

(Shri K. C. Pant)

I am very sorry that I have not been able to win the approval of Mr. Krishna Menon. When I was replying to the question the other day, somebody asked me, 'what have you done about reforms in prisons?' and in relation to that particular incident I answered in that context. If he reads all the questions and my answers, he will get the total picture.

So far as my hon. friend, Mr. Mukerjee is concerned for whom I have the deepest respect, I am sorry he has used the words 'petty political purposes'. 'The Government has brought forward this Bill for petty political purposes.' I don't think that defence of India is a 'petty political purpose'. That is the only purpose which we have in mind in bringing forward this measure. But, I agree with much of what he said about the minorities, about the need to pull together, about the need to take severe and stringent action against hoarders and black-marketeers, about the valour of Abdul Hamid as well as Brig. Usman to which he has referred. I agree with all that. I would appeal to him. I would appeal to other hon. friends opposite that even though they may have certain apprehensions regarding certain measures, it is in a spirit of all of us pulling together in this emergency that we must regard this measure and I have promised and I hold to that promise that I shall, while framing the Rules, consider all the suggestions that have been made and, if necessary, I shall come before the House with an amendment. That I have said. I mean it because I do realise that this is not a motion on which the House should divide and if over some clause or sub-clause we have differences of opinion, we can certainly sit down and iron out the differences which we cannot do on the floor of the House because of the time factor. We can certainly sit down and discuss with the hon. Members and we can come to an agreement. It is in that spirit that I would like you to take this.

MR. DEPUTY SPEAKER : The question is :

"That the Bill be passed."

The motion was adopted.

4.45 hrs.

**JAYANTI SHIPPING COMPANY
(ACQUISITION OF SHARES)**

BILL—contd.

MR. DEPUTY SPEAKER : The House will now take up further consideration of the following motion moved by Shri Raj Bahadur on the 3rd December, 1971, namely:—

"That the Bill to provide for the acquisition of the shares of the Jayanti Shipping Company Limited in order to serve better the shipping needs of the nation and to facilitate the promotion and development, in the interests of the general public, of national shipping and for matters connected therewith or incidental thereto, be taken into consideration."

श्री झारखण्डे राय (भोसी) : उपाध्यक्ष महोदय, मैं जयन्ती शिपिंग कम्पनी (रेक्सिजिशन आफ शेयर) बिल के मूलाधार का समर्थन करता हूँ। पिछले मध्याह्निक चुनाव के पहले कांग्रेस पार्टी और उसके नेता ने इस बात को स्वीकार कर लिया कि राष्ट्रीयकरण का ही रास्ता है जो समाजवाद की ओर देश को ले जा सकता है। वही उसके मार्ग को प्रशस्त करता है, और उसके आधार पर चौदह बैंकों का राष्ट्रीयकरण किया गया था। भारतीय कम्युनिस्ट पार्टी ने उसका हासिक समर्थन किया था। लेकिन मुझे यह कहते हुए दुःख ही रहा है कि वहीं पर कदम रुक गया। वेब की जितनी बैंकिंग इंडस्ट्रीज हैं उनके पास कुल जमा पूंजी मात्र 50 करोड़ रुपये से कम नहीं है। यह सबकी सब कलम की एक ही लोक से ले ली जानी चाहिए थी। लेकिन कदम भी उठा तो साधा उठा। इसी बात की शिकायत हमको यही है और साधा भी है। यही तीन तीनों बैंकों को मात्र भी सरकार ने अपने

