, Lahore . . . . .	1st October 1946 . . . . .	1	10	0	0	1st	February 1947
3	Azad, Lahore . . . . .	4th December 1945 . . . . .	4	0	0	0	30th	April 1946.
4	Jai Hind, Lahore . . . . .	19th October 1946 . . . . .	4	0	0	0	1st	November 1946.

**Sardar Mangal Singh:** What is the position of those newspapers which are not using newsprint but using ordinary print?

**The Honourable Sri C. Rajagopalachari:** They have to get paper quota. The position with regard to ordinary paper other than newsprint continues to remain as before.

**Sardar Mangal Singh:** When is it likely to be decontrolled like newsprint?

**The Honourable Sri C. Rajagopalachari:** The position regarding white paper is still rather difficult and we found therefore that control over white paper could not be removed along with news print.

SUPPLY OF NEWSPRINT TO *Riyasati Dunya* OF DELHI

578. \***Syed Ghulam Bhik Nairang**: Will the Honourable Member for Industries and Supplies please state:

(a) whether it is a fact that the Urdu weekly *Riyasati Dunya* of Delhi, started publication in August 1942, and having later on suspended publication, applied for newsprint quota in April 1946;

(b) whether it is a fact that in answer to starred question No. 550 asked by Mr. Siddiq Ali Khan on 14th November 1946 regarding the supply of newsprint to the *Riyasati Dunya* Government promised to reconsider the matter after December 1946;

(c) whether it is a fact that Government have informed the Manager, *Riyasati Dunya* by letter, dated 5th February 1947, that no new or additional newsprint quotas will be granted to any papers till the end of March 1947; and

(d) whether it is a fact that the Manager, *Riyasati Dunya* had long ago requested that the said paper be allowed to be published on Desi paper pending the grant of newsprint quota and whether this request was also refused?

**The Honourable Sri C. Rajagopalachari**: (a), (b) and (c). Yes.

(d) Permission was granted in February 1947 to the Manager of the Weekly *Riyasati Dunya* in Urdu to resume publication on paper other than newsprint.

ALLOTMENT OF NEWSPRINT QUOTA TO *Riyasati Dunya*

579. \***Syed Ghulam Bhik Nairang**: Will the Honourable Member for Industries and Supplies please state whether Government propose to grant a newsprint quota to the *Riyasati Dunya*?

**The Honourable Sri C. Rajagopalachari**: Under present regulations the paper is free to get whatever newsprint it can from 1st April 1947.

## PRODUCTION OF SUGAR.

580. \***Mr. B. B. Varma**: Will the Secretary, Food Department be pleased to state the total production of sugar in 1944-45, 45-46 and the quantity that anticipated during 1947?

**Mr. K. L. Panjabi**: The total production of sugar in 1944-45 and 1945-46 was 9,71,962 tons and 9,50,339 tons respectively compared to 12,24,000 tons during 1943-44. The estimated production of sugar in 1946-47 is nearly the same as in 1945-46 namely 9,50,000 tons.

## CLOTH FAMINE IN BIHAR

581. \***Mr. B. B. Varma**: Will the Honourable Member for Industries and Supplies please state:

(a) whether Government are aware that there is cloth famine in most of the districts of Bihar and that the people have not been supplied cloth since the last three months; and

(b) how long this state of affairs is likely to continue and when can the people expect to get a regular supply of their quota?

**The Honourable Sri C. Rajagopalachari**: (a) and (b). Supplies to Bihar fell into arrears to the extent of 48,000 bales in the latter part of last year, owing to the fall in production. But those arrears have now been made up. The distribution of Bihar's quota among the various districts is the concern of the Bihar Government.

## PROMOTION TO THE POST OF SUPERINTENDENT OF POST OFFICES

582. \***Shri Mohan Lal Saksena**: Will the Secretary of the Communications Department be pleased to state:

(a) whether Government are aware that a circular was issued in February 1937 by the Director General, Posts and Telegraphs regarding the promotion to the cadre of Superintendents of Post Offices and R. M. S. being confined to the Inspectors;

(b) the number of Inspectors who have become qualified for promotion since 1939;

(c) the number of vacancies in the rank of Superintendents and the number of Inspectors promoted to them; and

(d) whether Government are aware of the amount of discontent prevailing among the Inspectors; if so, what steps they propose to take to alleviate it and to enforce the instructions contained in the aforesaid circular?

**Sir Harold Shoobert:** (a) Yes.

(b) Thirty-seven Inspectors of Post Offices and R. M. S. have been selected for trial as Superintendents since 1939.

(c) The total number of vacancies in the rank of Superintendents of Post Offices and R. M. S. since the 1st of January, 1939 has been 104. 50 per cent. of these have to be filled by direct recruitment and the remaining 50 per cent. are reserved for promotion of Departmental officials. The number of Inspectors promoted has been 50.

(d) Government are not aware of any appreciable discontent among Inspectors of Post Offices and R. M. S.; the latter part of the question does not arise.

PROMOTIONS TO THE POST OF SUPERINTENDENTS OF POST OFFICES BY VIRTUE OF SERVICE IN THE FIELD AS COMMISSIONED OFFICER

**583. \*Sardar N. G. Vinchoorkar:** Will the Secretary of the Communications Department be pleased to state:

(a) whether Government are aware that some of the non-gazetted officials of the Postal Department who are ineligible for selection for appointment as Superintendent of Post Offices under the Departmental rules have been promoted as Superintendents of Post Offices in consideration of their Field Service as King's Commissioned officers;

(b) if so, the number of such officials; and

(c) whether any Inspectors of Post Offices who had rendered Field Service as King's Commissioned officers are also eligible, under the Departmental rules for such promotion in the ordinary course have been appointed as Superintendents of Post offices; if not, why not?

**Sir Harold Shoobert:** (a) and (b). The position is not exactly as stated. No official in this category has yet been permanently promoted but under the orders of Government, to strengthen the cadre, six such officials have been selected for trial in the grade of Superintendent of Post Offices and Railway Mail Service and one of them is officiating in that rank.

(c) The reply to the first part is in the affirmative; the latter part of the question does not arise.

CALORIC VALUE OF FOOD TAKEN BY AVERAGE INDIANS

**584. \*Mr. Sasanka Sekhar Sanyal:** Arising out of supplementaries raised by starred question No. 115, will the Secretary of the Food Department be pleased to state:

(a) the total caloric value of food that an average Indian is required to take in order to live a normal life;

(b) the total caloric value that he requires if he is (i) an industrial manual worker, (ii) an agricultural labour (iii) one following strenuous intellectual or learned occupation;

(c) the total caloric requirements answered by the present ration in cereals; and

(d) the steps considered by Government for supplying the deficit?



**Mr. K. L. Panjabi:** (a) It is estimated that an average adult male Indian weighing about 120 lbs. doing moderate work ought to consume 3,000 calories per day and an average woman, weighing about 100 lbs. and doing moderate work, 2,500 calories per day.

(b) (i) and (ii). An industrial manual worker and an agricultural labourer doing moderate work will also require 3,000 calories per day while those doing very heavy work would require up to 3,600 calories per day.

(iii) Those following sedentary occupations only require 2,400 calories per day.

(c) The present basic cereal ration of 12 ozs. per day provides about 1,200 calories to which another 400 calories are added in the case of defined heavy manual workers who get a supplementary ration of 4 ozs. per day.

(d) The deficit is met to a varying extent by consumption of sugar, gur, vegetables, milk and other supplementary foods. The steps taken up by Government to encourage production of more food were stated in reply to Pandit Sri Krishna Dutt Paliwal's question No. 432 on the 21st February 1947. Government have been making continuous efforts to obtain imports of foodgrains from abroad.

#### EXTRA RATIONS FOR EXPECTANT AND NURSING MOTHERS

**585. \*Mr. Sasanka Sekhar Sanyal:** Arising out of supplementaries raised by starred question No. 115, will the Secretary of the Food Department be pleased to state:

(a) whether Government have considered the necessity and desirability of letting expectant and nursing mothers have extra ration;

(b) whether Government are in possession of the information as to how such mothers were treated in England during war time; and

(c) what steps Government have taken or intend taking in the matter?

**Mr. K. L. Panjabi:** (a) No extra rations in cereals have been allowed to expectant and nursing mothers, but the Government of India realise the desirability of providing extra nourishment to these vulnerable groups, and have persistently encouraged the adoption of schemes for the provision of protective foods like milk and vitamin tablets at subsidised rates or free of cost. Such schemes are in operation in some of the provinces and States.

(b) In England schemes were in operation during the War which provided for expectant and nursing mothers free of cost or at cheap rates milk, orange juice and cod liver oil or Vitamin A. & D. tablets in place of Cod Liver Oil. In addition, double the ration of dried eggs and an extra half ration of meat were provided for these groups.

(c) I lay on the table of the House a statement showing the schemes in operation for the purpose of protecting these groups.

#### PROVISION OF PROTECTIVE FOODS

##### (For EXPECTANT and NURSING MOTHERS)

**Bombay.**—A scheme to supply infants under two years of age with  $\frac{1}{2}$  a lb. of milk daily at half the market rates was introduced in Bombay City in August, 1944. The scheme has been extended to children upto 10 years of age and EXPECTANT and NURSING MOTHERS and also to the Bombay Suburban District and covers a total number of over 3½ lac persons.

A Milk Subsidy Scheme on the same lines was introduced in the Poona rationed area for children upto 2 years of age and EXPECTANT and NURSING MOTHERS from 14th February, 1946, who are given  $\frac{1}{2}$  a lb. per head daily at half the market rates. The average daily attendance now is 55,942.

Arrangements have been made for the distribution of reconstituted milk to vulnerable groups in the scarcity areas of the Province. Fourteen towns have so far been selected and the extension of the scheme to other places will be undertaken after getting experience in distribution in these places. The question of starting such distribution schemes in large villages in the scarcity areas is also under consideration.

Every month about eight millions of vitamin A and D tablets are distributed in selected areas of the seven scarcity districts of Belgaum, Bijapur, Dharwar, Sholapur, Satara, Poona and Ahmednagar for children upto 10 years of age and EXPECTANT and NURSING MOTHERS. Each tablet weighs 5 gms. and has a potency of 1,000 international units of vitamin A and 120 units of vitamin D. The dosage is two tablets per person per day except to children between 2 and 5 years of age who are given one tablet each. These tablets are also given to children upto 12 years of age and EXPECTANT and NURSING MOTHERS employed on scarcity works in those districts.

The question of preparing vitamin tablets to guard against outbreak of any diseases of malnutrition is under consideration.

It has been decided to issue only such wheat flour as has been fortified with calcium carbonate to the bakers in order to ensure that every loaf of bread sold in Bombay City and the Bombay Suburban District will have calcium in it. Every person purchasing wheat flour will also get fortified flour. For persons who buy whole wheat, it is proposed to distribute, free of charge, calcium carbonate powder with the wheat ration.

*Madras.*—A scheme to supply children upto 5 years and EXPECTANT and NURSING MOTHERS belonging to families with an income of less than Rs. 50 per month with milk free of cost has been in operation in Madras City since 1945.

Small schemes for free supply of milk to the priority consumers are functioning in the Municipalities of Vellore, Cannanore, Tuticorin, Tiruvanamalai, Tiruvarur, Chittoor and Tinnevelly. The distribution of milk in all these areas is under taken through Maternity and Child Welfare Centres.

The Government of Madras have set up a factory for the manufacture of reconstituted milk which is made up by homogenising separated milk powder, deodorised coconut oil and shark liver oil. The factory is capable of producing 75 gallons of milk an hour. The reconstituted milk thus produced is intended mainly for sale at a subsidised rate of -/4/- per pint to the poorer classes, especially the vulnerable groups among them, who have not got the means to pay the high prices for fresh milk. After meeting the requirements of the vulnerable groups, the balance will be sold to the general public.

*Bengal.*—The Friends Service Unit are operating a number of centres in Bengal for distribution of milk powder and vitamin tablets to the vulnerable groups especially to children and EXPECTANT and NURSING MOTHERS.

*U. P.*—About 200 mds. of pure milk is distributed daily to the school going children and to the Labour Welfare Centres and Maternity Homes in Cawnpore.

*C. & M. Station, Bangalore.*—A scheme is in operation under which undernourished children and EXPECTANT and NURSING MOTHERS belonging to families with a monthly income of less than Rs. 50 are given half a pound of milk daily free of cost. The scheme covers 2,000 consumers.

*Cochin.*—The Cochin State is issuing free milk to children below five years and EXPECTANT and NURSING MOTHERS. The State has also distributed milk powder offered by the Indian Red Cross Society and 1,20,000 vitamin tablets.

A health centre has been opened, where besides advice on diets, etc., supplementary diets such as milk and cod liver oil are given to infants and EXPECTANT and NURSING MOTHERS.

*Tirunavoy.*—About 95 milk canteens have been opened throughout the State with the help of the Indian Red Cross and the Friends Ambulance Unit and about 30 to 40 thousand children under five years of age are given milk and multi-vitamin tablets. EXPECTANT and NURSING MOTHERS are also encouraged to visit these centres and get milk and multivitamin tablets. A large number of welfare centres have been organised in urban and rural areas where the state of nutrition appeared to have deteriorated, to provide children and EXPECTANT and NURSING MOTHERS with milk, shark liver oil, iron, etc.

The distribution of milk per card holder is as follows :—

8 ozs. condensed milk (diluted).

8 ozs. separated milk (reconstituted).

12 multi-vitamin tablets.

*Malabar.*—In the Malabar District, milk supplied by the Indian Red Cross and the Government of India is being distributed by the Collector through three hundred centres to poor children upto 7 years and EXPECTANT and NURSING MOTHERS.

*Baroda.*—In Baroda City milk is supplied free to poor children. A scheme is being prepared to supply milk at subsidised rates to middle class families.

*Nawanagar State.*—EXPECTANT MOTHERS and young children of poor classes are supplied in Jamnagar free milk at certain fixed centres.

**Hyderabad (Dn).**—A voluntary "Women Milk Committee" has established milk stalls in the City where milk at subsidised rates is distributed to children under two years of age.

A scheme for the supply of milk to EXPECTANT and NURSING MOTHERS and children under 2 years at subsidised rates is under consideration.

The Government of Hyderabad is the only administration in India which is providing supplementary ration of foodstuffs to PREGNANT WOMEN and NURSING MOTHERS of children under two years.

**Rampur State.**—Poor children from 1 to 4 years and poor EXPECTANT and NURSING MOTHERS are supplied with  $\frac{1}{2}$  a lb. to 1 lb. of milk daily free.

**Jodhpur.**—The maternity and child welfare centre at Jodhpur is distributing milk free of cost to poor EXPECTANT and NURSING MOTHERS.

#### QUOTA OF CLOTH SUPPLIED TO PROVINCES AND TO NEPAL

**586. \*Mr. B. B. Varma:** Will the Honourable Member for Industries and Supplies be pleased to state:

(a) the total population of each of the Provinces of India according to which the quota of cloth was allotted in the years 1945-46 and 1946-47;

(b) the total number of yards of popular and unpopular fine and rough cloth supplied to each of the Provinces in the years 1945-46 and 1946-47; and

(c) the total number of bales and the number of yards of popular and unpopular cloth supplied to Nepal in the years 1945-46 and 1946-47 on barter system?

**The Honourable Sri O. Rajagopalachari:** (a) The Government of India's cloth distribution scheme is operated on the basis of a division of India into Zones, which are not quite the same as provinces, inasmuch as they include States. Allocations of cloth during the year 1945 were made on the basis of the 1941 Census, and a statement is placed on the table which shows the population of each Zone according to that Census. From the 1st of January 1946, Government have operated their cloth distribution scheme on the basis of an all-India population of 415 millions.

(b) A statement showing quantities of cloth delivered to Zones is placed on the table. No records have been maintained according to the categories suggested by the Honourable Member. But in the present shortage cloth of all types is acceptable to the public, though a preference attaches to saris, dhoties, and grey shirting.

(c) About 5,500 bales, equivalent to 82½ lakhs, yards of cloth, were supplied to Nepal during 1946, on the barter system. These consisted mainly of dhoties, saris and markin cloth of medium and coarse varieties. No supplies on the barter system were made during 1945, and none have been made so far in 1947.

#### Statement showing Population of Zones.

Zones	Population
Bombay (including Baroda with population of 3,486,409)	23,975,551
Western India States	3,857,585
Central India States	11,57,853
Assam	10,930,388
Baluchistan	8,17,835
Bengal	61,400,377
Bihar	36,300,151
Central Provinces	17,300,585
Hyderabad	16,338,534
N. W. F. Provinces	5,415,666
Orissa	16,306,551
Punjab	39,29,416
Rajputana, Ajmer-Merwara	14,563,001
Sind	4,84,705
Madras (including Mysore with population of 7,329,140)	64,831,323
United Provinces	56,316,456

## II. Statement showing supplies of cloth to Zones (in bales)

Zones	1945	1946	1947 (Jan.-Feb.)
Bombay (excluding Baroda)	347,940*	179,328	21,379
Baroda	...	31,047	3,669
Western India States	30,876	27,203	4,320
Central India States	...	71,30	11,820
Assam	74,697	51,117	9,930
Baluchistan	13,728	12,524	1,855
Bengal	430,830	328,801	50,067
Bihar	254,382	217,757	46,340
Central Provinces and Berar	163,404†	85,862	12,177
Hyderabad	59,977	77,675	10,811
N. W. F. Province	32,498	57,976	10,076
Orissa	111,426	64,011	11,904
Punjab	507,057‡	402,367	57,379
Rajputana	181,164	108,642	13,695
Sind	43,566§	50,336	6,755
Madras	508,278§§	230,380	33,415
United Provinces	406,527	412,877	66,684

\* Includes supplies made to Baroda.

† Includes supplies made to Central India States upto January 1946.

‡ Includes supplies made to N. W. F. Province upto June 1945.

§ Includes supplies made to Baluchistan upto June 1945.

§§ Includes supplies made to Hyderabad upto July 1945.

SUPPLY OF CLOTH BY AHMEDABAD AND BOMBAY MILLOWNERS TO SHOPS IN  
BIRGANJ, NEPAL.

587. \*Mr. B. B. Varma: Will the Honourable Member for Industries and Supplies be pleased to state:

(a) whether Government are aware that there being no quota of cloth for Nepal, practically every cloth mill owner of Ahmedabad and Bombay, has got his shop in Birganj (Nepal) and that most of the cloth is being sent there directly; and

(b) if the reply to part (a) be in the affirmative, the number of such cloth shops in Birganj (Nepal)?

The Honourable Sri O. Rajagopalachari: (a) It is not a fact that there is no quota of cloth for Nepal. Nepal gets about 21 million yards of cloth and yarn equivalent to 24 lakh yards of cloth per year. The second part of the question does not arise.

(b) Does not arise, and we have no information.

## IMPORT OF OPTICAL GOODS IN INDIA.

**588. \*Sardar Mangal Singh:** Will the Honourable Member for Industries and Supplies be pleased to state:

(a) the quantity or value of spectacle lenses, frames and optical instruments imported into India during the years 1945 and 1946, and the import duty levied on spectacle goods;

(b) the approximate annual quantity of spectacle lenses and frames manufactured in India, and whether it is sufficient to meet the requirements of the country; if not, the steps taken or proposed to be taken by Government to increase the production of these essential articles in India;

(c) whether Government propose to import machinery for the manufacture of spectacles, etc., as reparation from Germany or Japan, and if so, the details of such proposals;

(d) whether Government have received any applications from Indian producers of optical goods such as lenses, frames and spectacle glass for any kind of assistance; if so, the action taken or proposed to be taken in regard to such applications;

(e) the number of spectacle factories in India; and

(f) whether Government propose to consider the desirability of asking the Tariff Board to examine and report on the question of giving protection to this industry?

**The Honourable Sri C. Rajagopalachari:** (a) The figures of the value of imports of optical goods are as follows: 1944-45—Rs. 6,38,000; 1945-46—Rs. 16,10,000; April to September 1946—Rs. 13,13,000. Separate figures for spectacle lenses and frames are not available. Information about import duty is being collected and will be placed on the table in due course.

(b) I am sorry I have no information about the quantity of spectacle lenses and frames manufactured in India. A few firms have asked for import licences for machinery of manufacture in these lines and have been given necessary permission.

(c) Government of India made an unsuccessful bid for a plant for the manufacture of optical instruments which came up for allocation in October last by way of reparations from Germany. Reparations from Japan have not reached a stage when plants are earmarked for reparations delivery.

(d) I would refer the Honourable Member to the answer given on the 28th March 1946 to part (c) of Shri Satyanarayan Sinha's Starred Question No. 1877. One of the firms mentioned therein, namely, Messrs. Mumick Limited applied again for assistance in certain directions, e.g., acquisition of land, supply of electric power and protection against foreign competition. The firm was informed that the acquisition of land required by it was not a matter of sufficient public importance to justify Government's intervention. In regard to electric power, the firm was informed that, in case it wished to increase its present load, the Department of Industries and Supplies would be prepared to help. As regards protection against foreign competition, the firm was asked to apply to the Commerce Department for a reference of its case to the Tariff Board.

(e) I am sorry there is no available information that can be got at without elaborate enquiry.

(f) In accordance with its terms of reference, the Tariff Board as now constituted is competent to investigate the claims of these industries only which were started or developed during the war. It is for the industries which fulfil this condition to apply for the investigation of their claims by the Tariff Board. Government have under consideration the question of setting up a permanent Tariff Board which will examine claims for protection by other industries.

**INDIAN PILOTS AND GROUND ENGINEERS IN VARIOUS AIR SERVICES**

**589. \*Pandit Thakur Das Bhargava:** (a) Will the Secretary of the Communications Department be pleased to state the number of Indian and European Pilots and Ground Engineers in the Air Services and Flying Clubs in India?

(b) Have Government taken any steps to insist on the management of the various Air Services to give preference to Indians for appointment as Pilots and Ground Engineers and to other administrative posts in these services; if so, with what result?

