

Some Hon. Members: Yes.

All the cut motions were put and negated.

Mr. Chairman: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1964, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1, 2, 3, 4, 5 and 113 relating to the Ministry of Commerce and Industry."

The motion was adopted.

[The motions of Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND No. 1—MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 70,09,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Ministry of Commerce and Industry'."

DEMAND No. 2—INDUSTRIES

"That a sum not exceeding Rs. 19,87,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Industries'."

DEMAND No. 3—SALT

"That a sum not exceeding Rs. 57,28,000 be granted to the

President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Salt'."

DEMAND No. 4—COMMERCIAL INTELLIGENCE AND STATISTICS

"That a sum not exceeding Rs. 86,86,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Commercial Intelligence and Statistics'."

DEMAND No. 5—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 3,39,96,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Other Revenue Expenditure of the Ministry of Commerce and Industry'."

DEMAND No. 113—CAPITAL OUTLAY OF THE MINISTRY OF COMMERCE AND INDUSTRY

"That a sum not exceeding Rs. 10,60,37,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay of the Ministry of Commerce and Industry'."

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: The House will now take up discussion and voting on Demand Nos. 90 to 100 and 139 to 143 relating to the Ministry of Transport and Communications for which 9 hours have been allotted.

Hon. Members desirous of moving their cut motions may send slips to the Table within 15 minutes indicating which of the cut motions they would like to move.

DEMAND No. 90—MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 93,73,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Ministry of Transport and Communications'"

DEMAND No. 91—METEOROLOGY

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,93,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Meteorology.'"

DEMAND No. 92—CENTRAL ROAD FUND

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 3,98,75,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Central Road Fund.'"

DEMAND No. 93—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 6,76,44,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of

payment during the year ending the 31st day of March, 1964, in respect of 'Communications (including National Highways).'"

DEMAND No. 94—MERCHANTILE MARINE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 91,27,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Mercantile Marine.'"

DEMAND No. 95—LIGHTHOUSES AND LIGHTSHIPS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,01,21,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Lighthouses and Lightships.'"

DEMAND No. 96—AVIATION

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 5,05,43,000 granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Aviation.'"

DEMAND No. 97—OVERSEAS COMMUNICATIONS SERVICE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,28,28,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of

[Mr. Chairman]

payment during the year ending the 31st day of March, 1964, in respect of 'Overseas Communications Service'."

DEMAND No. 98—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 3,01,43,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Other Revenue Expenditure of the Ministry of Transport and Communications'."

DEMAND No. 99—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 87,69,34,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Indian Posts and Telegraphs Department (including Working Expenses)'."

DEMAND No. 100—POSTS AND TELEGRAPHS DIVIDEND TO GENERAL REVENUES AND APPROPRIATIONS TO RESERVE FUNDS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 18,30,77,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Posts and Telegraphs Dividend to General Revenues and Appropriations to Reserve Funds'."

DEMAND No. 139—CAPITAL OUTLAY ON ROADS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 57,11,94,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay on Roads'."

DEMAND No. 140—CAPITAL OUTLAY ON PORTS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 6,43,87,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay on Ports'."

DEMAND No. 141—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 3,35,22,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND No. 142—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 6,65,67,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of

payment during the year ending the 31st day of March, 1964, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications.'"

DEMAND No. 143—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 35,48,98,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenues)'."

Shri Dinen Bhattacharya (Serampore): Mr. Chairman, last year, the need for a firm policy on transport was discussed by many hon. Members in this House. From the Report that has been published this year by the Ministry, we find that the Government did not at all give any importance to the observations made by hon. Members during the last year's budget debate. If I may say so, even certain assurances given by hon. Ministers have not been implemented during the last one year.

Road transport has been neglected in the past and it is being so even now. The Government has been following a policy of discrimination against road transport. In a developing country like India, there is ample scope for the development of all modes of transport. What is required today is a firm policy on transport that would help in mobilising and utilising all the available transport capacity in the country.

14.44 hrs.

[**MR. SPEAKER** in the Chair.]