हम से नहीं लिया है जब कि देश में 204 बैंक हैं। कबम धंधरे का धंधरा रह गया। जब सिद्धान्त को स्वीकार कर लिया गया तो कबम भी बेजी से बढ़ना चाहिये। यही समय की अपेक्षा है। धंधरा समर्थन लेकर धंधरा बहुमत प्राप्त करके, दो तिहाई के अधिक बहुमत प्राप्त कर कांग्रेस पार्टी इस संदन में आई है। नौ महीने बीत चुके। किन्तु अब तक केवल ऐसे कदम उठे हैं जिनका असर देश की करोड़ों जनता पर कुछ नहीं पड़ा है, केवल मुट्ठी भर पढ़े लिखे लोगों पर नहीं। लोगों को विश्वास होना चाहिये कि सचमुच में गरीबी हटाओ के नारे को तरफ सरकार के तेज कदम बढ़ रहे हैं। पिछले नौ महीने में दो ही कदम ऐसे उठे हैं जिनका समस्त प्रगतिशील भारतीयों में समर्थन किया है। एक तो कोरिंग कोल का राष्ट्रीकरण किया गया है, सारे कोयले की खानों का नहीं। कदम उठते हैं लेकिन धंधरे। कांपते हुए कदम उठाए जाते हैं, हिचकिचाते हुए कदम उठाए जाते हैं। यह नीति कब तक चलेगी। दूसरा कदम जयन्ती शिपिंग कम्पनी के राष्ट्रीयकरण के रूप में उठाया गया है। इसका हम पूर्ण समर्थन करते हैं। और स्वागत करते हैं हमारी पार्टी ने भी इसका हार्दिक स्वागत किया है। धंधरा नौ महीने में दो कदम उठाए जायेंगे और इसी रपतार से चला जायेगा तो हिन्दुस्तान में समाजवाद भी हजार साल में भी नहीं आयेगा। समाजवाद की बात तो पूर रही, रैडिकल बुर्जुआ रिफार्म कहते हैं उधर भी कदम नहीं बढ़ेंगे। तब गरीबी हटाओ का नारा सबसे बड़ा फ्राड या हिपोक्रैसी सिद्ध हो जायेगा, यह बात जनता के विमाम में बर कर जाएगी। इससे सबको नुक्सान होगा आपकी भी होगा और देश को भी होगा। समस्त देश की समाजवादी शक्तियों को इससे नुक्सान होगा। यह कहा जाएगा कि समाजवाद के नाम पर धोखा दिया जा सकता है और दिया जा रहा है। तब जनता की अरुचि समाजवाद के प्रति पैदा हो सकती है। इस बात का भी खतरा है कि जनता ऐसी शक्तियों की तरफ झुके जिनको न प्राप्त चाहते हों और न हम चाहते हैं और न ही सरकारी पार्टी चाहती है। इस पृष्ठ भूमि में मैं जयन्ती शिपिंग बिल का समर्थन करता हूँ।

15.31 hrs.

[Shri K. N. TIWARY in the chair]

जब राष्ट्रीयकरण के सिद्धान्त को स्वीकार कर लिया गया है तो उसकी तरफ बढ़ने में हिचकिचाहट नहीं होनी

चाहिये। कबम सबसे कमर से घटना चाहिये। छोटे छोटे कदमों से कोई बात नहीं होता है। इस सहाय पैक की 55 करोड़ जनता पर ये प्रभाव नहीं डाल सकते हैं, उनसे उसका लाभ नहीं होता है कितना होना चाहिये। इन छोटे छोटे कदमों से जन जीवन को सुन्दर नहीं बनाया जा सकता है, जन जन में एक नई आशा का संचार नहीं किया जा सकता है, नई आशा की किरण पैदा नहीं हो सकती है। कल का दिन आज से अच्छा होगा इसका विश्वास जनता को होना चाहिये। हिन्दुस्तान के लाखों मजदूर, करोड़ों किसान, करोड़ों छोटे तबके के लोग, कम आमदनी वाले लोग, छोटी पूंजी वाले लोग अगर इस विश्वास को लेकर नहीं चलते हैं कि कल का दिन आज से अच्छा होगा तो इससे धंधरों भी और हमको भी खतरा पैदा होगा और देश के अधिष्य के प्रति भी एक प्रकार की अवास्था पैदा होगी, निराशा और हताशा पैदा होगी। जनता में जब हताशा और निराशा पैदा होती है तो कोई भी देश न तो मोर्चे पर लड़ सकता है और न ही घर में लड़ सकता है। मोर्चे पर जो जवान लड़ रहा है वह अपने घर में किसी न किसी गरीब का बेटा है या निम्न मध्यम वर्ग का लड़का है या मध्यम वर्ग का सपूत है और उसको अगर घर की चिंता रहेगी, अपनी बीबी का दुख भरा पल उसको मिलेगा तो मोर्चे पर वह क्या लड़ सकेगा। उसको अगर अपनी पत्नी या बच्चे की तकलीफ की बात मालूम हुई तो उसका निकाना झूक जाएगा, उसका मन मरने की तरफ धाने नहीं बढ़ेगा, उसका मन उलझ कर रह जाएगा और वह दुष्मन का मुकाबला उस जवावाजी से नहीं कर सकेगा जिस जवावाजी की आज राष्ट्र को जरूरत है, जिस जवावर्दी की आज मोर्चे पर जरूरत है। यह जारी है कि हिन्दुस्तान के करोड़ों गरीब लोगों को एक नया विश्वास, एक नई आशा सचमुच दी जाए। याद रखिए कांग्रेस पार्टी को मैं कहना चाहता हूँ कि नौ महीने में बहुत प्राचीन बह चुका है पुल के नीचे, हवाएं आपके पक्ष में नहीं हैं उस तरफ से जिस तरफ से जनवरी-फरवरी में भी और अगर आयत्कालीन स्थिति न होती, सामान्य हासत देश में रहती तो आपकी इसका पता बज जाता। जो सिद्धान्त है उसको स्वीकार करके तुम्हारा से आपके कदम उठने चाहिये, कदमों में कम्पन नहीं होनी चाहिये, हिचकिचाहट नहीं होनी चाहिये। लेकिन मुझे धंधरों के साथ कहना पड़ता है कि सरकारी की पूरे नौ महीने की नीति में मुझे यही पिछाई पड़ा है। मैं धन्त में कहना