(c) Have Government made any arrangements for the training of Ground Engineers in India? If so, how many Indians are under training as Ground Engineers?

**Sir Harold Shoovert:** (a) I lay on the table a statement showing the number of Indian and European pilots and ground engineers employed in the flying clubs and air transport operating companies in India.

(b) With the aim of securing the employment of Indians to the maximum possible extent in the management and operation of air services, Government have taken all possible steps to arrange for the release of pilots from the Indian Air Force for training and employment in Civil Aviation. Similar steps have been taken to assist the employment of qualified Indian mechanics and other technicians released from the Indian Air Force and aircraft repair organisations. There is as yet an inadequate number of trained and qualified Indians to man the whole of the services, but there is no reason to think that preference is not invariably given to qualified Indians by all employers.

(c) Practical training of Ground Engineers is at present achieved by the employment of men with suitable experience as mechanics by the operating companies and Flying Clubs. The Civil Aviation Training Centre which is in the course of being established, will provide training in all important branches of civil aviation. It is expected that the Aeronautical Engineering branch of the School will be opened during 1947-48.

**Statement showing the number of Indian and European Pilots and Ground Engineers employed in the Flying Clubs and Air Operating Companies.**

Particulars	Pilots			Ground Engineers		
	Indians (including Ceylonese)	Europeans (including Australians)	Total	Indians (including Ceylonese)	Europeans (including Americans)	Total
Flying Clubs	12	2	14	20	1	21
Air Transport Operating Companies (including those not operating air services). (13)	117*	68†	185	153‡	15§	168
	129	70	199	173	16	189

\* Includes 4 Ceylonese.

† Includes 3 Australians.

‡ Includes 4 Ceylonese.

§ Includes 2 Americans.

IMPROVED MILK SUPPLY FOR DELHI

590. \***Shri Mohan Lal Saksena:** Will the Secretary of the Department of Agriculture be pleased to state the steps that have been taken by Government to improve the quantity and quality of milk-supply in the city of Delhi?

**Sir Pheroze Kharegat:** A Dairy Development Officer has been appointed. A scheme for augmenting the production of milk at the Delhi Gaushala has been sanctioned. Schemes relating to the distribution of milk under proper control, the subsidized distribution of cattlefeeds and concentrates and the salvage of dry cattle are under the consideration of the Delhi Administration.

COST OF GROW MORE FOOD CAMPAIGN

591. \***Sri V. Gangaraju:** Will the Secretary of the Department of Agriculture be pleased to state the cost incurred by Government on "Grow More Food" programmes during the years 1944 to 1946, and what amount Government propose to spend in 1947?

**Sir Pheroze Kharegat:** A statement showing the loans and grants given by the Central Government for the Grow More Food Campaign is placed on the table. The amount proposed to be spent in 1947-48 cannot be estimated at present. It may be between five and ten crores of rupees.

Statement showing the grants and loans given by the Central Government for the Grow More Food Campaign

	Grants disbursed	Loans sanctioned
	In lakhs of rupees	
1943-44	27.29	164
1944-45	77.34	129
1945-46	Not available	200
1946-47	Do.	194

PREVENTION OF CATTLE DISEASES

592. \***Sri V. Gangaraju:** Will the Secretary of the Department of Agriculture be pleased to state:

(a) whether Government are aware of the prevalence of a cattle disease known as Mastitis in all the Provinces;

(b) if so, what is the extent of loss in various Provinces, in cows, buffaloes and goats due to this disease;

(c) whether the Government of India have taken any steps to prevent this disease; and

(d) if not, why not?

**Sir Pheroze Kharegat:** (a) Yes, Sir.

(b) The exact extent of the loss is not known, but the disease is more prevalent where intensive dairying is practised and is relatively uncommon in village cattle.

(c) and (d). The Indian Council of Agricultural Research has initiated a research scheme with the object of discovering the incidence of the disease, the particular organisms which most commonly cause it in India, and to devise prophylactic and curative measures. The work will be undertaken at the Veterinary Research Institute, Izatnagar, at Calcutta, Lahore, Bombay and Bangalore.

## IMPORT OF RICE AND WHEAT INTO INDIA

593. \*Sri V. Gangaraju: Will the Secretary of the Food Department be pleased to state:

(a) the quantities of Rice and Wheat that were imported into India during the period 1944-46;

(b) the price at which Government purchased these food grains from other countries; and

(c) the cost incurred by the Government of India to subsidise imported rice and wheat with a view to keep their prices on a par with those of the rice and wheat produced in India?

Mr. K. L. Panjabi: (a) and (b). Statements giving the required information are laid on the table.

(c) The Government of India started subsidising the sale of imported food-grains in April 1946 and the amount spent during 1946 was about Rs. 15½ crores.

Statement showing quantities of wheat, flour and rice imported in India during the three years 1944 to 1946.

From	Wheat	Rice	Wheat flour
1944—	Tons	Tons	Tons
Australia . . . . .	529,398		51,643
Canada . . . . .	32,172		..
Persia . . . . .	1,498	..	..
Total . . . . .	563,018	..	51,643
1945—			
Australia . . . . .	79,669	..	..
U. S. A. . . . .	409,001	..	10,739
Canada . . . . .	304,882	..	..
From all sources . . . . .	..	52,434	..
Total . . . . .	793,552	52,434	10,739
1946—			
Australia . . . . .	384,911	..	134,294
U. S. A. . . . .	490,260	..	22,983
Canada . . . . .	2 3,480	..	..
Turkey . . . . .	14,512	..	..
U. K. . . . .	..	..	4,000
Burma . . . . .	..	227,638	..
Indonesia . . . . .	..	29,108	..
Brazil . . . . .	..	39,192	..
Siam . . . . .	..	25,700	..
Saigon . . . . .	..	3,890	..
Total . . . . .	1,183,163	325,528	161,277



STARRED QUESTIONS AND ANSWERS  
SUMMARY

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Year	Wheat	Rice	Flour
	Tons	Tons	Tons
1944	563,018	..	51,643
1945	793,552	52,434	10,739
1946	1,183,163	325,528	161,277
Total	2,539,733	377,602	223,659

*Statement showing the average prices paid by the Government of India for imports of wheat, rice and wheat flour during three years 1944 to 1946.*

1944.

**Wheat.**

**Australian**

**Bulk**

31s. 7½d. per 480 lbs. f.o.b. upto middle of October 1944.

41s. 10½d. per 480 lbs. f.o.b. 15th October 1944 to 31st December 1944.

**Bagged**

34s. 8d. per 480 lbs. f.o.b. up to middle of October 1944.

44s. 1½d. per 480 lbs. f.o.b. 15th October 1944 to 31st December 1944.

**Canadian**

C \$1-60 per bushel of 60 lbs f.o.b.

Persian.—Rs. 3½/-2 per maund f.o.b. Zahidan.

**Flour.**

Australian.—£ 0-15-0 per ton f.o.b.

1945.

**Wheat.**

**Australian.**

Bulk—41s. 10½d. per 480 lbs. f.o.b.

Bagged—4 s. 11d. per 480 lbs. f.o.b.

Canada & U. S. A.—\$1-60 to 1-73 per 60 lbs f.o.b.

**Wheat flour.**

Australian.—£10-15-6 per ton.

+9d per cent. insurance f.o.b.

**Rice.**

£17-17-0 per ton f.o.b.

1946.

**1. Wheat.**

**Australian.**

Bulk—60s. 10½d to 73s. 9d. per 480 lbs f.o.b.

Bagged—68s. 8d to 88s. per 480 lbs. f.o.b.

U. S. A. and Canada.—\$1-73 to \$2-4 per 60 lbs. f.o.b.

Turkey.—£32-19-4 per 1,000 kilos. f.o.b.

**2. Wheat flour.**

**Australian—**

£20-0-, plus 9d per cent. per ton f.o.b.

£23-11-0 plus 9d per cent. per ton f.o.b.

U. K.—£29 per ton f.o.b.

U. S. A.—\$5-8 per ton f.o.b.

**Rice.**

Burma—Old rice £17 17 0 per ton to £20-7-6 per ton f.o.b.

New rice £28 per ton f.o.b.

Siam.—£16 per ton f.o.b.

Indochina—£29 12 0 to £31 per ton f.o.b.

Brazilian—£20-15-6 to £37-5-0 per ton according to quality.

Indonesian paddy.—Rs. 12-13-4 per 100 kilos. f.o.b.

## REDUCTION OF CLASSES ON PASSENGER TRAINS

594. \*Haji Abdus Sattar Haji Ishaq Seth: Will the Honourable Member for Railways be pleased to state:

(a) whether any decision has been arrived at regarding the proposal to reduce the number of classes on passenger trains and if so, what that decision is; and

(b) whether this House will be given an opportunity to express its opinion on the final proposals before Government decide this question?

**The Honourable Dr. John Matthai:** (a) Yes. The decision taken by the Government is to reduce the present four classes of travel to three. The three future classes of travel, named first, second and third classes, will approximate in standard of comfort to the present second, Inter and third classes respectively. On branch lines it is proposed to adopt only two classes named special and general. It will be seen that the standard of comfort represented by the present first class is proposed to be abolished.

(b) As this decision has been taken after consulting a number of public bodies and the Central Advisory Council for Railways consisting of the Members of the Central Legislature, it seems fairly clear that there is a general public support for it. In the circumstances, I do not think a discussion again in this House appears called for.

## RECOGNITION OF TEZPUR BALIPARA RAILWAYMEN'S UNION

595. \*Sreejut Rohini Kumar Chaudhuri: Will the Honourable Member for Railways be pleased to state:

(a) whether Government are aware that although over three months have passed since the Tezpur Balipara Railwaymen's Union was formed and registered and the fact notified to the Company the latter has not yet recognised the Union;

(b) if so, the steps that Government have taken to see that the Union is recognised by the Company;

(c) whether Government are aware that although the Union notified the Company of its minimum demands, the Company has not taken any steps to meet them; and

(d) the steps, if any, Government propose to take in this behalf?

**The Honourable Dr. John Matthai:** (a) No.

(b) Does not arise.

(c) No.

(d) The railway in question being Company owned and Company managed, the Railway Department are not concerned in the matter. It is understood, however, that Government in the Labour Department intend to apply the Industrial Relations Machinery to the matter.

## EXTENSION OF THE BENGAL ASSAM RAILWAY FOR RANGAPARA NORTH TO TEZPUR TOWN

596. \*Sreejut Rohini Kumar Chaudhuri: Will the Honourable Member for Railways be pleased to state whether Government are aware of the agitation carried on for the last several years by the public of Tezpur for the extension of the Bengal Assam Railway, from Rangapara North to Tezpur town, a distance of only 16 miles?

**The Honourable Dr. John Matthai:** So far only one petition dated 29th September 1946 has been received asking for the extension of the Metre Gauge section of the Bengal Assam Railway from Rangapara North to Tezpur Town. Government are not aware that agitation has been carried on for the last several years by the public of Tezpur for this extension. However, in a joint conference with the Assam Government the Railway Board decided in March 1945 to

investigate as a Post-war project the question of the purchase of the Tezpur-Balipara Railway and its conversion to Meter Gauge. This Railway is at present managed by a private Limited Company and in accordance with the agreement, the next option for the purchase of this railway by Government falls due on 1st September 1952. The investigations will be completed in time for a decision to be reached by Government before this date in regard to the future of this Railway.

ACQUISITION BY GOVERNMENT OF TEZPUR BALIPARA RAILWAY

597. \*Sreejut Rohini Kumar Chaudhuri: Will the Honourable Member for Railways be pleased to state:

(a) when the licence of the Tezpur Balipara Railway will expire; and

(b) in view of the unsatisfactory condition in which the Railway is running at present, whether Government propose to acquire it without further renewal of the licence?

The Honourable Dr. John Matthai: (a) Government have the option of terminating the licence of the Tezpur-Balipara Railway in 1952.

(b) Government understand that during the war adequate maintenance repairs to rolling stock could not be carried out for want of materials and that this Light Railway Company could not obtain new engines or important parts thereof. Orders have since been placed and the position should shortly improve. Government will consider, from every point of view, the desirability of taking over this railway when the date of expiry of the licence draws nearer.

PAY OF Patwaris IN AJMER-MERWARA.

598. \*Pandit Mukut Bihari Lal Bhargava: Will the Secretary of the Department of Agriculture be pleased to state:

(a) the present scale of pay of the 'patwaris' in the Province of Ajmer-Merwara;

(b) the allowances granted to them to meet the increased cost of living;

(c) the daily hours of work of the 'patwaris' in the Province;

(d) whether Government are aware that their present pay including allowances is less than what is needed for maintenance of health and efficiency at current high prices; and

(e) if so, the steps that Government intend taking to improve the conditions of the Patwaris, in the Province of Ajmer-Merwara?

Sir Pheroze Kharegat: (a) and (b). A statement giving the information required is laid on the table.

(c) No regular hours of work are fixed for Patwaris. They generally work in the fields in the morning and at their residences in the afternoon.

(d) The Central Pay Commission is going into this question.

(e) The steps to be taken will be considered along with the recommendations of the Pay Commission.

STATEMENT

(a) The scales of pay for various grades of Patwaris in Ajmer Merwara are as follows:—

	For old entrants	For new entrants
1st Grade . . . . .	Rs. 25 p.m.	Rs. 22 p.m.
2nd Grade . . . . .	Rs. 20 p.m.	Rs. 18 p.m.
3rd Grade . . . . .	Rs. 15 p.m.	Rs. 15 p.m.

(b) The following allowances, etc., have been granted to them to meet the increased cost of living:—

(i) Dearness allowance . . . . .	Rs. 16 p.m.
(ii) Special pay . . . . .	Rs. 3 p.m.
(iii) Grain Compensation allowance . . . . .	Rs. 3/12/0 p.m.

## RAILWAY CLEARING ACCOUNTS OFFICE.

**599. \*Dr. Zia Uddin Ahmad:** Will the Honourable Member for Railways please state:

(a) whether it is a fact that the main function of the Efficiency Section of the Railway Clearing Accounts Office is to test audit the work done in various branches of the office;

(b) whether it is a fact that similar duties of test audit are performed by the Chief Auditor, Railway Clearing Accounts Office;

(c) whether it is a fact that no Efficiency Section exists in the Accounts Offices of the State Railways; and

(d) if the reply to parts (a) to (c) above is in the affirmative, the reasons for allowing this duplication of test audit and wastage of money in the Railway Clearing Accounts Office and whether Government propose to abolish it; if so, when; if not, why not?

**The Honourable Dr. John Matthai:** (a) The test check of the work done in the various sections of the R.C.A.O. is only one of the functions of the Efficiency Section of that office, the others being (i) co-ordination, (ii) scrutiny of rules and procedure, (iii) examination of general cases affecting the office as a whole, (iv) adjustment of staff as between the various sections according to variations in the volume of work and (v) compilation of manuals.

(b) Yes, but the check performed by the Efficiency Section is directed to special investigations ordered by the Director.

(c) Efficiency Sections do exist on certain other Railways.

(d) The test check by the Efficiency Section was temporarily introduced in the R.C.A.O. in order to tighten up control over internal check in that office the necessity for which was felt owing to the abnormal conditions created by the war. The question of the necessity for retaining this section is reviewed from time to time.

## SCARCITY OF MUSTARD OIL IN BENGAL

**600. \*Maulvi Abdul Hamid Shah:** Will the Secretary of the Food Department please state:

(a) whether Government are aware that there is acute scarcity of mustard oil in Bengal;

(b) whether Government are aware that this scarcity is due to the refusal by the United Provinces Government to supply the Bengal the quota of mustard oil and seeds fixed by the Government of India;

(c) whether the Premier of Bengal or any representative of the Bengal Government discussed these matters with the Government of India; and

(d) if so, what was the result of the discussion?

**Mr. K. L. Panjabi:** (a) Yes, Sir.

(b) It is due to non-availability of supplies according to quotas from the United Provinces and other supplying areas.

(c) Yes, Sir.

(d) The policy regarding future control of all oilseeds was discussed at a conference of the provincial Food Ministers convened by the Central Government on 16th February. The matter is now under active consideration by the Government. I regret I am unable to give any further information to the Honourable Member at this stage.

## COAL PRODUCTION CESS FROM CONSUMERS.

**601. \*Mr. Nagendranath Mukhopadhyay:** (a) Will the Honourable Member for Industries and Supplies be pleased to state the reasons for continuing realisation of the Coal production Cess of Rs. 1-4-0 per ton from the consumers even when the bonus on Excess Profit Tax and the bonus on higher raisings of Coal over and above the target figure have been stopped?

(b) Are Government aware that out of the total receipt from the Coal production Cess Rs. 70,000 per month are being spent on running the coal Commissioner's Office?

(c) Do Government propose to consider the advisability of cutting down the expenses of running a huge establishment, higher posts of which are practically manned by European Officers; if not, why?

**The Honourable Sri C. Rajagopalachari:** (a) The payment of E. P. T. free bonus to colliery owners on raisings is not the only charge on the proceeds of the Coal Production Cess. The other purposes for which the proceeds may be utilised are given in Section 8(3) of the Coal Production Fund Ordinance and Government's liabilities as regards a number of these have not yet been extinguished. I may add, however, that the future of the Cess is now under active consideration.

(b) and (c). About Rs. 1.42 lakhs are being spent monthly on the Coal Commissioner's Organization, from the Coal Production Fund. The problems of Coal production and distribution necessitate the maintenance of the organization. Government keep the size of the establishment under constant review, and care is taken to ensure that the size is commensurate with the problems with which it has to deal.

#### SANCTION BY THE COAL COMMISSIONER FOR OPENING A NEW MINE.

**602. \*Mr. Nagendranath Mukhopadhyay:** (a) Will the Honourable Member for Industries and Supplies be pleased to state whether any criterion has been fixed for the Coal Commissioner to enable him to grant or refuse permission in the case of opening a new mine?

(b) Do Government propose to consider the advisability of forming a Committee of two or three members recruited from the trade to scrutinise periodically the sanctions given or withheld?

**The Honourable Sri C. Rajagopalachari:** (a) Yes, Sir. The main factors taken into consideration in granting or refusing permission are (i) the avoidance of uneconomic fragmentation of coal bearing areas, (ii) prevention of wastage of resources by attraction of labour and enterprise to easy surface working and (iii) rail transport difficulties likely to arise.

(b) An aggrieved party is entitled to appeal to Government. Any complaint against an order of the Coal Commissioner can also be ventilated in the Coal Advisory Committee, which meets in Calcutta twice a month and which, in addition to official members, consists of the representatives of the Indian Mining Association, the Indian Mining Federation and the Indian Colliery Owners Association. Government consider that these safeguards are adequate.

#### REQUIREMENTS OF RAILWAYS FOR DIFFERENT GRADE OF COAL

**603. \*Mr. Nagendranath Mukhopadhyay:** (a) Will the Honourable Member for Industries and Supplies be pleased to state whether Government have implemented their assurance for taking 30 per cent. of II, III-A and III-B grade coal for Railway consumption as given in their reply to my unstarred question No. 45 asked on the 11th November, 1946?

(b) If so, do Government propose to place on the Table of the House a statement showing the requirement of each railway and the ratio of purchase of II, III-A and III-B Grade Coal from November 1946 to January 1947?

**The Honourable Sri C. Rajagopalachari:** (a) Government are endeavouring to regulate the Railway consumption of coal so as to reach the proportion referred to. There are difficulties due to the differing operational requirements of each railway, distance from the source of supply and the need for avoiding the wasteful movement of high ash coals so long as transport capacity remains inadequate for moving the full demand for coal in the country. It is not always possible, in the present circumstances, to arrange supplies strictly according to what is considered feasible for railway operation, but it is expected in course of time to overcome the difficulties now felt.

(b) The information called for is being collected and is not yet ready.

#### REDUCTION IN THE RAISING OF METALLURGICAL COAL

**604. \*Mr. Nagendranath Mukhopadhyay:** Will the Honourable Member for Industries and Supplies be pleased to state whether Government propose to reduce raisings of all metallurgical coal to the bare minimum requirement of this country and stop all shipment of such coal outside India considering the future requirement of the country?

**The Honourable Sri C. Rajagopalachari:** Government have under consideration the recommendations of the Indian Coalfields' Committee regarding the imposition of a ban on the supply of metallurgical coal to other than specified classes of internal consumers and rationalisation of production so as to secure a balancing of output with the essential demand. The Committee have, however, themselves pointed out that these measures cannot be fully enforced until the output of other types of coal has been increased sufficiently to fill the gap created by a reduction in the output of metallurgical coal.

The ban suggested by the Committee covers also supplies of metallurgical coal for export and bunker purposes and Government hope to take an early decision on this point.

#### HYDROGENATED OIL FACTORIES IN INDIA

**605. \*Shri D. P. Karmarkar:** Will the Secretary of the Food Department be pleased to state:

(a) the number of hydrogenated oil factories for which licenses have been given excluding the 22 factories that are already in existence;

(b) the productive capacity and the location of the proposed factories and the capital proposed to be invested in these factories by the licensees;

(c) how many of the Licensees have (i) imported (ii) placed orders but not yet imported (iii) not yet placed orders for, the machinery required for the purpose;

(d) the reasons, why Government propose to encourage the hydrogenated oil industry by granting additional licenses;

(e) the quantity of oil (i) produced by each factory existing at present, and (ii) expected to be produced by the factories proposed to be started; and

(f) the nature of any other assistance given to hydrogenated oil factories?

**Mr. K. L. Panjabi:** (a), (b) and (e). Statements giving the required information are laid on the table of the House.

(c) All licensees except one have placed orders for the plant and machinery required for the purpose. This is being shipped by the manufacturers in instalments as and when the parts become ready for shipment.

(d) The industry was encouraged to expand to meet wartime needs and was subsequently assisted to meet what was estimated to be the reasonable demand of the market when the war ended.

(f) The factories are assisted in the procurement of various controlled materials.