There is a wide gap in the transport capacity. Earlier estimates

placed the gap in transport capacity at the end of the Third Five Year Plan, between 35 million and 45 million tons. But, the deficit will be greater now under the stress of defence need. How this gap is going to be filled up, how much traffic will be moved by the railways, how much by roads and waterways—there is no answer to this question. At least, I do not find it in the report. The Government seems to have no idea at all in this matter. Last year, during the discussions, reference was made to the Neogy committee which was set up to know the real position of transport in our country. But, unfortunately, from the latest statement by the Chairman of this committee, it has been revealed that this committee will not be in a position to bring out its report even before the end of the Third Five Year Plan. How can we expect any improvement in the transport policy when such a thing is going on with regard to such an important matter like the publication of the report of the committee which was set up with the objective of bringing out a co-ordinated and well-knit transport policy for our country?

The most important handicap of road transport is the inadequacy of our road system. Of the total road mileage of 421,904 miles, only a little over 13 per cent or 14 per cent is black-topped or cement concreted. Over 86 per cent is unsuited to handle modern transport. There are only 30,000 miles of cement concrete roads. Again, of the 15,000 miles of national highways, more than half have single lane traffic and through transport over a part of them becomes impossible because there are no connecting links and bridges. There are no bridges over 80 major river crossings. The backwardness of the road transport system is reflected also in the number of vehicles that we possess. I do not want to compare our position with the capitalist countries like U.S.A., Great Britain or Germany. If I compare it with the Asian countries, I might say that our position is far be-

[Shri Dinen Bhattacharya]

low than Viet Nam, Philippines and even of Iraq. On the basis of population, India has 135 vehicles for every 100,000 population as against over 1000 in Ceylon, 800 in Viet Nam and nearly 600 in Philippines. Ceylon has 7 times the number of vehicles that India has got for every mile of road and 8 times the number of vehicles for every one lakh of the population. This is the position.

I want to mention some concrete facts. In the last year during budget discussions, the hon. Minister Shri Raj Bahadur stated that to remove the congestion in the G.T. road, a 22 mile by-pass was provided. But, I know from personal experience, as I reside in that area, even one-fourth of that by-pass has not yet been completed. Hundreds of acres of land have been requisitioned from the poor peasantry. Even they have not got the compensation for these lands. Last year, it was made known to the country that the by-pass would be completed and the congestion would be removed. Even now, that has not been done. Is this the efficiency of the Ministry of Transport and Communications? However, I would urge upon the hon. Minister to look into this matter and see that at least this bypass is completed at the earliest possible time.

Then, this bypass is meant to remove the congestion on the G.T. road up to Bali. But what about that portion from Bali to Howrah? What is the plan with regard to that portion? In that respect, I may suggest to you one thing. There is the Vivekananda bridge, and there is a straight road from the Vivekananda bridge to Barrackpore Trunk road through Baranagar, and if we can utilise the Vivekananda bridge, the portion from Balia to Howrah may be relieved to some extent. But there is one difficulty, and I would urge upon the hon. Minister to remove that. There is a toll tax on vehicles passing through the Vivekananda bridge. I know that the construction cost of that bridge has already been realised,

but even now the toll tax is collected, and for this reason, the vehicular traffic does not like to pass through this Vivekananda bridge. So, if you exempt the vehicular traffic from this toll tax, it will be helpful, and the problem of congestion from Bali to Howrah may be solved to some extent.

Another thing that I want to refer to is with regard to the Durgapur Express Road. Last year, the hon. Minister Shri Raj Bahadur told us that as Government were not in a position to work out the economics of that particular Express Road, financial help would not be available from the I.D.A. fund and as such the scheme for that road would not be undertaken. But I say that lands have been acquisitioned from the poor villagers of that area, and the West Bengal Government are proceeding with their plan. My humble query to the hon. Minister is this. What is the actual position? We shall be happy if that Express road is built up, but we do not want that in the name of building roads, lands would be acquisitioned but the roads would not be built up and the land would remain barren for years together. That kind of thing should not continue, and I would humbly ask the hon. Minister to look into this matter also and clarify the position.