[श्री शारदादेव राय]

बढ़ता है कि बिलने के हिन्दुस्तान के हैं जाहे देती हैं का विवेकी, सबका राष्ट्रीयकरण कर दिया जाए, सभी पूर्वी मिर्चों, समस्त चीनी मिर्चों, कोयले की सभी जातों, चाय के सभी जातों, जूट की सभी मिर्चों, सिमेंट, लोहा आदि के कारखानों, खनिजों आदि का राष्ट्रीयकरण कर दिया जाए। जो मुख्य और बुनियादी उद्योग हैं, जिसको वैश्विक प्रवृत्ति कहते हैं वे सब राष्ट्र के हाथ में होने चाहिये, उन्हें राष्ट्रीय सम्पत्ति घोषित की जानी चाहिये। आपने ऐसा किया तो सारा हिन्दुस्तान रोम रोम में चापका समर्थन करता। जो बड़े बड़े पूंजीपतियों के 75 खानदान हिन्दुस्तान में हैं उन पर भी हमला होना चाहिये। हिन्दुस्तान की तीस घरब पूंजी में से बीस घरब पूंजी जो निजी क्षेत्रों में लगी हुई है, उसे वे 75 एकाधिकारी पूंजीपती परिवार ही कन्ट्रोल करते हैं। राजा महाराजाओं के बाद उनकी ही बारी है। राजा महाराजा कमजोर हो चुके थे। सामन्तवाद हिन्दुस्तान में कमजोर हो रहा था लेकिन वे जो गए बानब हैं, मास्टर हैं, हिन्दुस्तान में एकाधिकारी पूंजीवाद के सिम्बल हैं, इन पर भी हमको हमला करना है, इन 75 खानदानों पर भी हमको हमला करना है।

इन सबों के साथ इस बिल का तो मैं समर्थन करता हूँ लेकिन मैं चाहता हूँ कि बड़े कदम प्राय उठावें। सबसे बड़ा हमला पहले 75 खानदानों पर होना चाहिये। जो सबसे बड़े मीठ के व्यापारी और खून के सौभाग्य, मनस्थायमदास बिड़ला और टाटा हैं, इन पर पहले हमला होना चाहिये। इन सबों के साथ मैं इस बिल की मूल धारणा का समर्थन करता हूँ।

समर्थन महोदय : डिपेंड मिनिस्टर पांच बजे या पांच बजे के बाद हाउस में एक स्टेटमेंट करेंगे। उसके बाद ही हाउस एडजर्न हो सकेगा। आपको यह बता देना जरूरी था।

SHRI N. K. P. SALVE (Betul) : Mr. Chairman, Sir, we are debating this Bill under the dark shadows of a war which has been foisted on us by the butcher of Islamabad and his mercenaries. And as I look at the empty benches and the empty press galleries, I realise that everyone in this House and outside today is concerning himself primarily with doing things which have direct connection with war efforts.

Sir, I wish we were discussing this Bill under circumstances when we could have a more adequate debate, because the subject-matter of this Bill has nexus with performance of a public sector which, for a change, we find has unfolded story of achievements in one public sector establishments in the field of Shipping which are very highly commendable and for which the Government deserves my congratulations.