## APPENDIX "A"

List of Vanaspati Factories under the Immediate Expansion Scheme.

BRITISH INDIA.

Name of Party (1)	Location (2)	Production capacity† per day (3)	Capital sanctioned (4)	Approximate quantity of raw oil to be used per annum (5)
		(Tons)		(Tons)
<b>Bombay Province—</b>				
1. M/s. Indian Vegetable Products Ltd., Forbes Building, Home Street Bombay.	Bombay	25	Not applied	8,500
2. M/s. Western India Vegetable Products Ltd., 5 Ghoga Street Fort, Bombay.	Amalner	10	17 lacs	3,500
<b>Bihar Province—</b>				
3. M/s. Bihar Industries Ltd. Arora House, Patna City.	Dinapur	25	30 lacs	8,500
<b>Bengal Province—</b>				
4. M/s. Hindustan Development Corporation Ltd. 6-A, Surendra Nath Banerji Road, Calcutta.	Calcutta	25	150 lacs*	8,500
5. The United Vegetable Manufacturers Ltd., 18, Zakariah Street, Calcutta.	Calcutta	25	30 lacs	8,500
6. Swaka Vanaspati Products Ltd., 28-A, Pillok Street, Calcutta.	Lilooah	25	15 lacs	8,500
7. M/s. Kurum Products Ltd., 23/24, Radha Bazar Street, Calcutta.	Calcutta	25	30 lacs	8,500
8. M/s. Hindustan Vegetable Products Ltd., 102/1, Clive Street, Calcutta.	Calcutta	25	30 lacs	8,500
<b>Orissa Province—</b>				
9. M/s. Eharat Vegetable Products Ltd., 2 R. y. J Exchange Lane Calcutta.	Borhampur	25	22½ lacs	8,500

\* This is for a large number of industrial enterprises including their Vanaspati project.

† The year is reckoned at 300 Production Days.

(1)	(2)	(3)	(4)	(5)
		(Tons).		(Tons)
<b>Central Provinces—</b>				
10. M/s. Sudha Industries Ltd., Jaipuria House 51, Vivakanand Road, Calcutta.	Pulgaon	25	20 lacs	2,500
<b>Madras Province—</b>				
11. M/s. East Asiatic Co. Ltd., Mercantile Buildings, First Line Beach, P. B. No. 146, Madras.	Madras City	10	Not applied	2,500
12. M/s. Madras Vannapati Ltd., 9-A, Armenian Street, Madras.	Villupuram	20	25 lacs	2,500
13. M/s. The Vegetol Ltd., "Vijay Vilas" High Road, Chittoor.	Chittoor	10	22 lacs	2,500
14. M/s. Bharat Vannapati Products Ltd., C/o Guntur Narasimha Rao, 20-B, Govindappa Naick Street, Madras.	Guntur	10	15 lacs	2,500
15. M/s. Sudarshan Oil Mill, Katapadi (Madras Province)	Katapadi	20	25 lacs	2,500
16. M/s. Karnatak Veg. Oil & Refineries Ltd. Hospet (Bellary Dist.)	Hospet	10	15 lacs	2,500
17. M/s. Vizagapatam Veg. Oil Products Ltd., P. O. Bobbili.	Bobbili	20	10 lacs	2,500
Additional Secy. to the Government of Madras, Development Deptt. Fort St. George, Madras.	Calicut	10	Not applied	2,500
<b>Indian States—</b>				
18. M/s. Palanpur Vegetable Products Ltd., Ewart Bruce Street Fort, Bombay.	Palanpur	10	23 lacs	2,500
19. M/s. Bhavnagar Vegetable Products Ltd., Bunder Road, Bhavnagar.	Bhavnagar	20	27 lacs	2,500
20. M/s. Sangli Industries Co., Sangli.	Sangli	10	15 lacs	2,500
21. M/s. D'lawar Syndicate, Junagarh.	Chorwad	25	27½ lacs	2,500



(1)	(2)	(3)	(4)	(5)
		(Tons).		(Tons)
23. M/s. Raza Vansapati Ltd., C/o The Chief Minister, Rampur State, Rampur.	Rampur	25	Not applied	8,500
24. M/s. Ratarakar Industries Ltd. Rathad Building, Laxmi Puri, Kolhapur.	Kolhapur	10	25 lacs	3,500
25. M/s. Scindia Vegetable Products Ltd., C/o R. B. Harish Chandra, Advocate, Chandni Chowk, Delhi.	Gwalior	10	20 lacs	3,500
26. M/s. H. E. The Nizams Govt. Hyderabad State (Deccan).	Hyderabad	50	Not applied	16,000
27. Sir Martab Ali, Kt., C.B.E., Bhopal.	Bhopal	10	17 lacs	3,500
28. The Prime Minister, Bahawalpur State Government, Bahawalpur.	Bahawalpur	10	12½ lacs	3,500
29. Sewa Sangh Gill, 23 Bara Khamba Road, New Delhi.	Patiala	10	20 lacs	3,500

*List of Vanaspati Factories in India under Automatic Regn. Scheme.*

Name of firm	Location	Capacity		
1. M/s. Morvi Vegetable Products Ltd., Morvi.	Morvi	10	17 lacs	3,500
2. M/s. Ravindra Nulraj Kherondas, Babunath Road, Coopathy Bombay.	Jamnagar	20		6,500
3. M/s. Snow White Food Products, 11, Clive Street, Calcutta.	Calcutta	25	Not applied	8,500
4. M/s. The Harryce Bros., Ltd., Trichinopoly.	Trichinopoly	20	15 lacs	6,500
5. M/s. Oudh Sugar Mills Ltd., C/o Imperial Bank Building, Bank Street, Bombay.	Malkapur	30		10,000
6. M/s. Malwa Vanaspati & Chemical Co., Ltd., 84-Jail Road, Indore.	Indore	25	40 lacs	8,500
The Punjab Vegetables / Ghee and General Mill Co., Ltd., The Mall Lahore.	Amritsar	10	20 lacs	3,500
8. M/s. Tungalpura Industries Ltd., Koornool (Madras).	Koornool	30	40 lacs	10,000
Grand Total	...	...	...	244,500

Statement showing the quantity of crude oil consumed by vanaspati factories existing at present.

S. No.	Name of Factory	Hydrogenated Oil Products manufactured in 1946	Approximate quantity of oil used
		(Ton)	(Ton)
1	The Hindustan Vanaspati Mfg. Company, Bombay .	43,833	53,200
2	The Indian Vegetable Products Ltd., Bombay .	8,281	9,000
3	The Swastik Oil Mills Ltd., Bombay . . . . .	4,788	5,300
4	The Amrit Vanaspati Co. Ltd., Bombay . . . . .	5,740	6,300
5	The Vegetable Vitamin Foods Co. Ltd., Bombay .	3,773	4,200
6	The Amrut Oil Mills, Bombay . . . . .	1,721	1,900
7	The Bharat Vanaspati Products Ltd., Pachora .	7,465	8,200
8	The Ashwin Industries Ltd., Baroda . . . . .	640	700
9	Lily Oil Industries Ltd., Baroda . . . . .	267	300
10	The Snow White Food Products, Calcutta . . . . .	5,206	5,700
11	The Tata Oil Mills Co., Ltd., Ernakulam . . . . .	430	500
12	The Mysore Vegetable Oil Products, Madras . . . . .	1,175	1,300
13	The Mettur Chemicals, Mettur Dam. (Dist. Salem)	1,809	2,000
14	The Ganesh Flour Mills Co. Ltd., Cawnpore . . . . .	11,715	12,900
15	The Ganesh Flour Mills Co. Ltd., Lyallpur . . . . .	4,681	5,200
16	The Ganesh Flour Mills Co., Ltd., Delhi . . . . .	5,727	6,300
17	The Modi Vanaspati Mfg. Co., Begamabad . . . . .	14,118	15,500
18	The Amrit Vanaspati Co., Ltd., Ghaziabad . . . . .	7,005	7,700
19	The Vanaspati Industries Ltd., Ghaziabad . . . . .	4,499	5,000
20	The Mysore Vegetable Oil Products, Bangalore . . . . .	1,469	1,600
21	The Rahtas Industries Ltd., Dalmianagar . . . . .	4,744	5,200
22	The Jagdish Industries Ltd., Porbandar . . . . .	3,652	4,000
	Total . . . . .	142,738	162,000

### UNSTARRED QUESTIONS AND ANSWERS

#### ANAEROBIC FERMENTATION OF COW DUNG.

59. Prof. N. G. Ranga: Will the Secretary of the Department of Agriculture be pleased to state:

(a) if any efforts are being made to get cheaper tanks manufactured for anaerobic fermentation of Cow dung so that ordinary agriculturists can obtain and install them for manufacturing and utilising the gas and manure on their farms and homesteads;

(b) if not, do Government propose to undertake to manufacture them and make them available to agriculturists;

(c) whether any experiments on field scale have so far been made with sufficient replications in different seasons with different crops to test the comparative value of this anaerobic fermented manure as compared to ordinary application of cow dung and artificial fertilisers and direct and residual effects;

(d) for how many years were these experiments conducted and with what results; and

(e) if the experiments so far made are not of such duration, whether Government propose to conduct more adequate experiments?

**Sir Pheroze Kharegat:** (a) These tanks or drums are made of iron sheet and no cheaper material is known.

(b) It is considered premature to undertake such manufacture as the process has not yet been tried out under village conditions.

(c) Field experiments were carried out in 1944-45 and in 1945-46 with wheat  
C. 518.

(d) The experiments were conducted for two years. A statement is placed on the table showing the results of the experiments.

(e) The question of conducting more experiments on a bigger scale and with different crops will be examined. A larger plant will have to be put up for the purpose at a cost of about Rs. 7,000.

## STATEMENT

Treatments per acre	Yield in Maunds per acre	
	1944-45	1945-46
A. Am. Sulphate at 80 lbs. N.	34.55	35.96
B. F. Y. M. at 10 tons	35.62	33.69
C. Fresh cow dung and litter 15 tons	35.46	33.10
D. Dry anaerobic F. Y. M.	31.95	29.90
E. Wet anaerobic F. Y. M.	34.03	34.15
F. Green manure with sunnhemp	36.71	36.15
G. No manure	32.90	33.37

PROMOTION TO POSTS OF INSPECTORS, HEAD CLERKS AND TELEGRAPH MASTERS  
IN THE P. & T. DEPARTMENT

**60. Mr. B. B. Varma:** (a) Will the Secretary of the Communications Department be pleased to state if the posts of Inspectors and Head-clerks in the Postal Department and those of Telegraph Masters in the Telegraph Department are filled by promotion or by examination?

(b) Is it a fact that out of two hundred candidates who appeared in the examination held on 17th and 18th July 1944 only 108 were promoted as required by Circular No. 55 of the Director General of Telegraph, dated the 22nd March 1945?

(c) Are Government aware that the Director General in his Telegraph Circular No. 29 of 11th October 1946 announced the promotion of the remaining 92 candidates to the grade of Telegraph Masters without any further examination or interviews?

(d) Do Government propose to give similar concession to the postal side for all the qualified men since 1939; if not why not?

**Sir Harold Shoobert:** (a) Appointments of Inspectors of Post Offices and R. M. S. and Head Clerks to Superintendents of Post Offices are filled by promotion. The procedure is that those officials who have qualified in a written examination held for the purpose are interviewed by a Selection Board, which, in making its selections, takes into consideration the personality, mental alertness and physique of each of the qualified officials. The examination is not a mere formality as suggested in the question.

(b) The fact is that 321 Telegraphists appeared in the examination for promotion to the grade of Telegraph Masters and 198 of them qualified. 106 of the qualified telegraphists were selected in the first instance as announced in Director-General's Telegraph Circular No. 55, dated the 22nd March 1945.

(c) The 92 candidates whose selection was announced in the Director-General's Circular No. 29, dated the 11th of October 1946, passed the examination held in 1944 and had also been declared fit for selection by the Selection Board but were not promoted in the first instance because certain allowed posts which, according to the rules, are to be filled by Telegraphists who have qualified as Telegraph Masters in the examination were not taken into consideration in determining the requirements. The question of further examination or interviews did not therefore arise.

(d) No; the two cases are not comparable.

#### SUPPLY WARM UNIFORM TO STAFF OF POSTAL DEPARTMENT

**61. Mr. B. B. Varma:** Will the Secretary of the Communication Department be pleased to state:

(a) when the last supply of warm uniforms to the staff of the Postal Department, especially for those who have to work in the night, (like the R. M. S. Porters, the Telegraph Messengers and such other employees) was made; and

(b) whether Government propose to arrange for the next supply of warm uniforms to them?

**Sir Harold Shoobert:** (a) The last supply of uniforms was made to the staff of the Posts and Telegraphs Department during the year 1946 and early in 1947. It was decided recently to supply winter uniform to officials at certain stations, for which it was not formerly sanctioned, and arrangements are being made to put this decision into effect. In a few cases warm clothing has not yet been supplied to officials formerly entitled due to materials for uniform and jerseys not being available from the usual sources.

Steps are being taken to obtain and distribute uniforms and jerseys to these officials as early as possible.

(b) In view of the answer to part (a) of the question, part (b) does not arise.

#### COMPENSATORY ALLOWANCE TO STAFF OF DARNA-CAMP REST OFFICE NEAR DEVLALI MILITARY AREA.

**62. Sardar N. G. Vinchoorkar:** Will the Secretary of the Communications Department be pleased to state:

(a) whether it is a fact that a new Post Office named Darna-Camp has been opened in June 1945 for Military purposes, in the Devlali Military Area between Devlali P. O. and Devlali South Post Office;

(b) whether it is a fact that the distance between Devlali Post Office and Devlali South Post Office is more than 5 miles and that the distance between the Devlali Post Office and Darna-Camp Post Office is about a mile only;

(c) whether it is a fact that compensatory allowance is being paid to the Staff employed in all the Post Offices in the Military area at Devlali except Darna-Camp Post Office;

(d) the reason for not paying the same allowance to the staff at Darna-Camp Post Office working under similar conditions; and

(e) whether Government propose to sanction payment of the same from the date of the opening of the office?

**Sir Harold Shoobert:** (a) Yes.

(b) Distance between Devlali Post Office and Devlali South Post Office is about eight miles and between Devlali Post Office and Darna-Camp Post Office is about two miles.

(c) Yes, upto 28th February, 1947.

(d) The reason for not giving the compensatory allowance to the officials in Darna-Camp Post Office was that they were not maintaining double establishment.

(e) The matter is under consideration.

**NON-RECOGNITION OF SCHOOL LEAVING EXAMINATION WITH OPTIONAL SUBJECT OF AGRICULTURE FOR EMPLOYMENT IN P. & T. DEPARTMENT**

**63. Sardar N. G. Vinchoorkar:** Will the Secretary of the Communications Department be pleased to state:

(a) whether Government are aware that the School Leaving Certificate Examination held by the Bombay Government School Leaving Examination Board is held equivalent to the Matriculation of the Bombay University for the purpose of employment in Government service;

(b) whether Government are aware that the same examination is not so treated for the purpose of employment in the Posts and Telegraphs Department, though with the optional subject of Agriculture it is accepted as equivalent to the Matriculation; and,

(c) the reasons for non-recognition of the School Leaving Examination except with the optional subject of Agriculture and for the propriety of the optional subject of Agriculture for employment in the Post and Telegraphs Department.

**Sir Harold Shoobert:** (a) The School Leaving Certificate Examination held by the Bombay Government is regarded as equivalent to the Matriculation Examination under the following conditions; namely,

(i) that the holder of the School Leaving Certificate has completed and passed in the courses laid down for Agricultural schools or for Technical schools or for Commercial schools, and

(ii) that the holder of the School Leaving Certificate who has attended a vocation school and passed the examination for the course concerned has also passed in a test in a classical language or a modern European language of the Matriculation standard held by the University.

(b) an enquiry has been received from the Postmaster-General, Bombay on the subject and the matter is under examination.

(c) The Honourable Member is referred to the reply given to parts (a) and (b) of this question.

STATEMENTS LAID ON THE TABLE

[INFORMATION PROMISED IN REPLIES TO CERTAIN QUESTIONS—LAID ON THE TABLE OF THE HOUSE TO-DAY]

Mr. B. P. Jhunjunwala's Starred Question No. 1447 (a), (i) and (ii) of 1st April 1946

COST AND NUMBER OF HINDI AND OTHER BROADCASTS

Provinces	Number of school going boys and girls reading		
	Hindi	Urdu	Other Indian Languages
Assam . . . . .	8,085	8,176	*
Bengal . . . . .	29,384	34,045	7,86,275
(a) Bihar . . . . .	8,59,410	1,19,834	1,19,086
(b) Bombay . . . . .	7,358	1,46,840	*
C. P. & Berar . . . . .	2,29,399	*	2,75,363
(c) Madras . . . . .	67,739	*	2,92,261
N. W. F. P. . . . .	10,446	1,08,491	*
Orissa . . . . .	1,234	7,476	2,72,520
Punjab . . . . .	1,41,394	9,18,117	71,235
Sind . . . . .	16,682	19,555	2,03,708
U. P. . . . .	12,76,908	6,12,179	...
Ajmer Merwara . . . . .	26,589	6,196	...
(d) Coorg . . . . .	70	503	14,960
Delhi . . . . .	29,430	35,844	1,913
Baluchistan . . . . .	2,011	10,340	793
<b>Total</b> . . . . .	<b>26,76,339</b>	<b>19,27,646</b>	<b>20,38,116</b>

\* Figures not supplied by Provincial Governments.

(a) Figures denote number of pupils at the primary and middle stages of education.

(b) Figures exclude those of 9 secondary schools in Bombay city which are unavailable due to disturbances.

(c) Hindi is not taught in Elementary Schools in Madras. It is taught as an optional language in Secondary Schools.

(d) Students are learning Hindi as an additional subject.

Total number of students reading Hindi . . . . . 26,76,339

Total number of students reading other Indian Languages including Urdu, but excluding the figures of N. W. F. P., Bombay, Madras and Assam who have not supplied the figures of Indian languages other than Hindi and Urdu . . . . . 39,65,763

Province	Percentage of boys and girls reading Hindi
1. Ajmer-Merwara	83.9%
*2. Bihar	77.6%
3. C. P. & Berar	45.4%
†4. Delhi	43.8%
‡5. U. P.	72

*Represents percentage of pupils in primary and middle stages of education.	
Percentage of boys and girls reading Urdu	11.2
† Ditto ditto	53.4
‡ Ditto ditto	82

**Pt. Sri Krishna Dutt Paliwal's Starred Question No. 89 (c) of 30th October, 1946**  
**BAN ON NETAJI SUBHAS CHANDRA BOSE**

The Bengal Government have reported that two cases are pending against Mr. Bose—one under rule 34(6) (e) and (k) read with 38(5) and 38(1) (a) and (c) of the Defence of India Rules before the Additional Chief Presidency Magistrate, Calcutta, and the other under rule 38(1) (a) and 38(5) of the Defence of India Rules before the Additional District Magistrate, 24 Parganas.

**Mr. Manu Subedar's Starred Question No. 246 of 6th November, 1946**

**MONEY REALISED BY DISPOSALS**

*Statement of monthly sales effected since November, 1943.*

Month	Total sales Rs.
November 1943	3,14,333
December 1943	12,79,425
January 1944	7,03,791
February 1944	9,19,857
March 1944	12,21,592
	<b>44,38,400</b>
April 1944	13,45,535
May 1944	15,23,277
June 1944	17,08,684
July 1944	25,35,000
August 1944	18,61,324
September 1944	19,82,628
October 1944	23,45,442
November 1944	25,37,193
December 1944	20,31,131
January 1945	30,48,158
February 1945	30,13,935
March 1945	32,77,440
	<b>2,72,72,428</b>
April 1945	42,73,214
May 1945	30,11,783
June 1945	40,28,883
July 1945	61,07,368
August 1945	39,77,302
September 1945	61,50,681
October 1945	43,60,138
November 1945	1,03,46,207
December 1945	1,37,82,939
January 1946	1,73,95,320
February 1946	1,57,53,047
March 1946	2,04,43,591
	<b>11,56,08,873</b>

Month	Total sales
	Rs.
April 1946	2,91,24,815
May 1946	4,19,02,401
June 1946	3,68,40,154
July 1946	11,90,98,832
August 1946	10,53,75,227
September 1946	7,07,88,213
	40,21,38,442
Grand Total	54,95,48,141

(Note.—The Grand Total now given is the correct figure. The figure of Rs. 55.15 crores given in the answer was an approximation only.)

**Mr. Sasanka Sekhar Sanyal's Unstarred Question No. 37, of 6th November, 1946**

**MONEY SPENT ON IRRIGATION PROJECTS IN BENGAL**

- (a) Rs. 15.97 lakhs.
- (b) 110 schemes.
- (c) Such projects are selected on individual merit only.

**Mr. Manu Subedar' Starred Question No. 338, of the 8th November, 1946**

**NUMBER OF I.C.S., OFFICERS IN EMPLOYMENT OF GOVERNMENT OF INDIA, AFTER  
TERMINATION OF NORMAL PERIOD OF SERVICE**

(a) and (b) Eight I.C.S. Officers who have completed the normal period of service are in Government employ. Details are as follows:—

S. No.	—	Present emoluments	Functions
1	Sir Sidney Burn	Rs. 3,000 p.m.	Chairman, Madras Public Service Commission.
2	Sir Janardan Madan	Rs. 2,750 p.m. + pension.	Chairman, Bombay-Sind Public Service Commission.
3	Sir Navroji Wadia	Rs. 1,000 n.m. as Honorary Pension.	President of Bombay Revenue Tribunal.
4	Mr. A. H. Dash, C.I.E., I.C.S.	Rs. 3,000 p.m.	Chairman, Bengal Service Commission.
5	Sir Percy Marsh, C.S.I. C.I.E., I.C.S.	Rs. 2,500 p.m.	Chairman, Punjab Public Service Commission.
6	Sir Alan Lloyd, C.S.I., C.I.E., I.C.S.	Rs. 2,250 p.m.	Establishment Officer to the Government of India and Examiner of Capital issues. Duties.—Selection and appointment of officers of the rank of Under Secretary and above in the Government of India Secretariat administration of the combined Finance and Commerce Department cadre, and of the General Administrative, Reserve, and control of capital issues.