The National Highways and the inter-State roads are the responsibility of the Centre, but the arterial roads in the industrial belts and the feeder roads in the village areas are the responsibility of the State Governments. In West Bengal, I know that so far as the village roads and the roads in the coal belt are concerned, the position is very precarious. So, I suggest that in the interests of the better development of roads in the States, the Ministry should chalk out a phased programme including the national highways, the State highways and the village roads. It may be a long-term programme, but there must be some programme based on which

the country can proceed, and for that purpose, the necessary consultations with the State Government should be held. In the meantime, more funds should be given to the State Governments so that they may build these village roads and feeder roads. This is my humble suggestion in this respect.

Now, I shall deal with the Posts and Telegraphs Department. I have got many things to say, but I am afraid that the time at my disposal will not permit me to deal with all the matters. However, I would mention some important points. Our countrymen had great expectations and had a real confidence in the functioning of the Posts and Telegraphs Department, at least with regard to money matters. But the recent revelations in the Audit Report and the reports of the Public Accounts Committee have given a big jolt to these expectations and this confidence of the ordinary people. Lakhs of rupees have been defalcated. I do not know who is responsible for these things. I do not know whether only the poor ordinary staff are responsible or some big sharks are also entangled in these defalcations and frauds. This must be looked into. But from the report I do not find any mention about these things. So, some prompt and concrete steps must be taken to improve the situation. This is my humble suggestion.

Regarding the delivery of letters, either registered or otherwise, and money orders and parcels, I may say that save in the big cities, the position has not improved. Supposing I post a letter from here in Delhi to anybody in Calcutta, it will reach him tomorrow morning. But if I post a letter to any addressee at Serampore, it will not reach there tomorrow but only the day after, there being a gap of one day. Why should this be so when it is only a matter of a distance of about ten to twelve miles? I would request the hon. Minister to see what improvement can be done in this regard.

The condition in the villages is more precarious. The report says that so many new post offices have been opened. But so far as delivery is concerned and so far as the receiving of letters and money orders etc. is concerned, I would say that there is no improvement in the villages. This also must be looked into.

Then, there has been a big expansion of telephones all over the country, and that is good, but there is still a big gap. Very recently, the manager of the Calcutta Telephones stated in a press conference that in the city of Calcutta alone, 40,000 petitions for new telephones were pending, and he said that it might not be possible for the Department to fill up the gap even during the Third Plan period. Is it not possible for the Department to do something whereby the maximum possible number of persons who are desirous of having telephones may get connections? I would request the Ministry to ponder over the matter and do something in this respect.

Then, there have been discussions times without number about the wrong calculation of bills, every year, but I know that it is still going on, and in spite of repeated representations, this has not been rectified. This also should be looked into.

There is one very peculiar thing that I want to mention. From Serampore exchange, if I want to have a call to Calcutta, I shall have to pay 15 nP. But if I want to put through a call from Serampore to Chandranagar or Chinsura Exchange, I will have to pay 45 nP. per call. Why this difference? Serampore and Chandranagar are not very distant from each other. So why this big difference in rates? The Ministry should look into this and see that at least the Chandranagar and Chinsura Exchanges may be brought on par with Serampore and Barrackpore Exchanges in regard to rates.

[Shri Dinen Bhattacharya]

15 hrs.

Another important thing is about the RMS section of Howrah. There is a strong agitation and complaint not only among the RMS people but there is a long standing grievance among West Bengal people that the RMS section that starts and ends at Howrah has not been brought under the Calcutta PMG. This is a long-standing grievance. In 1955, Shri Nanda who was also then the Transport and Communications Minister, publicly declared at a Wellington Square meeting that because of some pressure of big persons, he had to shift this section to Patna and Cuttack. I will request the Minister who is now again the Transport and Communications Minister to see whether it can be changed even now.—I am sorry by mistake I mentioned the name of Shri Nanda; I should have said Shri Jagjivan Ram.

Mr. Speaker: They resemble each other in other respects also.

Shri Dinen Bhattacharya: I will request Shri Jagjivan Ram to consider it. The speech of the hon. Minister in the year 1955 in respect of shifting of R.M.S. section to Gaya was commented on in a very renowned paper in Calcutta. I hope at least now he will reconsider the matter.