The management and control of the Jayanti Shipping Co., which was in the private sector was taken up through an ordinance sometime in June, 1966, and the control and management vested in a Board of Control. Thereafter, the Board appointed Shipping Corporation of India to be the managing agents of this company. When the managed company was taken over, it had been fleeced and exploited by the unprincipled and ruthless people who were in charge of the management. I am not referring at all to the various acts of malfeasance and misfeasance, because they are the subject-matter of adjudication in different courts. But this report of the Board of Control, dated 5-10-1970, which is the only document that is available to throw some light on the working of the Jayanti Shipping Co. Ltd., reveals in what a terrible mess this company was when it was taken over by the Board of Control.

After the management vested in the Shipping Corporation of India a dynamic philosophy of management seemed to have been followed with ruthless efficiency for though when it was taken on at a time when the entire capital was nearly wiped out, today the Company has made profit nearly three times the capital. It is a tribute to the efforts put in by the people incharge of the management. They deserve our salutations. Shipping business is not a monopoly business. One may say that in monopoly business Government enterprise can earn any amount of profit. Shipping business is far

from being a monopoly business. There is not only internal competition; there is competition in the international area. In the midst of this cut throat competition the management has resuscitated this company and placed it on solid foundations.

16 hrs.

When the company was taken over it was found that due to mismanagement the company was bankrupt. It had no liquid resources. The suppliers of goods and services refused to give the customary credit given to Shipping companies. Wages of crew and officers had been in arrears for quite some time.

The company had taken large private fixed deposits. And there is a terrible racket about these fixed deposits going in the country today Private sector is taking large fixed deposits; they are not within the regulation of the Reserve Bank. Invariably, I find that these deposits by imprincipled management is used for speculative purposes. In this case I do not know whether there was any speculative element. There was large scale speculation by fraudulent management and all the private depositors would have lost their money.

Because when the fixed deposits matured, the moneys were not paid back or returned. The provident fund money was not invested in accordance with the requirements of the statutory provision and the situation had become extremely grave and the company was on the verge of financial collapse. If it had not actually collapsed, it was a matter of surprise. At this juncture the touch of a wizard was necessary a person who could bring in the necessary expertise in the management philosophy to resuscitate the company.

Normally no body would be willing to touch a company like this with a 20 feet

bearge poll. The Government enterprise came out and took up management boldly. People have been criticising Pandit Jawaharlal Nehru for showing some patronage to Dharma Teja. It is unfortunate that Dr. Teja should have aggrandized his personal interests to the detriment of the company and the nation. It was said that Dharma Teja enjoyed certain amount of patronage and favours from Pandit Nehru and that is how could float this company. Today's performance of the Jayanti Shipping Company under Shipping Corporation is a tribute to Pandit Nehru who envisaged a magnificent commercial organisation. But if a wrong set of people were to manage a company, one could not expect good results. When basically you are following a wrong direction you cannot expect to reach right results. The moment an honest and well-meaning management came to power, the entire picture has changed and today one finds this company extremely flourishing.

As soon as it was taken over, the management got rid of the obsolete vessels and did everything that was possible for a business organisation to get the confidence and respect of its associates and clients and other people with which it had dealings in the normal course of business. Confidence was restored as a result of good management. New vessels were obtained. Thereafter one finds that business has gradually been on the increase. Action was taken against those people who had fleeced the company in violation of the provisions of the Company Law, Income-tax Act and other laws of the land.

Various suits have been filed in Courts in Delhi, Bombay and in New York against some shipping agents. If one were to see the position of the accounts, one is simply left in amazement and wonderment at the magnificent performance of this company in the preceding five years. Initially

[Shri N. K. P. Salve]

a loss was sustained by the company, and I find from the Profit and Loss Account in the Balance Sheet that the first year's working under Shipping Corporation resulted in loss of about Rs. 2.05 crores which included a loss of about Rs. 70 lakhs on account of devaluation and about Rs. 1 crore by way of added depreciation on the new assets. It took some time before a concern like this, which had been completely squeezed could bear these excessive burdens on its revenue out going. But thereafter, if one were to see the working of this concern, under the management of the Shipping Corporation one can see what tremendous achievements can be brought about by Public Sector not only in fields where there is monopoly, either artificial or natural, but even in fields where there is cut-throat competition in the internal and international markets, and private sector should learn a lesson from them and be a little more efficient in their work.