S. No.		Present emoluments	Functions
7	Sir F. W. Robertson, C.S.I., C.I.E., I.C.S.	Rs. 4,000 p.m.	Chairman, Federal Public Service Commission.
8	Mr. H. K. Kirpalani C.I.E., (I.C.S.)	Rs. 3,750 p.m.	Industrial Adviser and <i>ex-officio</i> Additional Secretary to the Government of India, Department of Industries and Supplies.  <i>Duties.</i> —to work closely with expert developing industries in India, to correlate their reports and to submit an Industrial plan to Government.

*Seth Sukdev's Starred Question No. 441 (c) of the 12th November, 1946*

HOUSING ACCOMMODATION IN PROVINCES FOR OFFICERS OF THE CENTRAL PUBLIC WORKS DEPARTMENT

The Executive Engineer, Karachi, had rented in November 1940 half portion of a house for his residence. The accommodation having proved inadequate for his requirements the other half of the house was requisitioned for his use by the Government of Sind at the request of the Central Government. When this officer was transferred, he retained the rented portion of the house for certain members of his family; while the requisitioned portion was allotted to some other officer by the Rent Controller. On the present Executive Engineer's representation to the Collector of Karachi asking for residential accommodation the entire house was requisitioned by the Collector and given to him for his residence shifting the other officer occupying the requisitioned portion elsewhere.

*Hajee Chowdhury Mohammad Ismail Khan's Starred Question No. 211 for the 11th February, 1947.*

Income-Tax Department, Bengal-

(a)—	Total	Muslims
	(i) 7	3
	(ii) 23	13
	(iii) 12	8
(b)—		
	(i) 2	1*
	(ii) 3	3
	(iii) 4	4
(c)	6	3
(d)	Officers who reached efficiency bars :	
	46	12
	Officers held at efficiency bars :	
	15	5
(e)	37	10

(f) On the 31st March 1943, there were 4 Examiners of Accounts, all Muslims, not promoted as Income-tax Officers while their juniors had been. These 4 have since been promoted.

*Mr. Ahmed E. H. Jaffer's Starred Question No. 260 of the 13th February, 1947.*

TRIBAL RAIDS ON THE N.-W. FRONTIER

(a) No, except in the Dera Ismail Khan District where more tribal raids occurred than usual.

(b) Twenty-two.

(c) Twenty-four.

(d) Rs. 375,623 approximately.

\* Was re-appointed Examiner of Accounts.

## MESSAGE FROM THE COUNCIL OF STATE

**Secretary of the Assembly:** Sir, the following message has been received from the Council of State:—

“I am directed to inform you that the Council of State at its meeting held on the 24th February, 1947, agreed without amendment to the Bill to amend the Criminal Tribes Act, 1924, which was passed by the Legislative Assembly on the 14th February, 1947.”

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

#### SECOND STAGE—*contd.*

##### DEMAND NO. 1—RAILWAY BOARD—*contd.*

###### *Amenities for Passengers*

**Mr. Ahmed E. H. Jaffer** (Bombay Southern Division: Muhammadan Rural): Sir, I move:

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

I wish on this motion to discuss the question of amenities for passengers. Last year I spoke on a similar cut motion moved by my Honourable friend Paudt Bhargava, and this year it is my misfortune to move the same motion on a subject which is engaging the attention of the Indian public and the masses. I would not have taken the trouble of moving it if it were not for the fact that the other day I heard with great attention the speech of my Honourable friend the Railway Member replying to the general debate, in which he said that this question was engaging his personal attention and that he will do everything in his power to see that the inconveniences to passengers are redressed. I take him by his word, knowing him as I do, and I am quite certain that as he is at the helm of affairs the railway administrations will remedy the grievances at an early date. Every year we bring forward cut motions and this question is debated here, and all kinds of assurances are given by Government; but when we meet again after a year we find we are where we were. I therefore feel that when we meet after a year it should be the duty of the Railway Member and the Railway Board to give us a statement of debit and credit to show what has been done and how far the assurances given to us have been implemented. I am also sure that as the Railway Member represents one of the major political parties in the country he will realise that he is responsible to the masses and will do his best to see that they travel in comfort. The other day when the Railway Member proposed an increase in fares I opposed it and I again oppose it on the ground that unless you utilise this increase for the betterment of passengers' amenities it will be quite useless. But let us see the position. He expects to spend 7 crores on general revenues, 5 crores on the reserve fund and 5 crores on the betterment fund out of amount realised by increase in fares, and out of these 5 crores for the betterment fund he proposes to spend 98 lakhs towards amenities for passengers. Before going into details I will briefly give the history of this betterment fund. This fund came into being in 1945 on a decision by the Standing Finance Committee and was mainly started for providing amenities for third class passengers and also for other passengers. In their report on Indian Railways for 1943-44 the Railway Board have prepared a post-war plan for seven years in which they deal with amenities for third class passengers. They say they propose to spend one crore in the first years, four crores in the second year and eight crores a year on an average in the subsequent five years: *i.e.*, it comes to 45 crores in seven years, or 6½ crores per year. Now let us examine the position. My Honourable friend referred to the report of Mr. Neogy's Planning Advisory Board. In the memorandum placed before that Board by the Railway Board they say that for improved amenities for passengers provision of 5

crores has been made for a period of five years. That is to say, from 6½ crores per year they have at present come down to one crore per year. I hope the Honourable Member when he replies to the debate will tell us how the policy has been changed afterwards and whether Government stick to the original plan or want to go back upon it.

Now, Sir, the grievances of passengers are innumerable and we want to know how this Government are going to remedy them. I personally have a suggestion to make. This House has got a Standing Committee on Railways which deals with the larger interests of the railways. The Honourable Member for Railways would do well to appoint a small committee of non-official Members of this House from every province, only for the period of the session, to advise the Honourable Member with regard to amenities for passengers. It will not deal with railway policy and it will cost nothing to Government. I am sure there will be many members of this House who will agree to serve on such a Committee. Then as in every province there is a Railway Advisory Committee which meets once in three months or in six months, in every town and every district they should have a people's committee, as in Bombay they have the People's Provincial Food Council which advises Government in matters of food. So there should be in every district a committee of non-officials to advise the local railway administration because the people on the spot know best their own problems and difficulties. It is up to them to make suggestions and it would be binding on the railway administrations to give effect to these suggestions. Let us see what amenities have been promised for the passengers in their memorandum. I would refer to other items later, but I would just like to point out that they have provided only Rs. 32,000 for bathing facilities for the people whereas they propose to spend Rs. 3,20,000 on improved station approaches. We do not want improved station approaches; we do not want any outside decorations; we are against spending money on such items when it can be spent in a better manner on more important things.

Now I will begin with my tale of woe of the third-class passenger. His position is miserable and he has to face troubles at every stage. His trouble begins before coming to the station; he must leave his house as early as eight hours before the arrival of the train in the hope of getting his tickets. Generally he has to come overnight and sleep on the footpath and has to wait for hours before he can get a ticket, if at all. The booking office opens about half an hour before the train is due to arrive, and there is a big queue, with the result that some people get their tickets, others cannot. When the train arrives the poor third-class passenger is unable to get into the compartment; it is already overcrowded, and the doors are jammed. Some of them who are lucky, get in through the windows, others are thrown out. Those who are fortunate enough to get in have to keep on standing all the way through. And look at the facilities provided for these poor men: No proper seating arrangement, no cushions, no fans, no light, no proper W. C. Inside the W. Cs, which are two feet square, there are no taps for water, and in any case a fat man can hardly get in. This is the plight of those who were lucky enough to get in. Others who were left behind must wait for the next train, and in the meantime they cannot take shelter under a roof. No enclosures are provided for the waiting rooms; dogs and cattle can walk in, and the poor man is in good company.

The Wedgewood Report states very clearly that most of the income is derived from third-class passengers. It says:

"The Intermediate and third class passenger provides about 92 per cent. of the passenger revenue of the Indian Railways."

I see no justification why Government should not make available substantial amounts to be spent for providing amenities for third-class passengers. I am sure the Honourable Member during his student days must have travelled

[Mr. Ahmed E. H. Jaffer]

in third class compartments in England, and he will admit that the conditions prevailing there are much better than what they are here. The other day I was presented by Dr. Zia Uddin a book written by him—Indian Railways—in which he has mentioned the amenities offered to third-class passengers in the United Kingdom. He says.

"The third class passengers are treated in the same manner as upper class passengers. Some railways have recently provided sleeping accommodation for third-class passengers in sleeping cars, and they are served with meals by refreshment room and restaurant cars in the same manner as passengers in the upper classes. The charges in railway refreshment rooms do not differ from charges in other restaurants of the locality. Heating and cooling, fans, sanitary bathrooms, good supply of water."

Why should not these things be made available to people in India. If the Honourable Member cannot look after the third class passengers properly, he should abolish four classes and have only two—1st class and third class—as is the case in England. This is what the Wedgewood Committee also recommended.

Then I come to the question of overcrowding in trains. It is no denying the fact that the trains at present are always overcrowded, and it is not so in the case of Inter and III class compartments only, but first class and second class compartments are also overcrowded. I know it for a fact that at every station more 1st and 2nd class tickets are issued than the capacity of the train would permit. I have seen 8 to 12 people travelling in a first class compartment with a capacity of only 6, and that is the case especially between Bombay and Delhi. People have to sleep on the floor, whether it is 1st class or 2nd class. I would request the Honourable Member to take steps to put additional coaches on these trains. Possibly the Honourable Member might say 'we have our own difficulties; coaches are still with the military, and so on'. But may I point out that the war is over and it is the duty of Government to look to the comforts of the civilians who have undergone so many hardships during the war. I remember last year when Sir Edward Benthall was speaking on a similar motion he gave us certain figures of railway carriages which were with the military. The figures that he gave were 1866 broad gauge carriages, and 416 metre gauge carriages. I would like to ask the Honourable Member how many carriages are still with the military and how many have been returned. I would suggest that these carriages should be taken back from them. The war is over and there is no need for any special military trains. These carriages, when released, should be made available for civilian traffic. I have already said that third-class and Inter class compartments are packed like sardines, and most of the passengers have to remain on their legs all the time. Some have to travel on footboards; they have no other alternative, and our good Government has decided that those who travel on footboards will be prosecuted. It is another hardship for them; either you make additional coaches available for them, or you let them travel on the footboards at their own risk. If my Honourable friend is so sympathetic towards them, I hope he will arrange to provide additional coaches for third-class passengers.

Today what little comforts there are for the poor travelling public are because of one fact—road transport in India. The Railways have always been afraid of motor transport; that is their main competitor, and they want to kill that competition. They want to take over the buses and have rail-road co-ordination. We do not want to have it, because the position of passengers will be worst then: what little comforts there are will also be gone. The position has already deteriorated since the Railways have been taken over by the State.

The Honourable Member said this morning that the Frontier Mail is not always overcrowded. I know it for a fact that even Air Conditioned coaches come empty now-a-days because most of the people who used to travel by Air Conditioned coaches now travel by air. It is a loss of revenue to let these coaches run empty.

The Honourable Member said this morning that the trains are not late by few hours—perhaps he meant by few minutes—but I am prepared to discuss it with the Honourable Member and prove it to him that the Frontier Mail is always late by a few hours from each side.

With regard to overcrowding, the Honourable Member might say that they have no coaches. What about the saloons which are lying idle because the Honourable Members generally go by air. I would suggest that half of these saloons should be converted for use of civilian traffic. Otherwise the day is not far when the Honourable Member will have to face the situation which one of the Honourable Members of the Nizam's Government had to face once when he was travelling in his special saloon: At Secundrabad some military officers got into his saloon and occupied it without his permission. If the Honourable Members travel with all these comforts, we have equal right to travel with them in their saloons, at least when there is no accommodation available in the train. In this connection I would like to say that recently when I went to Aligarh I found that the Honourable Mr. Liaquat Ali Khan and the Honourable Sardar Abdur Rab Nishtar were travelling in one saloon with all their staff. They could have taken two saloons, but they decided to travel by one. I would advise other Honourable Members to follow this example, and place whatever accommodation is surplus to their requirements at the disposal of other people.

With regard to air conditioning, I would like to suggest that 2nd class compartments should also be air conditioned. If you look at the Air Conditioned coach put on the Frontier Mail, you will find that in the same coach there are two second class compartments but they are not air conditioned. Why should not you give the same facility to second class passengers, so that those who are prepared to pay Rs. 12 or Rs. 10/14 per seat extra may enjoy this additional comfort. There should be no differential treatment to first and second class passengers in this respect. I hope the Honourable Member will take steps to get the second class compartments in the Air Conditioned coaches air conditioned. It is a great boon to the public especially during summer and I am sure it will bring additional revenue to the Government.

With regard to the question of late running of trains, I would like to say a word. The trains, as you are aware are always late, and the worst part of it is that we are never given correct information by the booking offices with regarding to the arrivals and departures of trains. The other day I was told that a train was due at 8.10, but when I went to the station I found that it was half an hour late. Actually the train arrived at 10 O'clock. While at the station I found that even the Enquiry Clerks were so much fed up that they had kept the receiver down. When you have got an enquiry office, you must have separate staff for this purpose. I would tell the Honourable Member that at most of the stations there are no proper arrangements for retiring rooms, waiting rooms and cloak-rooms. Look at New Delhi Station which is supposed to be the station of the Capital City of India. I would advise the Honourable Member to make every effort to set an example at New Delhi. Last year when there was a curfew, people coming from outstations who did not know about it had no place to sleep. There was no cloak-room even. As a matter of fact what is the position of retiring rooms at Ajmer and Delhi: torn mattresses, bugs furniture never polished, broken chairs! Look at Ajmer? Conditions there are as bad. Why not have retiring rooms like in Bombay Central and Victoria Terminus? I would suggest that at big stations there should be retiring rooms, especially now when there is difficulty of hotel accommodation.

**Sjt. N. V. Gadgil** (Bombay Central Division: Non-Muhammadian Rural):  
Third class?

**Mr. Ahmed E. H. Jaffer:** Yes, even of third class, even if you have to charge Rs. 5 and Rs. 2/8 a day. Third class passengers who can afford to pay, will pay this. In Poona we have first-class waiting rooms, but no retiring rooms.

[Mr. Ahmed E. H. Jaffer.]

One word about the staff. I hope they will have Welfare Officers who will train their staff to be polite and courteous to people. This is wanting in the railway staff and I am sure the Honourable Member must have received many complaints.

And what about corruption? I know of a friend who always gets an air-conditioned coach on the morning that he decides to go from Bombay to Delhi or *vice versa* provided he brings forward a Rs. 10 note! Even for ordinary purposes there are bogus reservations. At the last minute these reservations are given away to others who pay the necessary bribe.

Now about the late coming of trains. When passengers have to wait on the platform, there should be certain arrangements for their entertainment. They should have some radio entertainment. I would at least suggest that those third class passengers who throw banana peels on the platform should be advised correctly by loud speakers. They should be given proper instructions as to how to use trains; they may be told when a train is coming in, what time it is due and so on. A third class passenger has not the courage to go to the booking office and even when he goes the clerk does not give him the proper information, especially when he cannot give correct information to first and second class passengers like us.

One word about the compartments. I want to refer to catering arrangements and about the bulbs in the trains. Last year the Honourable Sir Edward Benthall, when he was speaking on this motion, said that they expected to receive 7½ lakh bulbs as against their requirements of four lacs, and he said that by the end of the year he would have all these bulbs. In every compartment we have one bulb. There is none in the bathroom whereas in the compartment there are three or four sockets. I want to know from the Honourable Member whether he has received those bulbs and what has happened? Otherwise provide them immediately. It is a great entertainment to read at night and as things are we shall have to go to the doctor for bad eyes. Look at the Nizam's Railways? You had the excuse of the war. Even in war the Nizam's Railways were most efficient. There were polished wood work and very good comfortable seats. On our railways you can see torn berths. Once I was travelling with a passenger friend and he fell down from his seat due to its poor condition.

**Mr. President:** Cut motion moved:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

**Shrimati Ammu Swaminadhan (Madras City: Non-Muhammadan: Urban):** I rise to support the cut motion so ably put forward by my Honourable friend, Mr. Jaffer. I think he has covered all the ground.

**Mr. Ahmed E. H. Jaffer:** No.

**Shrimati Ammu Swaminadhan:** There is therefore not very much left for me to say. But I want to tell the Honourable the Railway Member that I am very glad indeed that he is going to look into the case of third-class women passengers about giving them more amenities and facilities.

**Sjt. N. V. Gadgil:** He is not allowed entrance!

**Shrimati Ammu Swaminadhan:** But I like to tell him that I do not speak only for the women third-class passengers. I speak for all third-class passengers. It is not enough for women alone to have certain amenities and facilities. All men and women who travel in the third-class today suffer alike and it is necessary for him to look into the whole question of more comforts, or less discomforts for third-class passengers. The Honourable Transport Member must not forget—and I know he won't—being an economist, that most of the income that the railways receive today is from third-class passengers and

I might quote that from the report on railway administration that we have received, we find that over Rs. 86 crores is the revenue received and only six per cent. of that amount comes from first class passengers and of the 140 crores of passengers, only 80 lakhs are first and second class passengers. So when you see these figures, it shows that most of the passengers who travel by rail are third-class passengers and the largest portion of the income that railway gets is from third-class passengers. So it is only a very legitimate thing to give them a little more comfort than they get these days.

With regard to women passengers, there are a few things that I would like to suggest, which perhaps may be carried out in the immediate future. First of all, the women passengers in over-crowded trains find that they have to travel for hours together without being able to get any milk or anything at all to drink for themselves, more especially for their children. It is very necessary to have in the train itself certain amount of milk so that it can be supplied to little babies and young children, and very often there is not even water for these women and children who travel in third class compartments.

In regard to refreshment rooms in large stations, these passengers are not able to move from their places, because if they get out even for one moment at some station, there will be three passengers to occupy every one seat vacated. So it is impossible to get out of the train and go into any refreshment room to get anything for themselves and their children. So it is absolutely necessary to see that these things are provided for. And in each station, or as far as possible in a great many stations, water and milk for children and other light refreshments at least should be available for these passengers who travel for hours together without getting anything to eat or drink. I know the greatest difficulty today is the overcrowding of trains. It is very often said, and I am afraid it is a very hackneyed term, and my friend Mr. Jaffer has also used it, that people who travel in third-class compartments are "packed like sardines". I do not know how many Honourable Members here have seen sardines in tins. They, at least, have full lying space. They are not put together in a crumpled position. So the sardines that are packed in tins are far better off than the third-class passengers who are packed not like sardines, but who are packed like—I do not know what to compare it with! They do not have even leg room. Many of them have to travel with one leg on top of the other because there is no room to put two legs together and if they come out of the compartment to stretch their tired limbs after having been in a cramped position, they find when they go back that even that seat is gone. This is very difficult and a great hardship for those who travel for many hours and sometimes for the whole night and day. They have to sit in that most uncomfortable position. How could our people go on suffering like this when the railway authorities who receive most of the revenue from those passengers do not even give them little more amenities? I know it has been said during war time the overcrowding of trains could not be helped as it was not possible to put on more trains on the lines as there were not enough engines to run more coaches. I agree, and as far as possible we tried not to bring up this question too often those days. But today the Honourable the Railway Member must know that we are looking up to him to see that these suggestions that have been made in this House for years and years are at least given effect to now. It used to be the fashion to bring these matters forward on the floor of the House. Many Members would get up to speak on them, and the Railway Member, whoever it may be at the time, would listen earnestly to the debate and say "We are going into the matter". Very often the words "looking into the matter" was changed to "giving active consideration to the question". I do not know what "active consideration" actually means in the dictionary of the Government of India. I hope it really means what it does in the literal sense, at least now and I trust that the Government will give active consideration to see that the passengers are not put to such great difficulty.

[Shrimati Ammu Swaminadhan]

Not only are the passengers put to hardships while travelling on the trains but as Mr. Jaffer said, their difficulties begin from the moment they arrive at any station. They find it very difficult to get a ticket to begin with and even when they get their tickets they are pushed about from one place to another. And then at last if somehow they succeed after a great deal of pushing and jostling to get into the train, they experience all these difficulties mentioned earlier.

Apart from the overcrowding in the compartments, the passengers sometimes have to travel in the awful latrines of the third-class compartments. I know that some servants of mine coming from Malabar to Madras had to stand the whole night in such a latrine, because in the third-class compartment there was not enough room even to drop a pin. The House can imagine what the man would feel like the next morning after having had to spend the whole night in that latrine.

Talking of latrines there is one thing that I would like to suggest with regard to third class compartment latrines. It is absolutely essential that there should be frequent inspection of these by railway staff. There should be men posted at frequent intervals to go and see whether they are kept clean and also whether the whole compartment is clean. Now nobody looks into these things, except sometimes at big stations. If the compartments are not crowded something is being done. But if they are packed, as they usually are, nobody goes anywhere near them and the whole carriage remains as dirty as they can possibly be. I hope that the Railway Board will see that Inspectors are appointed who will look into this particular thing and they should also see that this rule regarding cleanliness is strictly enforced.

I would also like to make another suggestion with regard to third class passengers' comforts. I think it would be a very good idea to appoint some women conductors. I know that this has been started in certain stations in South India but I do not think that it is enough that they should be present at certain big stations. It is necessary for one or two women conductors to travel in the train, so that they can come out and see the women passengers off and on and help them if they needed any help. I feel that if this is done the lot of the women passengers would be much better than what it is today.