Regarding the working conditions of the employees of the P. and T. department, I have some observations to make. About construction of office buildings and staff quarters, many times the subject was discussed here and outside. Everywhere assurances have been given. Even last year during the budget debate, the hon. Minister said: 'I want to proceed on a programme basis to provide suitable office accommodation and also to undertake on a reasonably big scale the construction of residential accommodation for the staff'. This was a very encouraging statement, no doubt. But what is the result? Practically nil. Why? Unfortunately, just after the declaration of emergency, the

department came forward with a general statement that as a result of the emergency, there is short supply of cement, steel and other building materials and the Planning Commission have issued a general directive to keep building construction to the absolute minimum in order to conserve funds. But only the other day the Railway Minister said:

"Railway administrations have been maintaining the necessary tempo of improvement in various measures for the welfare of the staff. It is proposed to add about 12,000 residential quarters every year more or less corresponding to what is being done from the commencement of the Second Plan in order to improve housing facilities for the staff".

When it has been possible to go ahead with the construction plan in the railways, it is not known why it is not possible to do the same in the P. and T. alone. Why should the P. and T. staff should be made to suffer in the name of emergency? I will request the Minister to ponder over this and consider in what conditions the P. and T. employees have to live. I know that last year several pictures were printed in newspapers of Calcutta about several offices. A postmaster was shown as working under an umbrella during the rainy season. This was the condition, and still it is so.

Another important point, discussed last year and year before was about the consultative machinery in the department. I know the Minister will say that there is a system of periodical meetings between the DG and the employees. Sometimes the Ministers also meet them. But this does not always serve the purpose. If the disputes and grievances are not settled this way, where is the avenue of relief to the employees? That is why a negotiating machinery was urged for. In 1960, the late revered G. B. Pant made

a clear statement in the House that some sort of machinery would be set up for arbitration of disputes, but uptil now that has not been done. More so, I have been shocked to note the reply given by the hon. Home Minister in the Rajya Sabha only in January 1963 saying that the Bill relating to the negotiating machinery was finalised but not introduced in Parliament due to the emergency. It is surprising that the Bill should be withheld on the plea of emergency, specially when it is intended to ensure smoother employer-employee relationship and settlement of employees' problems by discussion and negotiation. The industrial truce resolution passed at the conference of the Central Government employees' associations convened by the Home Ministry on 9-12-62 also emphasised the necessity of settlement of grievances by negotiation, if necessary, by arbitration, during the emergency. The introduction and passage of the Bill during the emergency would only be in furtherance of the above resolution and would greatly enthuse the employees for stepping up their output and efficiency. The contribution of the P. and T. employees during the emergency has not been insignificant and their demands must be sympathetically considered.

In the P. and T department, I know everybody wants—this House wants, Government wants, the common people want—perfect efficiency. The employees working there also want it. What is the barrier? Government is not taking its workers into full confidence—I mean the organised workers. Had it been otherwise, the Government would have constituted Efficiency Councils if not at all levels, at least at the Central level. If such efficiency councils are there, many problems can be solved and many improvements can be effected in the working of the department. So I would request the Minister to examine it and see that such councils are set up at the earliest possible time.

Then some sort of incentive scheme was recommended by the Pay Com-

mission. They also recommended some cash reward. This must be looked into and effective steps, must be taken to introduce it in all the sections of the Posts and Telegraphs Department.

Mr. Speaker: He should try to conclude now.

Shri Dinen Bhattacharya: How much time have I taken?

Mr. Speaker: He has taken 25 minutes.

Shri Dinen Bhattacharya: How can I finish. It is so big and such a hotch-potch Ministry.

The Minister of Shipping in the Minister of Transport and Communications (Shri Raj Bahadur): The Ministry is not hotch-potch.

The Minister of Transport and Communications (Shri Jagjivan Ram): You are now confused.

Mr. Speaker: Why try to identify himself with that hotch-potch?

Shri Dinen Bhattacharya: This is a very important Ministry.

Mr. Speaker: I have no objection. I can allow him more time, if no second speaker is put up.

Shri Dinen Bhattacharya: We have got 40 or 45 minutes. The second speaker will take ten minutes. I will take 35 minutes.

Mr. Speaker: If he gives ten minutes for the second speaker, I have no objection.