Let us see what is likely to be the expected revenues for the period 1966-70. The accounts have not been finalised, but they have certain estimates. In 1966-67 out of gross total revenue of Rs. 9.72 crores, after expenditure, the net revenue is Rs. 0.54 crores. The next year the gross total revenue was Rs. 15.65 crores, a tremendous increase in revenue, and after deducting expenditure of Rs. 13.47 crores, the net profit is likely to be in the vicinity of Rs. 2.18 crores.

The capital is Rs. 2.88 crores. By any standards, the performance can only be described as simply magnificent. In the next year the net revenue is expected to Rs. 2.59 crores, and in 1969-70 Rs. 1.06 crores.

We know that shipping business is a tricky business and that the profits are subject to various pressures, various difficult conditions and situations, and under

all these circumstances Rs. 6.37 crores is likely to be the aggregate revenue of these four years.

My hon. friend Shri Pileo Mody is not here. He shows invariably scathing indignation against the public sector, I wish he was here today and could see these figures, and if he is capable of understanding these figures, he would see that there is nothing wrong basically in the philosophy of having the large public sector. Only that the public sector enterprises should properly and efficiently manage and there is no reason why they cannot so manage.

I must say a word about compensation. On a capital of Rs. 2.88 crores, the compensation is giving to be Rs. 4.55 crores. There was a time when the entire capital had been wiped out. Shri Raj Bahadur's Ministry takes up this enterprise and entrusts it to the Shipping Corporation, they do magnificent work and earn profit, and now there is compensation given which is nearly double the amount of capital. In a way I do appreciate this compensation which has been arrived at in the wake of the Twenty-fifth Amendment of the Constitution.

DR KAILAS (Bombay South) : Other public undertakings may take a lesson from this.

SHRI N. K. P. SALVE : It has to be an object lesson for others, and I do hope that Raj Bahadurji would make endeavours to get this particular philosophy of ruthless efficiency in management inculcated into other public sector enterprises as well.

The compensation is to be paid to the shareholders. There are two main shareholders Dr. Dharma Teja and one more. Dr. Teja is going to be the beneficiary of compensation. In a way I am happy, this is calculated according to the rule of law and coming as it does in the wake

of the 25th Amendment. But here also Raj Bahadurji has shown tremendous business wisdom. The Jan Sangh Members, were extremely apprehensive that once the 25th Amendment to the Constitution was passed, we would expropriate properties without compensation. This is a magnificent example for them to see that this Government is not out to violate the rule of law. This Government want, to abide by the rule of law and pay compensation according to law and not expropriate properties Mr. Teja owes money to the company and to the income-tax department. So, whatever compensation he is going to get will come back to the company or Government. There was thus vested interest of Shri Raj Bahadur in paying this compensation!

About capitalising the interest which is paid on the deferred payments of the ships, which interest is being capitalised not only for purposes of accounts but also for purpose of income-tax, I am sure Shri Raj Bahadur knows that the interest paid on deferred payments in respect of acquisition of capital assets, even if you capitalise it for the purpose of profit and loss account, is an allowable deduction for Income-tax. I do hope that the efficient management of the company are aware of this provision of income-tax, because I do feel that the public sector sometimes needs to protect itself against the illegalities of the Income-tax department as much as the income-tax department needs to protect itself against the illegalities of the private sector.

**THE MINISTER OF PARLIAMEN-
TARY AFFAIRS AND SHIPPING AND
TRANSPORT (SHRI RAJ BAHADUR):**
Sir, the shadows of the aggression on our land have for the present rather blurred from our view the achievement of the management, which has been responsible for the excellent results achieved on behalf of the Jayanti Shipping Company ever

since it was taken over. I am grateful to Mr. Salve and others for the compliments showered on the management. I join my own voice to those compliments.

Mr. Biren Dutta and Mr. Chitta Babu said that nothing has been mentioned about the employees of the company in the Bill. As Mr. Salve pointed out, there was no management, no accounting and no operational disciplines worth the name before it was taken over. The accounts were not centralised. The result was complete chaos and a state of mess in the affairs of the company. The shore employees received much lower salaries and allowances compared to the employees of the Shipping Corporation, of course the persons on the vessels were getting what was more or less comparable to the emoluments received by the officers of big Indian shipping companies. There was dissatisfaction among the low-paid employees.