With regard to refreshments, at the Victoria Terminus, Bombay, there is a very good refreshment room and people who are delayed there for a few hours can go and have Indian as well as European refreshments at that station. But in Madras Central Station, if any unfortunate passenger happens to stay there for some hours there is no Indian refreshment room at the station at all. This is a matter which has to be looked into. A man who is not accustomed to European food will find it very difficult to have to go out of the station to get some refreshments. This is a very great hardship. People who are passing through a city like Madras and who have perhaps to spend a whole day sometimes and who cannot go out of the station, because they have their luggage which they might not be able to leave behind, find it very hard to get some refreshments and they have to go without any food at all. I hope the matter of refreshments as well as the improvement of the quality of food served will also be considered.

Speaking of refreshments I must say that I am very much afraid that the contractors or whoever run the refreshment rooms are taking full advantage of the scarcity of food in the country and they give as bad food as possible which they can get hold of at the cheapest prices and give it to the unfortunate passengers, who have to take it because they have no other. This matter requires the very serious consideration of the Railway authorities today.



With regard to overcrowding the only thing that would perhaps be helpful just now is to consider the Wedgwood Committee's report about making the first and second classes into one. I know that this question has been considered by the railway authorities for a long time and the Honourable the Railway Member himself has told us that it is being considered but I hope that he will seriously think of getting something done about it as soon as possible, so that many more coaches will be available to third class passengers and this overcrowding will be relieved to a great extent.

I am quite sure that the Honourable the Railway Member is fully aware of all the difficulties and sufferings experienced by the third class passengers. I would like to suggest to him and the Members of the Railway Board that it would not be a bad idea for them to travel sometimes in third class compartments, so that they might have personal experience of what is going on there. They must only take care not to allow it to be known that they are railway officials and the Honourable Member himself must see to it that he goes absolutely *incognito*. Then he will know what the people have to undergo in the third class compartments. Theoretically we all know what people suffer from but it always has a much better effect if one experiences certain discomforts oneself. I know that many of the members of the Railway Board and the Honourable Member for Railways and Transport will be usually travelling in their saloons but I think it would be a very good idea if they travel in third class compartments so that they will have firsthand and personal experience of what it is like. I do feel that I need not say anything more on this but I hope that this matter of giving amenities and making third class travel less uncomfortable will be taken up very seriously and whatever can be done will be done before long.

Sir, the model coach for the proposed new third class carriages was shown to us at the last year's meeting of the Railway Advisory Board. We all approved of the model coach but I hope it will not remain a model much longer, that coaches will be built to that pattern or perhaps with more improvements than we had suggested last year and that they will be put on the lines before very long.

I know that finance is a question that has to be very seriously considered in these matters but I am sure that a great economist like the Honourable Member for Railways and Transport will be able to see that money can be stretched so that all these facilities can be given. I am sure it would be easy to make calculations in such a way, so that some money that goes into some other kind of work can be utilised for this which certainly needs the urgent consideration of the Honourable Member.

Sir, with these words I support the cut motion moved by the Honourable Mr. Jaffer.

**Mr. O. P. Lawson** (Bengal: European): Mr. President, Sir, I hope that the Honourable the Railway Member and his three musketeers who are bending their heads duly before the storm have also taken due note of the very careful and thoughtful speech that has just fallen from my Honourable friend Mrs. Swaminadhan. I listened to the speech of the Mover and I must say that I agree with him in a lot of what he has said, although perhaps his somewhat stuccato methods mystified certain members of the House. I agree with him particularly with reference to what he said regarding overcrowding. There is no question about that. In talking of amenities, overcrowding on Indian trains is about the worst thing that happens and moreover it is a fact that, certainly to people from abroad, the merits of a country are largely judged by its railways. When they are confronted at all main stations with what can be described as nothing more or less than a free fight in front of every carriage when the train stops a bad impression is given not only to people from abroad but to the people in the country too. It seems to me, Sir, that this is a point which might have

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received a little earlier examination and some attempt might have been made before this to tackle it. I know the tackling of it will be difficult. But, for instance to cope with the rush hours in London underground stations there is a method of barriers with gaps in them so that there is not one mad rush for the windows and the doors and a free fight in front of the carriages to stop people from getting in. The overcrowding itself is a particularly bad thing to see. One has seen chickens and goats being transported in wagons at the back of trains and walking from them past the carriages for humans you begin to think that the chickens and the goats are more favoured.

But, Sir, when we get to the stage of talking about overcrowding there is invariably a demand for a reduction of classes. Some people say 'remove the first class'. Some people say 'join the first and second'. But that suggestion does not seem to me to bring any kind of solution to this problem. The point surely is to raise the standard of travelling and not to cut off the top of it. And if this can be done I suggest that it should be the policy that the Railways should follow to raise the general standard and not drop a class here or a class there to reduce the standard of travel rather than bringing it up.

Mr. Jaffer asked a particular question of the Railway Member and I am afraid I must say that he should have known the answer if he has read his papers. He referred to what is undoubtedly one of the causes of overcrowding and that is the fact that something more than 10 per cent. of the coaching stock in 1939 was requisitioned by the Services. According to the Railway Member's own figures less than half of that quantity has been returned. Now, Sir, I do not want to talk here about a Department that is not represented although it does appear to me that the reluctance of the Service authorities to return requisitioned property is not confined to immoveable property. More than 10 per cent. of our coaching stock was presumably requisitioned during the war, and if they have now returned only half of that I think that the question requires examination. Although I can well appreciate the difficulty in producing new coaching stock it does not appear to be necessary that the Forces should retain such a large proportion. I do not wish to be unreasonable, but I do suggest to the Honourable the Railway Member that he has a word with his colleague in charge of the Defence Department and asks him whether it is not time he did a little bit more about handing back requisitioned property—not only immoveable property but moveable property too. The figures that appear in the Honourable Member's budget indicate that in 1939 there were 12,347 broad gauge wagons out of which 1390 bogies were taken by the Armed Forces. So far, according to his figures only 679 of these bogies have been returned. I am sure that the Honourable the Railway Member will be obliged to me for saving him the trouble of giving these figures to the mover.

Now, Sir, while on the point of figures it might be well to remember that out of 14,100 broad gauge coaches, according to his figures, which he expects to have at the end of March this year, 3,500 will be overage stock. That, Sir, I think requires a certain amount of explanation, not so much in regard to the figure which we can well understand after the war period; but I would like to know just what is being done about this quite large proportion of overage stock. For instance, minor repairs of wagons, as the Honourable the Mover said, are really in a very bad way. I think the Honourable the Railway Member would agree that the general maintenance of railway stock has fallen and fallen badly. We know that the wagons are lacking in fittings that never seem to be repaired. Window catches have gone, the electric fittings have gone, the lavatory fittings have gone, and it does not seem that there is any careful inspection and repair of these items. Before the war there was, I take it, rather more frequent inspection and there was a greater ability to put these things right quickly. I think my friends opposite will agree that maintenance has gone back. So, in the matter of these overage wagons, Sir, what is being done? Is it worth while

repairing these wagons, putting them in decent condition, or are they to be left to go to general average? It is not only the question of minor repairs which, as the Honourable the Mover said, is very bad, but I submit that the general cleanliness and the general care of all classes of carriages has deteriorated. Mrs. Swaminadhan pointed out the quite disgusting state of lavatories on railway trains. I would entirely support her. Sir, we may be short of a lot of materials; we may be short of a lot of expert service to mend these things; but, surely, it must still be possible to keep things clean. I strongly suspect that a real effort is not being made to keep carriages clean or at least anything like the effort that used to be made in the days before the war. The war has been made an excuse for a lot of things, but we are getting a little tired of it as an excuse and I cannot help thinking that so long after the end of the war it should have been possible to put some of these maintenance jobs into operation.

While we are on the subject of cleanliness perhaps I may mention another point. I would like to talk for a minute about a certain type of ticketless traveller. The first of these is sometimes known as *Pulex Irritans*. While it will be unnecessary for me to translate this phrase to you. Sir, there may be some Members of the House who would be interested to know that *Pulex* means a flea and *Irritans* means irritating. Sir, to go further, another ticketless traveller is sometimes known as *Cimex Lectularius*. To translate again, *cimex lectularius* is nothing more or less than the homely bed bug. There are also a host of other insects which belong to the Blattidae family—the cockroach, the earwig and a number of other insects. Now, Sir, all these ticketless travellers, although they take up very little room, it cannot be said that they do not make their presence felt. In fact many a night may be rendered horrible by their attentions. The Blattidae family are apt to feed on the food that people bring for their journey but the other two ticketless travellers feed on a somewhat more distressing type of nourishment which I am sure my vegetarian friends would not approve of.

I must also mention the diseases that these insects carry and who knows how many of these diseases have been started by a railway journey. Now, Sir, I do not think that the Railway Administration have so far carried out a really strong frontal attack upon these ticketless travellers. Insecticides have during the war, and since, made very considerable strides and it is possible now, I think, to deal with insect pests in carriages very much more effectively than has ever been done before. The trouble about a number of these insects is that they hide themselves in holes and corners about the carriage into which the ordinary spray or powder cannot penetrate but there are modern methods by which the insecticide can be carried in the form of smoke into every nook and cranny in the carriage. The smoking is done by a quite small pellet from which smoke will carry the insecticide into all the holes and corners. By means of this, it would be possible now I think, to remove these insect pests from all carriages and if this can be done I am sure that the travelling public would be extremely grateful to the Railway Board.

Sir, in the main the question of travel has been covered very adequately by the Mover. Even if you were to give me another ten minutes I very much doubt whether I could get as much into it as the Honourable Mover did. It was a positive spate of objection and complaint. I hope the Railway Member, when summing up the debate, although there is a very considerable amount to reply to, will do his very best to give attention to some of the points raised and indicate the lines on which the Government of India propose to deal with them.

**Dr. P. G. Solanki** (Nominated Non-Official): I rise to support whole heartedly the motion which the Honourable Mover, Mr. Jaffer, has made. He has ably and eloquently put the case in regard to the inconveniences, harassments and hardships and discomforts of the third class passengers. I must admit that

[Dr. P. G. Solanki]

during my boyhood. I used to travel by third class and even now before I came to this Honourable House I used to travel in the Inter class and I can say that the condition of the passengers from Bombay Central even up to the suburbs is very miserable. If this can be so, what should be the plight of the third class passengers and the Inter class passengers travelling from Bombay to Delhi and further up.

The first difficulty that these passengers experience is that they do not get tickets. In such a big station as the Bombay Central there is actual goondaism, bribery and corruption going on and who are the active agents in that. I have found from my personal experience and I have heard from friends that it is the railway employees who are responsible. The men standing near the windows of the booking office and the police try to harass and prevent the advance of the passengers to the window of the booking office. There is a queue, as Mr. Jaffer said, from the entrance to the station up to the window. The very men who stand there to keep peace and order are the men who tell these passengers that they cannot get tickets in that way and that they should try to approach the man in the booking office by some other way. What is the other way. The way is to pay money to these men in order that they may get the tickets. The poor passengers pay four or eight annas and get the tickets for fear of being stranded. I have also heard from friends that these people hurry from their home 3 or 4 hours before the train is due to start to get the tickets to go to Gujrat or long distances. These people go there hungry for fear of missing the train. In this way also they undergo lot of discomfort. So these people are not even allowed to enter the places where they can get the tickets. The result is that these people wait for hours and hours. Sometimes at the eleventh hour they are told that the booking is closed and no tickets are available. People are thus stranded and they have no place to go to and they spend the night in the platform or outside on the footpaths. During the riot days, the life of the citizens was not secure. Under these circumstances you can well imagine the hardship of the third class passengers without any protection and without any means of satisfying their hunger. They have to wait till another train starts. I have heard that for one or two days people do not get any tickets and even then only by paying money and bribing people there, that they are able to get. This is the condition in the place from which they begin to travel. When they get into the train what do they find. When the train comes on the platform, the compartments are taken possession of by *goondas* who are in the compound of the Bombay Central Station. They take possession of all the compartments and they spread their own beddings and other things and tell the passengers who want to get in that those berths are already occupied. But this is all bunkum. The fact is that they have their agents on the platform and they might arrive  
1 P.M. and that is what usually happens. So, this is another great harassment and distress to second and inter class passengers. That is the question to be looked into by the Watch and Ward Department. I do not know how far they have been able to look into it.

Now, Sir, I have travelled from Bombay Central to Delhi four or five times during the year. As a Member of this House, according to the Circular of the Railway Board, I always try to be punctual in sending my information to the authorities at the Churchgate headquarters to reserve my berth in one of the compartments. I must admit that I prefer to travel by second class for my own convenience and comfort as I am not keeping well. The air conditioned first class is not suitable for me. Moreover, the company in that compartment is not very pleasant. Mostly the soldiers come in or some men with rough manners come in and some of the highly posted officers also come in. The result is that a person of my position feels more inconvenient and uncomfortable in their company. Many other persons must have experienced that when an Englishman comes or a Britisher comes in the compartment, he never talks to anybody. Perhaps that is their nature. Other people are more amenable and

more familiar with the Indian habits, but these English people who are holding high offices think themselves to be quite different from the people of the country. The result is that a person of my type cannot find any comforts with them and that is why I prefer to travel by second class. But the second class is sometimes so much overcrowded that it becomes just like a third class.

Regarding the reservation of the berth, my difficulty begins from the Churchgate headquarters. Though I write to the chief clerk in charge of the reservation of berths, what is the result? The letter is handed over to a girl who looks after these reservations. She enters it according to her own fancy and that entry is sent to a man on the platform at the Central Station. As has been pointed out by the Honourable Mr. Jaffer, bogus names are put outside the compartments and this sort of corruption is going on without being checked by the higher authorities. I have brought this to the notice of the Chief Traffic Superintendent also that, though I had written a letter to the chief clerk of reservation, I did not get the berth which I had asked for. In fact, I was given a berth in a coach which was very old; the cushions were without springs and the latrines and water closets had no proper supply of water. There was no light and the sitting accommodation was also not comfortable. This is the difficulty with which a man has to start from the Central Station. Of course, I must admit that throughout the journey by the Frontier Mail people travelling by upper classes do not find so much trouble and harassment as the third class passengers. As my Honourable friend Mr. Jaffer said, these poor third class passengers are packed like sardines. I will go further and say that they are mercilessly dumped in like animals without any regard for their slightest comfort. Latrines are also overcrowded by passengers. So much so that womenfolk cannot get access to them. Our womenfolk, Sir, are very bashful and they are not like the Western womenfolk. The result is that our women have to undergo lot of discomfort and they have to curb the nature's call. What is the result? These women, in the long run, suffer from all sorts of discomforts and inconveniences later on. Of course, these third class passengers try to accommodate themselves. But as the Honourable Mrs. Swaminadhan has said, there is no place to put two legs together. So, how is it possible for a woman who is travelling with her husband or some other relation to get out of her seat for hours and hours. If the journey is short, it is all right. But if the journey is up to Peshawar or Pindi, then it is very trying. In order to remove or reduce this congestion, I suggest that at the intervening stations such people should not be given the tickets who are travelling for short distances. If these people are made to travel by other trains, it will be more comfortable for them and the congestion on the Mail train will be considerably removed.

With regard to the shortage of coaches and other bogies, many of them are now lying vacant with the military people as the war is over. And if the Government of India and the Honourable the Railway Member were to insist upon getting them released, I think the discomfort of the third class passengers will be considerably reduced.

So far as my return journey is concerned, I write to the old Delhi station authorities. Last time when I returned to Bombay, I had sent a letter to these people that I want to travel by such and such train and on such and such a day and I should get a reserved berth on that day. Instead of giving me any assurance that I shall get such accommodation, they said there was no berth available.

**Mr. President:** Order, order. The Honourable Member's time is over. He has taken 15 minutes. Will he bring his remarks to a close in half a minute or so because he has been repeating the same arguments? Has he got any new point to place before the House?

**Dr. P. G. Solanki:** The difficulty is with old Delhi. I would press on the Honourable Member that this kind of corruption must be put a stop to. During the last budget session I heard from the Member then in charge that he would

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see that corruption was mitigated; but nothing has been done. That is my chief grievance and I suggest that the Honourable Member should look into it.

Sir, I support the motion.

**Mr. Muhammad Nauman** (Patna and Chota Nagpur *cum* Orissa: Muhammadan): Sir, I will not repeat the points brought forward by the Honourable Mover or the other speakers so far. About amenities for passengers I feel that if I wanted to speak in detail even one whole day will not be enough. The Railway Member himself must know the conditions of travelling. Among the many discomforts that have been mentioned there is one that I will mention particularly as to what happen in my province between Patna and Gaya and between Moghulsarai and Mokameh. There is a regular nuisance of chain pulling at every ten or twenty minutes or every hundred or two hundred yards; passengers get down and walk away to their villages as if the Railway trains were a public carrier stopping from door to door. The Honourable Member may ask me whether I want him to place a policeman in every compartment. That of course is not practicable but what may be done is that as soon as few offenders have been caught the authorities should give deterrent punishment so that the offence may not be repeated by others. What happens is that the railway staff gets demoralised and does not feel strong enough to catch these men or start proceeding against them. This matter was raised in the Local Advisory Committee in Calcutta nearly one and half year ago and the then General Manager said that he was contacting the Premier of Bihar on this issue. I do not know what has been the result of negotiation but things have not improved. This is a thing which means great discomfort for the travelling public and also results in the trains being delayed for hours some times.

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. Mava'ankar) in the Chair.

**Mr. Muhammad Nauman:** Sir, I was just speaking on the amenities to passengers.

The next point to which I wish to refer is about ticketless travelling in this country. During war time, this ticketless travel assumed huge proportions. I hope the Honourable the Railway Member knows that complaint was made against this evil of ticketless travel from all sides of the House. I do not mean to say that ticketless travel is always resorted to by people simply with a view to cheat the railways of its income, at least it is not always that passengers are bent on fraudulent intentions. On many occasions, this ticketless travel is being forced upon people by circumstances. Some Honourable Members have already referred to the difficulties in procuring tickets, particularly third class tickets. In some cases, even higher class passengers find it difficult to get tickets within a reasonable limit of time. I know that sometimes a first class passenger has to wait for 15 or 20 minutes to get his ticket, because printed tickets are not available to many stations, and the booking clerk has to refer to the coaching tariff guide to find out the exact mileage and the rate etc., before he could issue on blank form. I can not always blame the booking clerk, as probably he cannot issue the tickets in less time because of calculation. There is a section of Railway Staff which is anxious to encourage ticketless travel because it brings some money into their pockets. I know that sometimes the railway staff advise passengers to get into the compartments without tickets promising that the railway fare could be shared between the passengers and the station staff. In such a case the passenger does not travel free. Money is taken out of the passenger all right, but it does not reach the railway coffers but it is mis-appropriated by the railway staff. This factor should be carefully gone into and ways and means should be devised to check this evil. Although we have been pressing on the Railway Department to remedy this year after year, nothing has been

done so far in this direction. During war time perhaps this problem was difficult to tackle as they had many other problems to solve. Now with a new orientation of policy and with probably a new Government in power, perhaps the Honourable Railway Member would be able to find some ways and means to create a feeling among the railway staff that ticketless travel should be stopped and the railway should get its due and normal income. I know this evil cannot be completely eliminated, but at any rate it can be reduced to a minimum limit. If Railway staff takes it to mind certainly the travelling staff can reduce this "ticketless travelling" to the very minimum.

The next point I wish to mention is about food supply at stations by different contractors. I quite realise that the food position generally in the country is not at all happy and procurement by every section has become difficult. At the same time there is no reason why the food supply on railways should have deteriorated in the way it has done. The only idea of contractors is to earn as much money as they can. There is no other ideal which guides them in this trade. From 1938 onwards, we, in this House, have been insisting that catering on all railways should be done departmentally, through their own staff. Somehow or other we find this has not been done so far. Whenever we, Members of this Assembly come to Delhi, we are always surrounded by a number of contractors. Many of them even loiter round the Chamber canvassing support from the Members for their claims to be retained as contractors. I particularly want to impress on the Railway Member that supply of wholesome food through departmental catering is one of the most important amenities to passengers. Mr. President you can imagine the fate of passengers who cannot get reasonably wholesome food on their journey. For long distance travel, it is not possible for any passenger to equip himself with food. No doubt some of them take some food, but it would be impossible in the case of passengers who travel 24 hours, 48 hours and sometimes even 72 hours at a stretch to take any such food as would suffice for the entire journey. I do not want the Railway to supply the passengers with dainties and luxuries. Three or four dishes of wholesome simple food would be enough. That would satisfy most of us, if not all of us. (Interruption). What I meant by three or four dishes is that it should include vegetables, meat, bread and butter, Rice and Dhall all taken together. I did not mean so many varieties. This problem of supply of good food and wholesome food at reasonable rates cannot be tackled unless the Railways take up catering departmentally. We know that in other countries of the world, they have tackled the catering problem successfully by introducing Departmental catering. If departmental catering is started, I have no doubt it would relieve the passengers from great hardships which they are undergoing at present. This arrangement may also bring in additional income to the railways. I am not so much concerned here with the earning side of the railways as that the public should be given every comfort possible in the matter of supply of food, on the platform and this is not possible so long "contractors" are maintained for this purpose. With these words, I support the motion.

**Sardar N. G. Vinchoorkar** (Gujrat and Deccan Sardars and Inamdars Landholders): Sir, I rise to support the Cut Motion moved by my Honourable friend Mr. Jaffer. The discomforts which railway passengers, especially, third class passengers, are subjected to are well known, and far too many. So it is difficult to summarise the same. As one coming from Bombay mufassil, I know what tremendous difficulties passengers have to face in railway journey these days.

As Nasik, which is my home, is more than five miles from the Railway Station, a traveller has to take his chance in a queue to get sent in the motor bus. From here his trouble starts. When he gets into the station he has again to be in the queue to purchase ticket. There is always a rush at the issue of tickets. Generally the staff begin issuing tickets rather late, either due to over work or some other reason; hence there is rush. Then the passenger has to rush to the platform and it is a job to get accommodation in the train.