Shri Dinen Bhattacharya: Most of the employees who were punished during the strike period have been taken back, which is very good and generous performance on the part of the Ministry, but there are some who are still suffering. Their promotions have been stopped, their increments have been withheld. Why not the hon. Minister come forward with a

[Shri Dinen Bhattacharya]

statement that all the actions that were taken in connection with the strike will be rescinded from this day? If he does it, the whole country, including the employees of the department, will speak highly of his action. I would request him to consider it and do it.

In the last year during Budget discussion on it was pointed out that this is a very unwieldy Ministry. There is the Posts and Telegraphs Department, there is civil aviation, there is transport, there is road, there is tourism and all that.

Shri Jagjivan Ram: It is difficult for you to follow.

Shri Dinen Bhattacharya: So, I will request the Government to ponder over it. Why not bifurcate it?

Mr. Speaker: He has the freedom to move about from the deepest seas to the highest sky!

Shri Dinen Bhattacharya: You commented like this in the last Budget also I remember. You will appreciate the difficulty in moving from the high sky to the deep sea. How is it possible for one Minister to move from the deep sea to the high sky?

Shri U. M. Trivedi: One is in the high sky, another in the deep sea.

Shri Dinen Bhattacharya: Therefore, the whole of communications should be under one Ministry, and transport under a separate Ministry. Post and Telegraphs itself is the second biggest of the Government undertakings. How can it function effectively under such a unwieldy Ministry?

Coming to civil aviation, I have nothing much to say. Last year certain assurances were given, but from the Report as also from my own personal experience I do not find any improvement in the situation. I think the hon. Minister will also be of the same opinion. He should do something so that the situation may improve.

There was a declared policy of the Government to progressively nationalise the privately owned air companies. I do not know why after so many years there are still a large number of privately owned companies carrying on business only with a view to earn profit and not for the welfare of the country. I urge upon the Ministry at least to take over these companies, if not nationalise them wholly. The Minister is nodding his head. I do not know what the objection is, but I will still urge it.

In the Civil Aviation Department, there is no weekly off day for the operators. I do not know why it should be so. They have to work round the clock, and they have also to work throughout the week, whereas in the other departments the operatives get weekly rest day. That should be introduced here also.

There are chowkidars and sweepers in the Civil Aviation Department who have no fixed duty hours. Sometimes they have to work for 10, 12 and 14 hours, but they do not get any overtime allowance. I request the Minister to fix an eight hour duty for them. The chowkidars do a very important job, acting as security staff, guarding the runway and other things in the aerodrome. Why should they not get this facility?

A large number of employees apply for transfer to other departments of the Government, but their applications are not even forwarded. Even for emergency commissions, their applications were not forwarded. I request the Minister to look into it, so that deserving and desirous persons may get the opportunity of going over to other departments.

There is an important point which can be attended to immediately. Government promised that for the school-going children of the civil aviation staff they would provide conveyance facilities free of charge. But instead of getting free conveyance, I have been astonished to find

that in some places like Nagpur the conveyance charges have been increased. I request the hon. Minister to see that the children of these employees get the facility to go to school free of any conveyance charge.

Mr. Speaker: Now he should conclude.

Shri Dinen Bhattacharya: Now I will touch on ports, not in details. The second speaker will speak on it.

Mr. Speaker: If he leaves time for it.

Shri Dinen Bhattacharya: I have taken 30 minutes.

For several years the people of West Bengal as also this House have several times expressed their concern over the condition of the Calcutta port. Everybody will agree that it is one of the biggest ports. Its tonnage capacity is going down every day. It is good that the Minister has given the assurance that new dredgers are being indented for dredging the river mouth. The other day the hon. Irrigation Minister also assured the House that the Farakka Barrage would be completed by 1969. But what is the interim arrangement? Not only the Calcutta port, but the whole industrial belt around it will be corroded within these five years. I also doubt whether the Farakka Barrage would be completed by 1969 because I know personally that even the preliminary work on it has not yet been started. Then, there is a strong opinion held by the experts in our place that in spite of the Farakka Barrage, you cannot save the Calcutta port and the River Hooghly. They hold that if the river Roopnarayani is not properly trained, if the silt and sand banks in the river mouth are not regularly cleared and the discharge capacity of water of the river Roopnarayani and Hooghly is not intensified, the position will not improve. So, I will urge upon the Government to consider this expert opinion. There is one scientist who has a thorough knowledge about it, Shri Kapil Bhattacharya. He has sent representations to the Central Govern-

ment also but his suggestions have not been considered. I will ask the Minister to consider those things and set up a committee which could survey the river Hooghly and Roopnarayani and suggest some positive steps. With these words, I finish my speech.