Soon after the Shipping Corporation took over this company, they held talks with representatives of employees and assured them that their services will be stable and secure. After some negotiations, as an interim measure, the management gave the low-paid employees an interim relief of Rs. 45 per month from October, 1966. From December, 1966, they were given the scales and conditions of service of the Shipping Corporation. The shore officers were brought on a par with the officers of the Shipping Corporation with regard to emoluments with effect from July, 1967. All these measures improved the emoluments and conditions of service of the employees and the officers, apart from giving them stability and security of service.

I would not like to go into the question of profitability, a point mentioned by Mr. Chitti Babu. It has been amply dealt with by Mr. Salve.

Shri Chittibabu said that it is rather surprising that Rs. 20 crores were given

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without security and the sacred name of the architect of our freedom and the architect of free India, Pandit Jawaharlal Nehru, was brought in, making him responsible for that. May I just put the record straight by recalling to this House under what circumstances the Jayanti Shipping Company came into being?

It has been my proud privilege that I happened to be associated with this Ministry at the time when the Jayanti Shipping Company came into being and I have been responsible, if I may say so, in a very large measure for bringing this company into existence because I did really play my humble role in trying to augment the national shipping fleet through the encouragement of the private sector and public sector shipping companies. Again, it has been my proud privilege that when complaints were made against the management of the Jayanti Shipping Company it was I who ordered an inquiry, and an inquiry committee was set up under the chairmanship of no less a person than the ex-Cabinet Secretary, Shri Sukhtankar, who started this. Again, it has been my proud privilege to be in the Ministry and be associated with it when the company is being taken over.

What was the state of affairs before the Jayanti Shipping Company came into being? At the dawn of independence we started with a paltry fleet of about 200,000 GRT of shipping. By 1960-61 we had only attained a figure of 8.58 lakhs GRT, which was carrying only about nine per cent of our total import and export trade; that means, about 91 per cent of our total trade was being carried in foreign vessels. That was a tremendous drain on our resources, particularly foreign exchange resources. At that time we were importing large quantities, millions of tons of foodgrains and, if I am not mistaken and if my memory is not falling me, we were spending about Rs. 90 crores for bringing foodgrains.

We were also losing a lot of precious foreign exchange on freight, which we could have earned as our share on the export of iron ore from our country. The main reason was that we do not have any bulk carriers or tankers. We requested the existing shipping companies to increase their existing fleet with no appreciable success.

It is in this context that this proposal came, which was unique. Before the Jayanti Shipping Company came on to the scene we had to advance all the amount of loan to be required by a shipping company for the acquisition of ships before their delivery. Under the proposal made by Jayanti Shipping Company we had to pay only 10 per cent of the total amount of loan on delivery of the ship only, the balance 90 per cent of the amount was granted by the SDFC for the company and it was paid after the delivery of the ship and not before delivery and that too over a period of seven years. This was a unique proposal. We took all possible precautions while accepting this arrangement and I can say that today that this experiment has succeeded in all respects. We took good and ample steps to ensure that the interests of the national exchequer are not jeopardised in any way. We ensured that all the ships acquired are built strictly in accordance with our requirements. Technical and technological specifications were laid down for them and provision was made for inspections also. All vessels of the company immediately upon delivery were to be mortgaged to the Shipping Development Fund Committee, which ensured that the ownership would pass to the Shipping Development Fund Committee in case of any default. All payments to the shipyards were also made, not directly by the company, but through the SDF Committee to ensure the rightful use of these public funds.

It will, thus, be seen from these steps that every possible precaution was taken. And what has been the result so far as the previous management is concerned? It was, if I may say so, a case of a person who wanted to kill the hen that laid the golden egg. If he had been patient, he would perhaps have been one of the biggest ship-owners in our country.

SHRI N K. P SALVE . You mean, if he was honest?

SHRI RAJ BAHADUR : Even if he was honest ?

Since the cases are *sub judice*, I can no say much, but there was mismanagement there were manipulations and there were complaints and we had to set up an inquiry. Finally, when we had no other means left to us, when we had no other go, we also took over the management. The House is aware of that particular development and I do not want to go into the details of it

Today I can say that the national shipping, particularly in the public sector, has stood to gain. With all the 77 ships of the Shipping Corporation and 16 ships of the Jayanti Shipping Company, which have come under the public sector after nationalisation, about 50 per cent of our total national shipping is now in the nationalised sector, which also is an achievement in itself. Whatever Pandit Jawaharlal Nehru did at that time has proved to the advantage and benefit of the nation and national shipping. I pay my humble tribute to his sacred memory and to his great imagination in even bringing the Jayanti Shipping Company into being. There is no denying that the country has stood to gain by it.