[Sardar N. G. Vinchoorkar]

Added to this it is generally the common experience that the trains are very late and the passenger has to take shelter on the open platform which is not protected against sun or rain. There is hardly any amenity provided for the passenger, who has to wait for long hours. I do not know why in places like Nasik Road the railway authorities cannot arrange to inform the public in Nasik over the phone when the trains are inordinately late. I do not mind if the train is late for half an hour or so, but when it is late for hours the railway authorities at Nasik Road should inform the public in Nasik City through phone at the City Booking Office. Last year, in the form of a question, I raised this question, and I was informed that due to military traffic there was too much of pressure on the railway telephone system at Nasik Road. I hope this year or in near future, when the military traffic will most certainly go down and things come to normal, it will be possible for the Railway authorities to make arrangements to inform the public through the phone in a place like mine, when it is away from Railway Station, so that the passengers may be saved the bother of having to wait on the platform. I really do not know why in mufassil stations, where people have to sit for a long time on the platform, the railways cannot think of providing such bare amenities like benches and some sort of a shade under which one can take shelter. I do not think that will cost much but it is a matter which, if attended to, will be a great boon to the average public because they will be saved great hardship.

Then, Sir, it was a common experience during war days that many of the waiting rooms on the Railway Stations were converted or absorbed into offices. As it is I do not find that these waiting rooms are being restored. I would expect the railway authorities to add to the number of waiting rooms rather than take away the existing waiting rooms.

It is a common experience that we have hardly sufficient number of waiting rooms and the grievance is more keen when they are also taken away by the railway authorities. I will not repeat about the lack of furniture or absolutely want of any comfort in the waiting rooms because that has been pointed out already by previous speakers. One point I would like to emphasise in respect of those places which are far away from the railway stations. Why should not the railways think of having a co-operative bus service to reach the passengers right to the place itself. In view of the coming Rail-Road transport policy I think this question will be looked into more in a spirit of co-operative working than competitive working. It is high time that railway service should not think that they have attended to the passengers by dropping them at places when they are far away especially from the district places to which they are connected.

Lastly, I come to a point which is the common experience of many people— I am referring to special amenities by way of running extra trains and such other facilities in the case of big fairs. I have particularly in mind the Pandharpur fair which is a very big fair in that part in the province of Bombay. In these days some epidemic or food shortage or something results in stopping or discouraging the fair; but I do not expect the railways to add to the difficulties by not providing the ordinary travelling facilities. I should expect them to be particularly helpful in looking to the comforts of the passengers and to arrange extra trains; but experience is otherwise. They have to travel even in trains that are used for cattle. If we just compare and contrast this with the solicitude for the race going public and running of race specials I think it will be quite sufficient, and I need not describe it more. But I would wish the Government and particularly the railway department, to treat this as their duty and attend to the comforts and travelling facilities of people who are anxious to attend such big fairs.

To summarize I would like a human touch to be given to the administration by the railway officials. They need not be very technical and take their



stand on their duties as prescribed by the rules. I would like them to consider this part of their duty as a service to humanity. The passengers generally do not expect more than ordinary comforts and facilities at the hands of the railway authorities.

**Rai Bahadur Devendra Mohan Bhattacharyya** (Nominated Non-Official): With your permission, Sir, I rise to support the cut motion which has been moved by my Honourable friend, Mr. Jaffer. This is a subject, Sir, on which one can talk lots, but I have decided to be very brief and I shall confine my remarks to the experience which I have had in course of my recent railway travel.

It appears to me, Sir, that amenities of Railway Travel are things of the past, and present circumstances are such that we cannot expect to have them back very soon. Recently while I was travelling from Howrah to Delhi, I applied for reservation of four first class berths. I was allowed only two berths and my other two companions had to sleep on the floor of the compartment. That is not all, Sir. At night I was roused from sleep more than once by way-side upper class passengers enquiring if any berth was lying vacant in the compartment. Sir, this is the condition of travel that falls to the lot of first class passengers. As for third-class passengers, it would suffice if I say that my servant had to stand almost all the way in his compartment from Howrah to Delhi. Sir, we have been told all these years that passenger amenities could not be attended to as the war was on. But I am sorry to say, Sir, that the conditions of travel are still the same, if not worse, although the war has ended. Overcrowding, Sir, seems to be a permanent feature of Railway trains in these days. In no other country in the world one can probably find such huddling together of human beings in one compartment. This is a state of affairs which no civilized government should tolerate. People have suffered for many years from this overcrowding on account of war and there can be no excuse for continuing this condition now because the war ended more than a year ago. Now, Sir, I think the time has come when the railway should do all it can to see that the conditions of travel of all classes improve and improve immediately. The remedy I believe, Sir, lies only in increasing the number of coaches and service trains and may I submit to the Honourable Member for Railways that the efficiency of the railway administration should be judged not by the profits at the end of the year but by the amenities they can afford to the travelling public. It is very good to hear, Sir, that the lower class passengers are going to be provided with sleeping accommodation, but I am sorry that no final step has yet been taken in this direction and nobody knows when the scheme will materialize. But till this scheme is given effect to, I request the Honourable Member for Transport to see that arrangements are made to reserve seating accommodation for all third class passengers, and this, I think, would be a relief to all concerned.

Sir, I would like to refer to another grievance with which I am vitally concerned. Kharagpur is a very big railway station on the Bengal Nagpur Railway, having a platform which is more than a mile in length and probably the longest platform in the world. But I am very sorry to mention that there is no platform shed at Kharagpur and passengers, especially women and children, suffer terribly in rain and in summer when they have to walk from one end of the platform to another. I would therefore take this opportunity to appeal to the Honourable Member for Railways to see if he can arrange for the construction of a platform shed at Kharagpur at an early date.

With these words, Sir, I support this cut motion.

**Mr. Madandhari Singh** (Bihar and Orissa: Landholders): Sir, I rise to support the motion moved by my Honourable friend, Mr. Jaffer. In doing so I would like to place before the House a few facts about the East Indian Railway Company. There are some local passenger trains which run very late regularly and they are overcrowded. Each and every train runs about two or three

[Mr. Madandhari Singh]  
 hours late and people have to wait at stations where there is no seating arrangement for them. At the same time there is no shelter to save from storms and rains. This, I think, should be taken up and Government should provide shelters at the stations. There are waiting rooms which have got no furniture. Bathrooms are so dirty that nobody can dare sit in the waiting rooms. This is the position of small stations on the East Indian Railway.

Now, I would like to say a few words about the O. T. Railway. Before it was the Bengal North-Western Railway and it was company-owned and its management was bad. Government has taken over the management and changed the name into O. T. R. But the changing of the name has not changed its management, which is worse than before and now we have begun to say "O. T. R."—Old and Tired Railway! This is found everywhere and it is well known that the O. T. R. never runs regularly. It is always late and it is overcrowded. It is pitiful to see that passengers have to travel on the footboards of coaches. Passengers are sometimes beaten by lathis and they are asked to come down from the roofs of the coaches. It is rather horrible. The passengers do not even get space in the coaches, not even on the footboards. So they go on the top of the roofs and they are beaten.

(Interruptions.)

**Mr. President:** Order, order. The Honourable Member will address the Chair.

**Mr. Madandhari Singh:** If my Honourable friend travels on that railway he will be put to the same difficulty. I always travel in first class. There is no sitting accommodation in the O. T. R. I have travelled many times. I could not get seating accommodation. This is the position. (Interruptions). The trains are running six or seven hours late and this is the case in every station. When it is found that the trains are late and overcrowded, I think the Railway Board should do something to give the passengers all the amenities at railway stations. They must have shelter and they must have some place where they can get tea and such things and they must keep furniture in waiting rooms. At other stations the bathrooms are never kept clean.

With these words I support this motion.

**Sjt. N. V. Gadgil:** Mr. President, it is more than quarter of a century that this Legislative Assembly was inaugurated. I tried to be a little historic this morning and I find right from the year 1921 till the year of Our Lord 1946, every year during the Budget Session a cut motion on the grievances of the third-class passengers has been consistently moved. My only hope is that eighteen months hence when the entire political complexion of this country will change, these grievances at any rate will not project themselves into the new order of things, and I am somewhat strengthened in this belief because only this morning I saw the latest edition of the G. I. P. time-table in which the future travel picture is on the cover: spacious parlour compartments, very good looking couple sitting there, and the bearer offering tea on a fine tray. It augurs well for the future. But I want to go into the fundamentals of this question, and if possible to make some concrete suggestions to the Honourable Member so that at least for the poor passengers he can give some relief so long as the new order does not come into existence.

Mr. President, you will find that up to 1930, the railway did not care at all for the comforts of the third class passenger. It was only when a competitive transport agency came into existence, like motor transport, that railways thought that the time had now come when they must look at least to some extent to the comforts of the third class passenger.

Between the years 1930 and 1938, Mr. President, you will find the railways offering all sorts of amenities like weekend tickets, zonal tickets, concessions for students, for marriage parties and many other things. When in 1938 they

found that with all that it was not possible to put a stop to the falling revenues of the railways, they thought of another method, *viz*, that of controlling, if not altogether eliminating the system of motor transport. With that 2 P. M. in view they brought in 1938 the Motor Vehicles Consolidation Bill and I may confess that I was one of those who approved of it in the belief that it would be worked in the spirit in which it was suggested by me. Unfortunately after 1939 the war intervened and the worst features of a monopolistic system were evident from 1939 and still they continue.

About the amenities of the third class passengers, I may say that I do not care so much for waiting rooms, lights, this, that and the other; for according to me the central problem is that of overcrowding. A reference to the Railway report for the year 1945-46 will show that out of 1044 million passengers, 975 represent the Have-nots, the third class passengers. If we were to take into consideration how much they contribute to the railway revenues, you will find that out of Rs. 86,74,00,000 revenue from passenger traffic, the third class passengers contribute Rs. 66,79,00,000. One naturally asks: Do they get proportionate amenities? The answer, I am sure, will be No. I am not pleading, as I have said, for spacious waiting rooms or for loudspeakers or lounges. All those things are reserved for the 'New Poor' like my Honourable friend Mr. Jaffer and his Company. I am pleading for the old poor. I only want enough room to sit in the III class when I pay for it. How much on an average a third class passenger travels will be also clear from the report. On an average a third class passenger travels only 37.06 miles. Therefore the problem is not so difficult as it appears. The problem of removing overcrowding is possible of solution.

The other day the Railway Member said in his speech that in any scheme of co-ordination there must be some division of traffic, one sphere for the motor transport system and another sphere reserved for the railways and if I understood him rightly, he wanted to reserve short distance traffic in passengers for the motor transport and long distance for the railways and wherever they came into conflict or competition there should be some sort of co-ordination or a sort of joint control so as to see that there is no competition with the result that both systems suffer. Now I would suggest to him that he should not insist on a scheme of rigid co-ordination, although it does not mean in the initial stages unification, but ultimately if it is to succeed it can only succeed when it ends in consolidation. Anyway, whatever may be his views or whatever may be my views about the long term solution of this problem, in the coming two or three years I would ask him just to investigate the question whether it would not be better to liberalise the attitude of the Railway Department towards passenger traffic being carried by Motor Transport. In certain areas it may be reserved for the motor transport system. After all it will cater only for short distances and that will go a long way in removing overcrowding even in long distance passenger traffic carried by the railways.

I gathered from the speech of the Honourable Member and also from the speech of the Chief Commissioner for Railways in the other House that already 80 per cent. of the coaches that were with the Military Department have been now returned to the Railway management. Even if they are successful in getting the remaining 20 per cent. though they have budgeted for the return of ten per cent., I think they will not be able to cope with the rising traffic. Last year the passengers carried were 926 millions and this year, as I stated, they are 1044 millions. As I said the other day while speaking during general discussion that as far as I am able to see, because of the concentration of the population in big cities, in industrial centres, there is bound to be more and more travel. There is already scarcity of housing in most of the cities and that is one reason for increase in suburban traffic. Secondly, those who have perforce to live in big cities have often to go back to their villages, where their people live. In other words travel is bound to be more and more and if the Railway Department continues to advertise (I do not say that they want to

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defraud the people, they do it in all honesty), if they want to continue that spirit in advertising their services. I have no doubt that there will be more and more passenger traffic coming in. Twenty years ago people avoided travelling but now with increased facilities, with a wider mental outlook and with new educational ideals according to which no man's education is complete unless it is supplemented by some sort of travel, at least in his own country, if not abroad there is bound to be great upsurge. All these factors go to show that passenger traffic will increase still further and if that is so some provision ought to be made to cope with that certain increase in the traffic.

So far as the long term solution is concerned, it must depend upon the manufacture of coaches, whether of the austerity type or any other type. But what I am suggesting is that at least in the coming five years the Honourable Member should have a liberal attitude towards Motor Transport, I find thousands of motor lorries available as a result of the cessation of war and demobilisation. I am tempted to ask why should not the Honourable Member utilise them and bring relief to passengers. He can start national or state concerns. The Honourable Member can requisition all those lorries and motor buses which are lying idle in the various Military depots and if I may point out to him, only a few miles from my native town, Poona, he will find at least 10,000 motor cars facing the sun and shower waiting for some drivers to take them out. He can requisition them and thus remove the congestion and overcrowding on the railways. That is the solution for the short-term that I put before the Honourable Member.

Sir, that is all that I have to say.

**Pundit Thakur Das Bhargava** (Ambala Division: Non-Muhammadan): Sir, you have been pleased to hear all these hours questions like overcrowding and other disabilities of the third class passengers. We have also heard speeches about amenities, like electric fans and sleeping accommodation, etc., for third class passengers. These hopes may be realised soon, or they may be mere dreams; I am not sure. What I want to submit for your consideration is that the Railway Administration should at least be pleased to restore the amenities which the people enjoyed before the war. I come from a constituency which has not got enough rail mileage and enough pucca roads. Some of the villages are situated thirty or forty miles from the railway stations. I want to place some of the disabilities from which my constituency is suffering as a result of previous amenities being taken away during the war, and I beg of the Railway Member to kindly consider these sympathetically and at least restore the old amenities if he is unable to give them new ones.

Sir, the Rohtak-Panipat Railway was dismantled during the war and it has not been renovated. I understand it is somewhere fifteenth in the list of priorities and I do not know when it is going to be restored. The Gohana Mandi has waned on prosperity and the people round about are suffering and expecting that it will be taken up soon. As regards stations on the G. I. P. and B. B. & C. I. lines in my constituency may I bring to the attention of the Honourable Member that the cases of Ballabgarh, Hodal and Taraori in Karnal district should be considered by him. At least twenty-five applications have been given by the people. They have approached the advisory committees, the Railway Member and the Railway Board and they approached me also. And I sent the question about stoppage of trains which you were rightly pleased to disallow. From a long time they have gone from door to door and their application has not been heard. I take this opportunity of bringing to the notice of the Honourable the Railway Member that to Ballabgarh which is not more than 24 miles from Delhi, in prewar days six trains used to go from Delhi. Now only one train goes from Delhi to Ballabgarh and that too at night time. It starts at about 11-45 P.M. and reaches there at 1 A.M. This is the only train which stops at Ballabgarh and Hodal while going from Delhi and similarly one train comes back to Delhi. Ballabgarh has got a

*mandi*; it has got a *tehsil* headquarters. People of Hodal and Ballabgarh are habituated to this comfort from a very long time. Previously mails and expresses used to stop at these stations. Now, if anyone has to come to Ballabgarh he has to reach there at 1 A.M. Surely this is not the time when a businessman would like to go to the *mandi* from the railway station which is at a distance fairly off. He has thus to run the risk of being looted on the way. In villages round about the people who have to travel are put to great trouble. They belong to a tract which was previously attached to Delhi and on account of business relations they have to come to Delhi everyday. But now they are in great trouble. The other service which they enjoyed was the motor service. Now in motor service also there is overcrowding. On account of the overcrowding in the trains and on account of the non-stoppage of trains on these stations there is great overcrowding in the motor service also. To travel by motor lorries is not less irksome or terrible than to do so in the railways. I therefore beg to submit that at least on these three stations, Ballabgarh, Hodal and Taraori in the Karnal District more than one railway trains should be made to stop. It is the story of the man who finds water water everywhere but not a drop to drink. So many trains pass on the G. I. P. and the B. B. & C. I. lines—express trains, mail trains and passenger trains—but only one stops at Ballabgarh. I would therefore submit for the consideration of the Honourable the Railway Member that he may be pleased to order that at least on these three stations more than one train should stop and there may be a day connection train between Delhi and Ballabgarh, and Delhi and Hodal.

As regards the B. B. & C. I. Railway I put a question on the 11th of November 1946 to the Honourable the Railway Member and he was pleased to reply in respect of the Haryana Express which served Delhi and Hissar. The question was like this:

“Will the Honourable the Railway Member please state if it is a fact that previously a person travelling by the Haryana Express from Hissar to Delhi and back used to spend Rs. 2-4-0 and about five hours in time, whereas at present double the money and time are spent to perform the said journey?”

The reply was:

“Yes, the single fare between Delhi and Hissar by the Haryana Express, which carried only third class passengers, was Rs. 1-2-0, and the return fare Rs. 2-4-0. The scheduled time, however, from Delhi to Hissar was 6 hours and 10 minutes and from Hissar to Delhi 6 hours and 1 minute. The present third class single fare is Rs. 2-11-0.”

—and now one anna to the rupee is to be added—

“... The current scheduled timings from Delhi to Hissar are 8 hours and 25 minutes by one train, 9 hours and 22 minutes by another. . . .”

It appears that now the time taken is double and a single fare is more than the double fare which we used to pay before. On account of the competition with the motor transport (because in the motor transport a man coming from Hissar to Delhi, a distance of 102 miles, used to pay from As. 8 to Re. 1 for the whole journey from Hissar to Delhi) this Haryana Express was introduced to meet the competition with the motor traffic and Rs. 1-2-0 was the fare fixed. Now, Sir, travel by motor has also become very expensive now. Instead of 8 annas to Re. 1 it is now something like Rs. 3-8-0. The result is that we have to pay more to the motor lorry, more to the railway and the previous amenities of paying less and travelling in comfort are gone. All people used to travel in the third class previously in this train which had no other class. It was a democratic train I should say. We have been deprived of that amenity. This is not all. Previously there were direct trains from Delhi to Hissar as well as from Lahore to Hissar. It used to take about eight hours from Lahore to Hissar. Now we have to spend seventeen hours if we want to go that distance. Similarly, from Delhi to Hissar it used to take five or six hours, and now it takes about ten hours. The question

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whether new amenities are going to be offered to us may arise subsequently, but the claims of those who were previously provided with these amenities which have now been taken away from them should be preferred and a certain priority should be given to them. I therefore submit that in so far as the restoration of these amenities is concerned, those persons who enjoyed them previously have got a prior claim and at least those amenities should be restored.

As regards other matters which have been submitted for consideration before you, I have to add my voice, in addition to other things, to one aspect of the case in special. Even today I was travelling by a train which came from Ferozepore to Delhi. At Kishengunj station without any reason the train stopped for more than half an hour whereas I do not think the usual stoppage is for more than ten minutes. I thought I would reach Delhi in time. But it so happened that for about three-quarters of an hour the train stopped there. It is not realized by the railway administration that the delay of trains is a serious handicap to those who have some work at their destinations. If a train is late by one hour, there may be 800 or 1,000 passengers in the train, and the railway administration are responsible for the wastage of one hour of the lives of so many people. That is a very serious matter. In pre-war days, when trains were not so late as they are now, the railway administration used to scrutinise the delays and the reason why a train was late. It was unusual previously for a train to come late. But now because many trains are late nobody cares. I would submit that this is a very serious circumstance which requires the serious attention of the authorities. After all, life is made of time and if they do not care for the time of the general public it really means that they do not care how the public is utilising its time. I should say that this is one of the matters which the Railway administration should give serious attention to.

**Several Honourable Members:** The question may now be put.

**Mr. President:** Then I call upon the Transport Member to reply.

**The Honourable Dr. John Matthai** (Member for Railways and Transport): Sir, I have listened with great care and interest to this discussion on a question which I know is very dear to the heart of the House. As I said in the course of the speech that I made in the general debate last week I think that the extent to which the House interests itself in the welfare of our third-class passengers reflects, if I may say so, great credit on the House. I know the difficulties of the railway administrations in overcoming the difficulties of third-class travel to the extent that the House would like. The House is as well aware of these difficulties as the administrations are. All that I can say, in reply to the suggestions and appeals which have been made to me today, is that the question of improving the amenities and the comforts of third class passengers will be one of my principal cares during my term of office. I do not want to make promises, because the Honourable the Mover reminded me at the very outset that it has been the habit of Railway Members in the past to make promises and not to make any effort to keep them. I therefore make no promises. All that I want to say is that I am going to give my very best thought and attention to this problem. (*An Honourable Member:* That is a great promise.) But what exactly can be accomplished during the coming year is something which I dare not forecast today. When I listened to the speeches which have been made in the course of the debate I felt confirmed in my own impressions regarding the real trouble with regard to third class travel these days. The real trouble, as I have said more than once, is overcrowding. Until you have been able to make a perceptible impression upon that problem, you will have done very little. If you examine the figures with regard to the number of passengers carried now and compare them with corresponding figures in the years before the war you will find that there has been an increase of almost exactly a hundred per cent. As against that, on account of various difficulties beyond our control, the extent to which we have been able to increase the number of coaching vehicles in service today, as

compared with the year before the war, is hardly 10 to 15 per cent. Compare the two figures and you straightaway have a picture in statistical terms of the extent of overcrowding that prevails today.

I have been trying to understand this problem as a purely economic problem because after all at bottom it is an economic problem. You cannot dissociate it from the present price structure of the country. The position is that you have an enormous amount of additional money in circulation in the country, as an enormous addition to the aggregate purchasing power of the country. This increase has led to an increase in the purchasing power particularly of the working classes and the profit making class at the top. By reason of allowances such as dearness allowance and increases in pay, the working class—I do not say that they have got all that they deserve to—have been able to increase their actual purchasing power and so have people in the highest grades. It is in-between that there has been no perceptible increase in purchasing power. If you assume that there is more money in the hands of people today and at the same time that there are few essential things on which they can spend that additional money—you cannot buy more food, you cannot buy more cloth—and so then it is a natural thing to suggest that so long as railway travel is not rationed and the cost of railway travel has hardly gone up since the war, it is one of the things on which the additional purchasing power would be spent. I am not suggesting that railway travel should be curtailed on that account. But I want the House to appreciate, while the Railway Administrations are most anxious to do what they can to relieve the situation, the dimensions of the problem that we are up against. When I take a broad view of the situation from a purely economic point of view, I begin to think that there are two directions in which this purchasing power is being diverted. One is railway travel, the cost of which has not gone up and the other is leisure. In one direction you have overcrowding on the railways and in the other there is the extent to which absenteeism has gone up. I am not minimising the responsibility which this places on the shoulders of the Railway Administrations, but only explaining the problem.

The question is, what is it that we can do in order to relieve the overcrowding that now exists. Obviously one way is to provide more coaches. Enough has been said about the coaches which are on loan to the Defence Department. The House also knows that we are endeavouring to build more coaches in our workshops and also with the help of outside agencies. All that can be done is being done. I admit that in the space of a year it is not going to make any perceptible difference to the difficulties of the situation. But whatever can be done under the limiting conditions that we are up against will be done—which is as far as I can carry the matter today.

There is one thing which I would like the House to remember. If you are at all familiar with the conditions of railway travel in other countries today, you will not be quite so critical about the Indian railways as you are. Conditions of railway travel and railway traffic generally are today very difficult in other countries also. That ought to enable the House to appreciate my difficulties and the difficulties of my department.

Sir, a great deal has been said on the provision that we have made for amenities for our lowest class passengers. The expenditure out of the betterment fund which we have provided for in the budget year is roundabout a crore of rupees. That represents the provision of amenities which will involve capital expenditure. I have looked into this question again since the general discussion took place last week and I feel that considering the view that the House, as a whole, takes regarding the provision of amenities for third class passengers, we ought to increase the provision we have made in the budget. I propose to go into that question. I might say provisionally that it is my idea that during the coming year we should try, if possible, to spend at least a crore more. My object in saying that we should try to do that is that, as Honourable Members are aware, the estimates of expenditure are taken in hand a few months before the commencement of the budget year. If we decide now to provide an additional crore of rupees for expenditure for

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this purpose, it will take us a little time before the necessary estimates can be drawn up. Also before you can be certain that within the budget year you can complete the works, it is necessary to assure yourself that the requisite materials could be secured, which is not by any means certain. Subject to these conditions, I propose to take up with the Railway Department the question of additional provision for amenities for third class passengers.

I would like the House to realise what it is in the way of amenities that we can provide by capital expenditure of this kind. We can provide more booking office facilities, better arrangements for drinking water, for waiting facilities, for lighting and so on. They are all important things and we all want to do a great deal more in these directions than we have been able to do so far. But there is one direction in which, I think, we can and ought to make progress in the near future. Apart from overcrowding, I feel from listening to the speeches of Honourable Members that one of the big problems we have to handle in regard to third class passenger traffic is to provide for more personal assistance in guiding and directing third class passengers. It seems to me that more personal attention might make a big difference to the situation. That is a question to which I attach quite much importance. Mrs. Swaminadhan raised very rightly the position of women third class passengers and I thought from listening to her that she had some idea of this kind at the back of her mind. Particularly with regard to women passengers, I think provision for guides is of great importance.

The only other thing I can think of at present, which, of course, is not likely to have immediate consequences, is the provision of amenities on the trains. We have had lot of reference made to the new type of coaches. It will take a little time before we can build more coaches of new designs. But there is something which we can do fairly soon, and that is that when we build coaches on the existing designs we should see to it that as many amenities as possible are introduced into these coaches.

Sir, a great many specific matters have been raised in the course of the discussion, which it is not possible for me to cover, but I should like to refer to some of them. The Honourable Mover referred, again, to the question of the betterment fund. He seemed to suggest that the purpose of the betterment fund was not particularly important. I am a believer in the betterment fund, as I said last week. I take the view that the purposes for which the betterment fund exists are essential purposes in any big industrial undertaking. If they are essential purposes and have to be met, then from a purely financial point of view it is a prudent and wise thing that in respect of them, you do not depend on casual doles from revenue from year to year but have a fund especially created and earmarked for that purpose.

My Honourable friend Mr. Jaffer referred to the question of constituting small local Committees for advising the railways regarding what is to be done for third class passenger traffic. I am not much of a believer in Committees. I hope I am still a democrat at heart. But there is a point beyond which I cannot help thinking from a pretty long experience that Committees can be overdone. As far as the question of conditions of railway travel is concerned, we have the local Advisory Committees; we have Honourable Members in this House who can tell us through questions and speeches what it is that is needed. We have also the Central Advisory Council for Railways and we have the Standing Finance Committee for Railways, and I do not think you are going to achieve very much by constituting more Committees. Committees sometimes have a way of hindering work. So, this is a suggestion, if my Honourable friend will forgive my saying so, I do not propose to take seriously.

**Mr. Muhammad Nauman:** Local Advisory Committees do not meet.

**Mr. Ahmed E. H. Jaffer:** The Standing Finance Committee meets once a month.



**The Honourable Dr. John Matthai:** The Standing Finance Committee meets often enough. My Honourable friend the Deputy President has made himself felt in many ways through the Standing Finance Committee.

**Mr. Muhammad Nauman:** What about the Local Advisory Committees?

**The Honourable Dr. John Matthai:** They meet four sometimes six times a year. Personally, I think, that if what we want is to expedite things being done, it is not going to help if we have to depend on too many Committees.

The old question of rail-road transport was again raised, and the point that has been made by my Honourable friend Mr. Jaffer and later by Mr. Gadgil is that we are out to kill road transport. We are going to do nothing of the kind. If Honourable Members will look into the schemes we are considering, they will find that railways are going to play on the whole a humble and subordinate part in this arrangement. If it is to be tripartite arrangement of the kind that Government has suggested, then the provincial governments and the road operators and the railways have all to be in it jointly. The railways are only one of the three parties involved. The provinces would have a predominant interest. On the other hand, if road transport is to be provincialised, then the railways will have an interest of approximately 20 to 25 per cent. and the provinces, I take it, would be more interested in road transport because rail transport is the business of the Central Government. You will thus see that under these arrangements that we are contemplating there is no chance of road transport being destroyed. The only point is that we can secure better co-ordination. What I mean by co-ordination is, to avoid wasteful competition. What wasteful competition in the last resort implies is to charge uneconomical prices. Once you start charging uneconomical prices, there will be deterioration in the quality of service you offer. There would also be deterioration in the value of your fixed assets. Ultimately, therefore, both concerns will land themselves in serious trouble. If the railways are given a *locus standi*, which is all that their small interest would mean. What these arrangements will do is to place before the provincial authorities the importance of co-ordination between the two forms of transport. There is not the slightest danger of railways being in a position to monopolise traffic.

My Honourable friend Mr. Jaffer asked me what happened to those orders for bulbs that we placed last year. I understand from my Department that about 60 per cent. of the orders have been delivered so far.

**Mr. Ahmed E. H. Jaffer:** Where have they gone?

**The Honourable Dr. John Matthai:** They are coming.

Then, Sir, my Honourable friend Shrimati Ammu Swaminadhan raised the question of catering. That is a long standing question, the problem being whether we should do it through contractors or by ourselves. The House probably knows that railways themselves are divided on this question. It is difficult to come to a conclusion. What I have decided to do is to have the whole matter placed before the Central Advisory Council for Railways at its meeting early next month and also have it discussed at the next conference of General Managers which is taking place early in April. There is a good deal to be said on both sides. But if there is any advantage to be gained in the way of improvement of the food supplied by the railways taking over this work, then we should be prepared to consider it. I think the experience of railways so far has not been decisive and I am unable to come to a conclusion on the evidence I have received so far.

My Honourable friend Mr. Lawson asked me about over-age vehicles, and what is happening to them. We propose to use them as long as we can while the existing overcrowding lasts, and if we find they are unable to do their job, we propose to have them repaired and put in order as far as the capacity of our workshops would permit.

**Mr. Ahmed E. H. Jaffer:** If they break due to overcrowding, what happens?

**The Honourable Dr. John Matthai:** Mr. Nauman raised the question of

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ticketless travelling. That is still a serious problem and with the increase in overcrowding that problem is not any less grave. He is perfectly right in drawing attention to it because both in the public interest and in the interest of railways this is a matter which has to be tackled seriously. I have no information as to the extent to which ticketless travel has gone down or up since the question was last examined.

**Sjt. N. V. Gadgil:** Is any census taken?

**The Honourable Dr. John Matthai:** I should not make a categorical statement, but my feeling is that the problem is now more serious than before and has got to be looked into both from the point of view of railways and of the public.

There has been a good deal of reference to the question of restoring dismantled lines and opening new lines. These references have been made by Honourable Members from the point of view of their respective interests. The difficulty about questions of this kind being raised on the floor of the House is that we are apt to forget that they have to be considered from a comprehensive national point of view. We have under consideration today the construction of about 5,000 miles of new lines, and we have under survey the restoration of about 400 miles of dismantled lines. Both these have to be examined not from the point of view of particular interests which are voiced on the floor of the House but against the background of the country's transport interest as a whole. I am not therefore in a position to give any reply to the specific suggestions which have been made.

**Mr. Ahmed E. H. Jaffer:** In view of the very sympathetic attitude taken by the Honourable Member towards the grievances of third class passengers, I beg leave to withdraw my motion.

The cut motion was, by leave of the Assembly, withdrawn.

#### *Shortage of Wagons*

**Mr. Muhammad Nauman:** Sir, I move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Sir, I would briefly refer to the figures of the number of wagons given by the Honourable Railway Member this year and also the figures given by Sir Edward Benthall, last year. Last year, Sir Edward Benthall said that the railways will have nearly 239,000 wagons, whereas the Honourable Dr. John Matthai says now that his estimate is 1,68,000 wagons plus 56,500, total 2,24,500, leaving a deficit of 14,500 wagons. Sir Edward Benthall said that at the beginning of the war in 1939, the railways had 1,93,850 wagons to begin with, whereas the Honourable Dr. John Matthai says the railways then had 1,40,000 plus 51,350, totalling 1,91,350, thus leaving a deficit of 1,500 wagons. How this discrepancy arose will have to be explained by the Railway Member with the advice of his experts so that we might know where the mistake lies. The two Railway Members have been quoting two different figures, which we cannot understand. Sir Edward Benthall also said last year in his budget speech that on the whole the stock of wagons and engines on the railways would be adequate for current purposes; but we have noticed that industry and trade has suffered very badly. Now you will find if you examine the mileage of each wagon that as compared to other parts of the world these wagons have been put to much less use,—that appears on pages 141-142 of this report. That is one factor to which I will draw the attention of the Honourable Member. This means that the wagons that we have were not made full use of—the reasons for that we do not know. There has been accumulation of wagons in yards for want of movement arrangements and this has never been cared for. I know that the E. I. R. in 1944 and 1945 made some efforts in this connection and organised a Chasing Wagons Department, but that could not realise the

object as response by the authorities who were expected to keep a watch over the so-called chasing department was very unsatisfactory. If the chasing inspector sent some reports they were not acted upon and more time was perhaps taken in moving these reports from one file to another than it would take to move the wagon from Calcutta to a distance of 300 miles. Red-tapism which prevailed before in the railway administration has perhaps become worse now. Under company management the railway officials were anxious to make increased earnings and the movement of wagons was arranged on that programme; now under State management the officers do not care whether it brings profits or not.

Now, Sir, you will notice that trade and industry has suffered most by this shortage as well as red-tapism in the movement of these wagons. I will refer to the peculiar position in the movement of certain commodities. For instance, last year the fruit merchants of Calcutta told me that they were not getting wagons for movement of mangoes which they were importing from Madras for despatch to Delhi or Lahore whereas mangoes from Madras to Calcutta were moving freely from Santragachi station only at 2 miles from Calcutta on the B. N. Railway; it was being despatched to Delhi and Lahore, but our E. I. R. would not move them. I contacted the Priority Officer, but he took no notice. Then I took it up with the General Manager and the Chief Operating Superintendent of the E. I. R. and could convince them after two weeks pleading. In the meantime damage was done and for lack of movement the merchants lost thousands of rupees. Again as President of the Skin and Hide Merchants' Association of India, my members wrote to me from Calcutta, Cawnpore and Agra to say that they had immense difficulty in the movement of raw hide from different stations to the Central Market of Calcutta. The position was very acute on the O. & T. Railway. I wrote to O. & T. Railway on the 28th January 1946 and you will be surprised to know that the reply came on the 10th January 1947 and here is the letter in my hand. It took them one year to inform me about the arrangements for the movement of wagons for hide and skins. The B. N. R. and other railways have also taken six months and more to reply to letters; and these are stereotyped statements about priority No. 3 and No. 4, etc., and the necessity for the movement of food, and one excuse or the other for restricting movement of hides and skins. I have also another letter from merchants in Delhi who wanted to book their stock from Bombay to Delhi but they would not be given a wagon. But as soon as they offered to pay bribes there were fifty wagons at their disposal and not one. The only thing was that Bombay did not book them to Delhi because it was a restricted station but booked for Shahdara. And if you care to look into the records of the B. B. and C. I. and N. W. Railways you will notice that these wagons and many more of other merchandise were actually detained at Delhi and the goods were allowed to be unloaded at Delhi after some payment on this and although they were booked to Shahdara. Then there is the case of another client who bought 18,800 pairs of shoes from the Disposals Department at Bombay and the Disposal Department gave instructions that these should be booked to Delhi, but in spite of this the merchant could not get a booking to Delhi but to Shahdara, after paying the usual bribe to authorities in Bombay.

What I say is that wagon movement has been perhaps monopolised by a few officers everywhere so that they may give them to the highest bidders. I am sorry to have to make this blunt statement, but I have so many cases in my possession that I think that this corruption is assuming unusually large proportion. I discussed this with certain heads of a certain administration and they know how things have been going on. This priority system they think has only given an opportunity to different departments to delay the movement of wagons and indulge in corruption of all kinds. If the Railway Board calls for reports about this you will find that hundreds and thousands of wagons are lying in the yards without being made use of. An officer told me about eight

[Mr. Muhammad Nauman]

or ten months ago, that sometimes a bottleneck position is created so that certain wagons could not be brought out of the yard unless certain other goods could be cleared out. Now, Sir, my purpose in moving this out is to suggest an increase in the number of wagons because with the development of industries on export trade in the country the movement of goods will be on a much larger scale than what has been in the past and for that the number at present contemplated of wagons will not be enough. Again, whatever resources we have and whatever number of wagons we possess, we have as yet no scheme for the proper use of these wagons and for regularity of "movement." I could cite many more cases but I have not the time here. If the Honourable Member cares to discuss with me I can show how the traders and industrialists have been placed in a very sad position. Only the day before yesterday I got a telegram from a retired I.C.S. in Bihar who is a member of the Legislative Assembly. Mr. Syed Amin Ahmed to say that 12 thousand tussore weavers of Bhagalpur are suffering because of want of wagons for the transport of tussore cocoons from Chaibassa. Again at a time when shortage of cloth is so acute in India, the shortage of transport for this and many other such essential things is mainly due to mismanagement in the movement of wagons. This morning in reply to a question the Honourable the Member for Industries and Supplies said that the shortage of coal was more due to shortage of wagons than coal itself. It is absolutely true. In Patna about a dozen persons got permits for coal for preparing bricks and they were not provided with wagons and hence it was not possible to move the whole quantity, and so the permit had to be renewed for half the quantity. Wagons were not provided because no money was offered as a bribe; if someone had gone with money he could have got twice the number of wagons required.

I have many more complaints which I have received from many parts of the country. Here it is from Bombay from a firm which deals in soda powder. He cannot get priority for wagons for bringing soda powder from Calcutta. I have received letters in this connection from the Muslim Chamber of Commerce and other organisations saying that great hardship is being felt by industrialists and traders and particularly the hide and skins merchants and tanners because they cannot get wagons. There are certain commodities which are of a perishable nature and raw hides and skins is of that class and even in respect of those things the railway administration does not take any special care to provide timely "movements".

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

I would like to impress upon the Honourable Member that the number of wagons that we have got in the country are not sufficient for our purpose and we have got to increase the number by at least 50 per cent., but the more important thing is that whatever number we have the same should be used in an organised manner and in the best interest of the country and it should not be mismanaged as it has been done during the last five or six years. I hope the present Honourable Member will take personal interest in this matter and try to relieve the situation. With these few words, Sir, I move.

**Mr. Deputy President:** Cut motion moved:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

**Shri D. P. Karmarkar** (Bombay Southern Division: Non-Muhammadan Rural): I rise to support the cut motion. The motion refers to shortage of wagons. The shortage of wagons as is obvious, may be a natural shortage, and when it appears that there is a shortage of wagons arising out of the fact that the transport of goods has increased enormously on account of the exigencies of the war, it is natural to expect that the railway administration will try to make up for whatever is wanted in respect of the number of wagons as early as

possible. But I shall deal in the course of a few observations that I propose to make, not with this natural shortage of wagons, but with what I might term as the 'artificial' shortage of wagons due to the improper conduct of subordinate authorities. This question arose in my mind for the first time during last year when a local mercantile firm brought this to my notice. I happen to come from the southern part of the Bombay Province and from my own place—Dharwar—it was once represented to me that 12 wagons were allowed to move back from Dharwar though on that day goods were offered for carriage. The reason was very obvious. The parties concerned, so it was alleged, did not do the essential things which are necessary. The second time this question came to my notice was when we had a shortage of *jowar* in our district. It was so arranged between Dharwar and Bijapur that Bijapur would supply *jowar* to Dharwar and Dharwar would in return supply rice to Bijapur. For two months the *jowar* was not forthcoming. When I enquired from the district authorities as to why the *jowar* was not forthcoming, I was told that proper arrangements were not made by the authorities concerned at Hubly. Even though *jowar* and rice are considered an 'essential commodity', still wagons were not supplied in time. Recently with regard to the transport of *gur* from the central portion of the Bombay Province to the southern part of the province, this shortage of wagons again came in the way, and yet it was artificial shortage. Then, again, in the constituency from which I have the privilege to come, there is a very serious bottleneck at a place named Ghorpuri. There arose an anxious time with regard to the supply of cloth from the Bombay mills to the Southern Part of the Bombay Province. A very responsible body of cloth merchants at Belgaum sent up a representation saying that for two months after the order was registered at Bombay cloth could not be moved from Bombay to Belgaum—that distance covers two railways: G. I. P. and M. S. M.—and there was a rule laid down by the Textile Controller that if cloth allotted to a particular part of the province did not move within three months of the issue of the permit, it could not be moved afterwards. So the anomalous situation was that on account of want of proper transport, cloth could not be moved from Bombay within 3 months of the date prescribed and if cloth did not move from Bombay within 3 months, then according to the Controller of Textiles order that cloth could never be moved. That was the situation in which my part of the Bombay province—the Southern part—was placed. Under such circumstances unless the Railway Administration sees to it that essential commodities like food and cloth are given priority and that priority is enforced people are put to great hardships. Other things will come next, but essentials will have to take the proper place of essentials and have to be given the first priority, and it should be the particular care of the Railway Administration to see to it that whatever the complaints may be with regard to other things of less importance, there should be no complaints whatever with regard to 'essential' commodities. With a view to minimize such complaints and to render relief where such relief is absolutely necessary I should suggest that a small tolerable and a least costly machinery be set up by means of which there should be somebody belonging to the Railway Administration whose business it will be to come in particular touch with the mercantile community and other consumers in order to understand the difficulties of particular areas at particular times. If some such liaison arrangement is made, then I should think that the persons concerned would feel that there is somebody to report about the artificial shortage and this would be helpful. If such a machinery is set up I should think the hardship and difficulties felt at different times and different areas would be minimised.

**Sardar Sampuran Singh** (West Punjab: Sikh): The shortage of wagons is really a very serious question at this time. There is a great famine of fodder practically all over Northern India. I do not know about the conditions of southern portions of India at this time. We know that wheat *bhusa* is selling at Rs. 3 in certain parts of Ferozepur District, only 50 miles in Lahore it is selling at Rs. 9.

[Sardar Sampuran Singh]

Some of the very original arguments advanced today by the Honourable Member for Transport, especially regarding overcrowding of passenger trains, were very effective. But I am afraid those arguments will not apply so far as the transport of such essential commodities by these wagons is concerned. Rationing of travelling may be possible but rationing of transport for getting food commodities both for human beings and animals is impossible because unless we supply them sufficient food, there will not be only starvation but death in the cattle and amongst human beings, which is bound to create a situation extremely bad, because if cattle are less in number or bad in condition, it will affect the production of foodgrains very badly. I know it will take some time to supply a sufficient number of wagons. But there are two things which can be done immediately. They are these: Preference should be given to fodder and foodgrain and station authorities should be alert and always ready to help the people for transporting such commodities. Secondly, that as it has been alleged in this House today several times, that there are several wagons available but they are not used on account of the negligence of the railway authorities, I think that lethargy or indifference must be shaken off and such wagons, wherever they are must be made available for immediate use for transporting such commodities.

With these few words I support this motion very strongly.