The last point to which I want to make a reference is about compensation. But I see that my hon. friend, Shri Salve, has already covered that point. We are in a very satisfactory position. We have got

decrees totalling up to Rs. 1.03 crores against Dr. Teja. With interest calculated since 1967 it will perhaps amount to a much bigger figure, may be, about Rs. 1.40 crores. Then, there are civil suits pending against Kulkundis and Dr. Teja. The claims amount to Rs. 2.86 crores. This makes a total of Rs. 3.89 crores. The compensation amount which might be payable to Dr. Teja and Kulkundis has already been attached under orders of the High Courts. Therefore, I am sure that with these plus the taxes that they have to pay, Dr. Teja may not be able to reap any fruits of the mismanagement or of manipulations that he indulged in

SHRI N K. P. SALVE : Taxation on capital gains also.

SHRI RAJ BAHADUR : I would not like to say more, to be fair to everybody concerned, but I will say that my hon. friend, Shri Jharkhande Rai, was rather needlessly waxing eloquent in regard to, what he said, "slow steps towards achievement of socialist goals." I would only remind him that only three days back we have taken some of the most significant steps that free India has ever taken to create the necessary ground, and the infrastructure for an accelerated pace of progress towards the achievement of our socialist ideals. He should not suspect any lack of earnestness in this behalf. He should also see that soon after the election—it was hardly a week since the assumption of office by the new government—that the problem of Bangla Desh overtook us and in its wake came the huge problem of refugees. It really embarrassed and overwhelmed us. The story of the last eight or nine months is clear. The culmination of that story is the aggression by Pakistan.

Today, therefore, while the achievement of the Shipping Corporation as the managing agency of the Jayanti Shipping Company have come into limelight by this debate,

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we should record here our tribute to those men, the shore workers and the floating staff of the Jayanti Shipping Company, and the management of the Shipping Corporation, who have enabled us to achieve these results.

I again repeat my compliments to them and I commend this motion to the House.

MR. CHAIRMAN : The question is:-

"That the Bill to provide for the acquisition of the shares of the Jayanti Shipping Company Limited in order to serve better the shipping needs of the nation and to facilitate the promotion and development, in the interests of the general public, of national shipping and for matters connected therewith or incidental thereto, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : There are no amendments to the clauses; so, I shall put all the clauses together to the vote of the House. The question is:--

"That clauses 2 to 18, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill"

The motion was adopted.

Clauses 2 to 18, the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI RAJ BAHADUR : Sir, I move:-

"That the Bill be passed"

MR. CHAIRMAN : The question is:

"That the Bill be passed."

The motion was adopted.

16.25 hrs.

**STATUTORY RESOLUTION RE:
PROCLAMATION IN RESPECT OF
THE STATE OF GUJARAT**

MR. CHAIRMAN : The House will now take up item No. 5.

THE DEPUTY MINISTER IN THE
MINISTRY OF HOME AFFAIRS
(SHRI F.H. MOHSIN) : Mr. Chairman,
Sir, on behalf of Shri K.C. Pant, I beg
to move :

"That this House approves the continuance in force of the Proclamation issued by the President on the 13th May, 1971, under article 356 of the Constitution, in relation to the State of Gujarat, for a further period of six months with effect from the 21st December 1971"

The House may be aware that the Proclamation was issued in relation to the State of Gujarat under article 356 of the Constitution on 13th May, 1971. The Rajya Sabha approved the Proclamation on 31st May, 1971 and the Lok Sabha approved the same on the 21st June, 1971. The Proclamation is in force upto 20th December, 1971. The House may be aware that the Election Commission had taken intensive revision of the electoral rolls in almost all the States and even in Gujarat and they have completed it only recently. Now, a special revision in regard to four Assembly constituencies has been taken up and that is also about to be completed in a very short time.

As the House is aware, the Election Commission has announced that the elections may be held in the third week of February. So, the Government propose to hold elections along with other States in Gujarat also.

SHRI K.S. CHAVDA : Now there is Emergency.