**The Honourable Dr. John Matthai:** The Honourable Mover was right in raising this question and bringing it to the notice of the House. I am aware of the seriousness of the present position regarding wagons. I should perhaps begin by explaining that there are certain circumstances which render this problem difficult of solution immediately. The essential point to remember is that while there is a relatively small increase in the number of wagons in service today as compared with the number before the war, there is a greater volume of traffic we have to handle. But the really important point, and I think the Honourable the Mover had that in mind himself, is this. Although we have now more wagons in service than before the war, there are various factors that make it difficult to put them into effective service. I think the Honourable the Mover was inclined to say that the fact that the fullest use was not made of these wagons was due to negligence on the part of the staff. On the other side it is necessary to remember there are special circumstances these days which have a direct bearing on this question. Take for example this question of transporting imported foodgrains. What that means is that large numbers of wagons have to be concentrated in port areas in order to convey imported foodgrains into the interior of the country. It is a circumstance which has had a considerable influence in hampering goods traffic. There is another point also that has to be remembered. As the Honourable Mover himself must have seen from the figures I gave in my Budget speech that a third of our locomotives are over-age, which means the locomotives do not give the service that they did before. That also has had a good deal of bearing on the pace at which goods have been moved. There is another thing to remember at the present time. We are going through the busiest time of the year from the point of view of internal movement of trade. The House knows this is the period when the movements of goods are at their peak. That also has had an effect on the extent to which we are able to transport goods. Then as a last factor, I would mention that the labour situation and civil disorders have also affected goods traffic. I am not suggesting that because it is possible to explain why wagons are not rendering the best use they can, that we should sit still and not do all that we can to improve the transport position.

The Honourable the Mover and also my Honourable friend, Mr. Karmarkar, referred to the question of priority in the matter of movement of goods. My Honourable friend, Mr. Nauman, seems to think that the fact that there is control over movement of goods by rail probably has accounted for the increased corruption which he has noticed among the railway staff. That is to say, the

railway staff has more power put into their hands and that power is being exercised in a way not altogether in the public interest. That is a complaint which arises with regard to every form of control. As the Honourable Member knows we are having this whole question of priority under examination. There is a Bill I introduced sometime ago in this House for relaxing the control we exercise now over railway priorities. When that matter came up before the Select Committee—and the report of the Select Committee is already before the House—they felt that the time had not yet come to remove control. If you are going to have control then some people whose goods are set aside in favour of others would raise complaints, and these complaints would generally take the form of allegations regarding the railway staff operating the control. Well, Sir, all I can say at the moment is that I see no immediate possibility of rectifying the situation to any substantial extent. But this is a problem which we ought to take into consideration as seriously as possible. I will take also an early opportunity of discussing with the Honourable Member the particular cases that he wanted to bring to my notice, and I should probably be able in that way to get a clearer idea of what he wants me to consider.

**Mr. Muhammad Nauman:** Sir, in view of the reply given by the Honourable the Railway Member I beg to withdraw my motion.

The cut motion was, by leave of the Assembly, withdrawn.

**Mr. Siddiq Ali Khan** (Central Provinces and Berar: Muhammadan): Sir, may I request you to allow Mr. Killedar to move his cut motion, after which the other motion can be taken.

*Disbursement of Salary through private Agency on Payment of Commission*

**Mr. Mohammad M. Killedar** (Bombay Northern Division: Muhammadan Rural): Sir, I beg to move:

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

Sir, you are aware that on two railways the B. B. & C. I. and N. W. Railways payment of salaries to the staff is made by outside agencies on payment of a commission. This is really surprising; when the railway can manage every other thing themselves and the other departments of the Government have their own arrangement I do not understand why the payment of salaries to the staff of these two railways cannot be made departmentally and outside persons are given commissions to do the work and extra expenses are incurred on this account. From the reports of the Standing Finance Committee I find that the excuse made before the Committee was that it was risky now-a-days to send moneys for payment of salaries to different stations and therefore this system should be continued for sometime. I do not understand how this plea can be put forth when every day we see thousands of rupees are sent from smaller places to the central offices and cash from all stations are brought into the central offices and no incidents of any kind have occurred, which would suggest the taking of such precautions. I do not see any reason why this system should not be discontinued and the commission system abolished entirely. Last year the Railway Member gave the assurance to this House that this matter will be considered and that they would see that in future departmental arrangements are made for paying salaries. I hope the Railway Member will consider this question and do the needful as soon as possible.

**Mr. Deputy President:** Cut motion moved:

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

**Dr. Zia Uddin Ahmad** (United Provinces Southern Divisions: Muhammadan Rural): Sir, I do not want to advance any argument in the year 1947 in favour of the abolition of this system. I only appeal to the good economic sense of the Honourable the Railway Member that however meritorious it may have been in the past century, it is not tenable in the year 1947. We have heard

[Dr. Zia Uddin Ahmad]

of the primitive system of accountancy when the money under various heads used to be kept in different pigeonholes, so that people definitely knew how much balance was there under each head. But in these days of advanced accountancy a system of this kind is no longer tenable. The argument brought forward before the Standing Finance Committee about the safety of the money is still there. If there could be safety at the railway stations, there is more safety while the train is in motion. I do not see that there is much risk. We have really inherited the traditions of the medieval ages and we are still continuing the system on two railways, although we have given it up elsewhere and the sooner we adopt the modern system, the better it is. You can have a better hold on your own servant than you can have on persons who take up the work on a contract basis. Anybody from outside who hears about this system of payment will probably laugh at us seeing that we are still a century behind time. I hope that this system will be given up as soon as possible. If my Honourable friend the Railway Member were to make enquiries he would find out that the real cause of the continuance of this system is really a question of vested interests of a member of the department and not any question of economy or safety of the money.

Sir, I support the motion.

**Mr. A. O. Turner** (Government of India: Nominated Official): Sir, during the course of the debate at this time last year on a similar cut motion moved by my Honourable friend Mr. Nauman I drew attention to some of the advantages from the point of view of the railways of the contract system and also to the difficulties of changing over to the departmental system at this particular time. I said then that the Railway Board had an open mind on the subject: it had called for certain information from the railways concerned and would after giving the matter due consideration refer it to the Standing Finance Committee for Railways. On this assurance Mr. Nauman withdrew his cut motion. In pursuance of this undertaking a memorandum was placed before the Standing Finance Committee for Railways on the 20th November last, which the Honourable Members will find has been printed up with the proceedings of that date. This memorandum explains at considerable length the advantages under the contract system which I may briefly summarise as follows:—

For the Railway it is care-free. It relieves the Administration of the control and recruitment of a large number of specialised staff, for whose training the railway can provide little or no facilities. There is no trouble to the Administration of finding specialised staff in the event of a sudden increase of work. Only one security has to be taken, that is the security from the contractor and this is sufficiently large to provide against all eventualities. Under the contract system, in the event of any loss of cash, the recovery from the contractor is completely automatic. It was suggested, I think, by the Honourable the Mover just now that no money is ever lost. I am afraid he is not correct in his impression, for it was, not very long ago that a sum of Rs. 45,000 was stolen from the pay clerk of the B., B. & C. I. Railway in broad daylight just outside the Reserve Bank of India, while he was being actually escorted by a police constable. Further it is far easier for the contractor to discharge a pay clerk whose work is unsatisfactory than for the Railway. We all know the difficulties of discharging a Government employee, even though his work may not come up to the mark. Again, under the departmental system the cashier has no inducement towards economical administration. Finally, when work decreases it is far easier to reduce expenditure under the contract system.

Comparisons have been made of the cost of the contract system as opposed to departmental working and the Railway Board are convinced that the contract system on these two railways is much cheaper than departmental



working would be. I should like at this stage to correct an impression which was, I think, in Mr. Nauman's mind last year when he moved his cut motion and to which, I think, I heard a reference in the Honourable the Mover's speech just now, and that is that these contractors are paid on a commission basis. Mr. Nauman said last year that he was informed that one per cent. of the total turnover was being paid, and that we were paying crores. This is not a fact. The contractors are paid on a route mileage basis which bears no relation to the total turnover.

**Mr. Muhammad Nauman:** What are they paid, as total?

**Mr. A. O. Turner:** Rs. 26,200 p.m. on the North Western Railway. It would cost Rs. 42,000 p.m. without dearness allowance, grain concessions and the like if we were to run it departmentally, so the House will see that the contract system effects a substantial saving. In the memo which was put before the Standing Finance Committee the Railway Department summed up their conclusions in these words:

"(a) That a contract arrangement for the Cash and Pay Department is not *per se* objectionable but has considerable administrative and financial advantages, and that the policy of the Government should be not to have only one system to the absolute exclusion of the other, but to make the most efficient and economic arrangement possible in any set of circumstances."

The second point was:

"(b) That at present their should be no changeover to the departmental system on the North Western and B., B. and C. I. Railways, but the question of having one contractor only on the B., B. and C. I. Railway instead of two as at present—(at present they have one for the metre gauge and one for the broad gauge)—should be considered with a view to employing one instead of two. Further, that so long as the existing contractors continue to give cheap, efficient and satisfactory service there should be no call for open tenders, but Government should periodically review the rates and settle with the contractors by negotiation, and Government should call for tenders only as a last resort when negotiations do not result in a satisfactory settlement."

These are the two specific points which were put in the memorandum to the Standing Finance Committee. After deliberation under the chairmanship of Mr. Asaf Ali the Committee approved these conclusions in the existing circumstances but expressed the view that the Cash and Pay Department should be departmentalised wherever and whenever practicable. It will be seen, therefore, that for the time being Government do not feel that it is desirable to departmentalise the Cash and Pay Departments on these two Railways, though they will review the position from time to time in the light of changing conditions. In view of this explanation I hope my Honourable friend will be prepared to withdraw his cut motion.

**Mr. Muhammad Nauman:** I want to say just one or two words. I was merely surprised at the Financial Commissioner saying that it is an economic arrangement. What the Standing Finance Committee said in their last meeting was definitely this that the Cash and Pay Departments should be departmentalised as soon as possible. We never wanted that we should turn it down at once and say "Do it at this moment". For a state railway having this sort of private arrangement there is something which is not understandable. The Railway Department may be enamoured of contractors of all varieties. I am one of those who do not want contractors even for food supply or anything in the world and I want that everything should be done departmentally. There is no reason why we should spend Rs. 26,000 a month on one agent and Rs. 20,000 on the other as a commission for the Pay Department. The Honourable the Financial Commissioner did not give us any idea of the cost which was being met by the E. I. R. and the other Railways for the Pay and Cash Department who were doing it departmentally and he could not have said that it was beneficial if this arrangement was to be maintained only on Railways. I definitely think that the Honourable the Railway Member would reconsider the whole attitude and try to see that the majority of the

[Mr. Muhammad Nauman]

House feels that this affair of the commission should not be allowed to continue any further.

**SRI D. P. KARMARKAR:** Sir, I must frankly admit that in the initial stages when this discussion started I had no intention of intervening, and I have this advantage that before hearing this discussion I knew nothing about this subject and so I look upon this subject with an open eye and an open mind. I should also frankly tell the House that having heard both sides of the question I am inclined to think that there is nothing wrong in the present arrangement. Nothing wrong in the present arrangement has been suggested at all except of course what my Honourable friend to the right who preceded me said, that Government wanted to have all sorts of contractors they like. If there is anything wrong with the contractors it is open to the House and any Honourable Member to advise Government on that point. But till now nothing has been pointed out questioning the advisability and correctness of the position with regard to the entrusting of the monies. After all, I hope I am certain, none of us are interested in seeing that Government money is in jeopardy. In view of the report mentioned by my Honourable friend to my left of the loss of Rs. 45,000, it is well that any risk of such money is taken by private contractors. The present system of taking a guarantee against any losses is a very salutary one. The railways do not stand to lose anything, and if the railways have been extravagant by way of expenditure on these contractors on the service they were taking from these contractors, certainly it is open to us to make the railways also agree with us and lessen the commission in view of the work involved. But certainly in so far as I can judge from the speeches made on the floor of this House just before me, I very humbly feel that the present arrangements are absolutely o.k. and in view of the reasonableness of the Government side on this question, I am hoping that the Honourable the Mover of this motion will very seriously consider the unreasonableness of his motion and withdraw it.

**Haji Abdus Sattar Haji Ishaq Seth (West Coast and Nilgiris: Muhamman-dan):** I certainly do not think that this arrangement is at all o.k. I do not think that Government have made out a case for themselves. We were running these services departmentally all along. I think the excuse is that because of the disturbed conditions in this part of the country this is a better arrangement. But I request the Honourable Member to consider that many questions of principle are involved in this system of running the service of the state. If this is supposed to be the best obtainable method then probably some contractor will come forward and say that he will run the whole Executive Council provided that we give him a commission. It is quite possible that I myself may offer to be the Railway Member in this country on half the pay that my Honourable friend receives. That certainly is not the criterion. With regard to services, with regard to representation, with regard to qualification for services and so on, we have so many principles, and all these principles are brushed aside now. One contractor comes and takes up the contract. Tomorrow another will come and say that he will provide all the stationmasters. This is a matter which has to be looked into. If there was some urgent reason dependent on the situation in the country, that is something that one can consider. But the reply that my Honourable friend has made makes me very uncomfortable because he does not seem to be considering the stopping of this service at all. I do not like that attitude. I want him to reconsider the question in the light of all that is involved in running a state service independently by the state and handing over the service to a contractor who may run it as he likes. What happens to all the work that we have been doing in this House to get certain principles, certain conditions for safety set up. Therefore I certainly do not like—of course it will be withdrawn—that there should be an impression in this House that this

motion was withdrawn because everything was o.k. as my Honourable friend said.

**Sarda Sampuran Singh:** I wanted to make a few observations on this motion. I do not think that there is really any danger of losing money if we handle this work ourselves nor so far there has been any real danger. There have been thefts here and there but the country has been in peace for such a long time and I do not think there was any real danger of robberies, etc. and that is why this system has so far succeeded. There has been no danger to these *khazanchis* and they carried on this business all this time, but when the real danger comes and these people start losing money I think they will give up this work and the Government will have to take care of their money at that time. Why not start caring for their money just now and start it immediately? There will be great advantage in doing so. If we immediately start training our staff, we will employ a very large number of young men whom we will enable to earn their own livelihood. By the present system we enrich only one or two men. By the new system, we will give bread and butter to so many thousands of our young men. When demoralisation sets in and the system begins to fail, these *khazanchis* will not be able to compensate Government for the losses. I know we have taken cash securities, to that extent we will be able to realise losses from them, but if the losses are greater we will not be able to realise and I think it is better for the Government to take this work over. If such a big department like the Railway is not able to look after their money, surely there cashiers will not be able to look after them.

**The Honourable Dr. John Matthai:** I should be very brief. The Financial Commissioner in his speech pointed out that the present position of the department is that although for the time being a change in this system is not contemplated, the question is one which is open for review. The Standing Finance Committee recorded the opinion that the departmental system should be introduced whenever and wherever practicable. I must confess that this is not a question which I have been able to examine in any detail but I think I can give the House the assurance that both the Railway Department and myself will take the responsibility to review the system from time to time seriously.

**Mr. Mohammad M. Killedar:** In view of the assurance given by the Honourable Member, I withdraw the motion.

The cut motion was, by leave of the Assembly, withdrawn.

*Greater utilisation of Electricity for running Railways*

**Mr. Tamisuddin Khan** (Dacca cum Mymensingh: Muhammadan Rural): Sir

move: "That the demand under the head 'Railway Board' be reduced by Rs. 100."

I feel very little enthusiasm in moving my motion because I know that it is sure to die a premature death. I am afraid that even the reply of the Honourable the Railway Member will not be given so far as this motion is concerned. My purpose was to discuss the need for greater utilisation of electricity for running railways. I shall try to finish within a few minutes so that there may be just a chance of hearing the reply of the Railway Member, provided no other speaker intervenes.

At the present time coal is the principal form of power used for our railways and our coal resources are not inexhaustible. The Honourable Member in his Budget speech had admitted that to a certain extent. He says that our resources of good metallurgical coking coal are limited and that the Railway Board are prepared to forego the use of those particular high grades of coal required for metallurgical purposes. This is about the higher grades of coal. I think the inferior grades of coal are also not inexhaustible. The fuel crisis in England should serve as a severe warning not only to that country

[Mr. Tamizuddin Khan]

but to the world at large. The rate at which the world is now consuming coal is appalling. It is increasing every day and if we go on in this way then I am sure that we shall have denuded the bowels of mother earth of all the coal that she holds in reserve for us within a century or two, unless of course the atom bomb destroys the human race or civilisation earlier than that. That being so, it is high time that we should consider alternative forms of power. The Honourable the Railway Member is already alive to this question. He says in para. 17 of his speech that keeping the railways adequately supplied with coal remains an ever present anxiety and in some instances train services have had to be curtailed and booking restrictions imposed for short intervals to tide over the more difficult periods. The alternative source of fuel that he refers to at present is nothing but electricity. About that he says in para. 21 that the Board are exploring the possibilities of alternative forms of power. He says "They have had under examination the prospects of electrifying 1500 route miles of India's railways including the Bombay-Ahmedabad section and so on.

Now the proposal that he has adumbrated seems to be as yet in a nebulous state. Only the possibilities are going to be examined at present but I think that the matter should be taken up in right earnest. One question that arises in this respect is whether attempts should be made to make greater use of hydro-electric power or use should be made of electricity produced by what is called the thermal process. In the latter process coal is a necessary ingredient. I do not know whether to run railways by electricity produced by this process will be more economical in the long run than railways run by coal itself. That is a matter for experts to see. It may be a little more economical, but still it involves a very large consumption of coal. The other method of the production of electricity, namely, the hydro-electric method will certainly be more economical, but its possibilities are not great in all parts of the country. In certain areas it has got no possibilities whatsoever. But in other areas there are possibilities. I confess I do not know whether long railway lines could be economically run by the production of electricity by this method. The Honourable Member is in a better position to know that. But if this method is economical, then in that case I think there are very great possibilities. In this respect, I do not know why the Railway Department should not make co-ordinate efforts along with the general branch of the Government. The Government of India have also their electrical schemes and those schemes are probably going to be given effect to very soon. The railways may have their own schemes, no doubt, but it is a matter for consideration whether schemes worked in co-operation with the general branch of the Government will not be more economical. So far as resources are concerned, the Railway Department being the largest industrial concern in the country have, if I may use that expression, certainly large resources. The railways, I think, have got greater resources than the Government, because the Government have so many other pre-occupations. Therefore, they are not in a position to invest very large sums of money for this purpose, although it is a very urgent purpose. But the railways, I think, can spend fairly large amounts for a purpose like this.

Then, Sir, I would like to refer to another thing. Why should we confine our researches to electricity only? Can't we think of other forms of alternative power? Is it beyond our conception or beyond possibility to make use of atomic energy for this purpose? The suggestion has raised a laughter in certain quarters of this House and it may be an idle dream of a layman. But I would like to say this that other countries are making investigations regarding the use of atomic energy for beneficial purposes and I do not know why this country should lag behind in making such attempts. Shall we be always looking at others making these investigations and do nothing ourselves

to contribute to the world effort to solve this great problem? I think in conjunction with the Government or alone the Railway Department can certainly put up a research station. We always look upon other countries for help and to borrow their inventions. We have done that in the past. Shall we be doing that also in the future? In the long run, it may seem to be a cheaper proposition to borrow from other countries, but if serious attention is paid to this matter, it does not ultimately prove to be cheaper. They do not part with their inventions easily.

**Maulana Zafar Ali Khan** (East Central Punjab: Muhammadan): There are large stocks of uranium in this country.

**Mr. Tamizuddin Khan**: My Honourable friend reminds me that there are large stocks of uranium and thorium in this country. We have got the necessary resources. All that we have got to do is to direct our attention to investigate the possibilities of making use of these resources. What I have said may seem to be Utopian, but I think this is a matter which should certainly be investigated.

**Mr. Deputy President**: Cut motion moved:

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

**Sri T. V. Satakopachari** (Tanjore *cum* Trichinopoly: Non-Muhammadan Rural): Sir, I wish to submit a few observations on the remarks made by my Honourable friend about the necessity of the electrification of railways. I thought we are passing through an electric age and we shall reach the atomic age soon. I am sure when atomic energy will be harnessed for our transport, then our transport will utilise the atomic energy to the satisfaction of my friend Mr. Gole. In point of economy, I have no doubt that electric energy will be much better than the steam locomotive energy. In point of giving us comfortable travel, it surpasses everything else. I remember the last occasion when I travelled from Madras to Delhi and when I had the misfortune of getting into the Grand Trunk Express with its wonderful engine which coughed asthmatically emitted smoke all the time. I just had the desire to put my head out, a thing which is prohibited by the railways, and I got a piece of coal in my eye. That obliterated all the scene that passed in front of my sight. My only occupation then was to have it out. That is a thing which we won't get in the electric trains. Then, just imagine the figure which we present when we come out of the train. The station is itself very dirty and we seem to compete with the stoker of the engine. We are all black. I will certainly welcome the day when all the transport is electrified and when we are able to harness the atomic energy.

Coming from South India, I really believe that the day of the steam engine monopolising all transport, at least the metallic road transport, is gone. I visualise a time when there will be a grid system connecting all the electric power of the country. We especially want a grid system for the South because there I believe we have got a very good electric system in the Pykara electric scheme and other schemes. There will be a further advantage in this matter. We can abolish all classes and we can then vie with the communists. They want to abolish all classes and bring in one class-less society for the whole of India. So, we can vie with them and bring out a class-less railway carriage. We need not have first class, second class and the hybrid class called the Inter class. We need have no classes at all. We should be given comfortable sleeping accommodation in long-distance trains which won't stop at small stations and which will go from one big station to another big station at a distance of hundreds of miles. For intermediate passengers, there will be comfortable bogies with seats having some leg space just as they provide in all Airways. I think that will be the best system. For such a system, electricity will be the best. We need not have a black iron horse running in front

[Sri T. V. Satakopachari.]

of us. The electric trains will be more economical and will have less noise. Then, we need not have a part of our humanity sunk in coal pits to dig up that black material called coal for our comfort. We can abolish to a very great extent this miserable method of earning the livelihood by these poverty-stricken miners.

**Mr. Deputy President:** Order, order. It is now 5 O'clock and the House stands adjourned till 11 A.M. tomorrow.

The Assembly then adjourned till Eleven of the Clock on Wednesday, the 26th February 1947.