Mr. Speaker: According to information since received from Members there are some cut motions desired to be moved to Demands for Grants relating to the Ministry of Transport and Communications. So they may now be moved subject to their being otherwise admissible.

Shri Koya (Kozhikode): I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[Need for taking over the private owned aerodrome near Calicut (1)]

Shri R. Barua (Jorhat): I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[(i) Failure to increase G.R.T. in Indian Shipping (ii) need to re-organise training in Merchant Navy Training Establishments, (iii) need to have a post and telegraph office in every village with a population of 1,000, (iv) failure to deal effectively with the public complaints regarding the efficiency of P. & T. services, (v) need to appoint trained Seamen's Welfare Officers at all important and major ports in India and abroad, (vi) need to re-organise the Department of Tourism, (vii) failure to co-ordinate working of rail and road transport, (viii) failure to develop roads in the North and North Eastern Border Areas (ix) failure to maintain border communications, (x) need to accelerate the work of Road and Inland Water Transport Advisory Committee and the Inter-State Transport Commission, (xi) failure to maintain adequate transport ser-

[Shri R. Barua]

vices in Delhi and New Delhi, and (xii) need to survey the major ports and their working with a view to increase gross tonnage. (2)]

Shri Sivamurthi Swamy (Koppal) I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[Slow progress of Mangalore and Karwar Ports in Mysore State. (3)]

"That the Demand under the head Meteorology be reduced by Rs. 100."

[Need for accurate forecast of monsoon and rains for the Agriculturists in all Indian language papers. (4)]

Shri Indrajit Gupta (Calcutta—South West): I beg to move:

"That the Demand under the head Meteorology be reduced by Rs. 100."

[(i) Failure to grant overtime allowance to operational staff of Meteorological Department working more than the stipulated hours, (ii) need to reduce the number of grades of non-gazetted scientific staff in India Meteorological Department from four to three, (iii) need to do away with the element of selection in the lower cadres (like Scientific Assistants) in India Meteorological Department as per recommendation of Central Pay Commission, (iv) failure to grant 15 days casual leave to watch-keeping staff of India Meteorological Department who are not entitled to public holidays as per the recommendation of the Central Pay Commission, (v) failure to transfer staff in India Meteorological Department from forward areas like Assam, NEFA after completion of their stipulated term, and (vi) need for meetings between the Director General, India Meteorological Department and the representatives of the Union periodically. (5)]

Shri Sivamurthi Swamy: I beg to move:

"That the Demand under the head Central Road Fund be reduced by Rs. 100."

[Need for grants from the Central Road Fund for improving rural communications. (7)]

"That the Demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Slow progress of National Highways in the State of Mysore. (10)]

Shri R. Barua: I beg to move:

"That the demand under the head Mercantile Marine be reduced by Rs. 100."

[Need for a ship service between Rangoon and Madras. (11)]

"That the demand under the head Aviation be reduced by Rs. 100."

[Need for an air service between Madras and Rangoon (12)]

Shri R. Bara: I beg to move:

"That the demand under the head Aviation be reduced by Rs. 100."

[Need to (i) expand air-routes in the country, and (ii) open more training Centres for training in Aeronautics (13)]

Shri Indrajit Gupta: I beg to move:

"That the demand under the head Aviation be reduced by Rs. 100."

[Failure to grant House Rent and City Compensatory allowance to Civil Aviation staff at Varanasi airport and grant of compensatory allowance to staff at aerodromes in Tripura, (ii) failure to provide suitable alternative employment without effecting their emoluments to Fire Operators who have been declared unfit due to eyesight in the annual medical examina-

tion, (iii) failure to implement assurance of increasing departmental quota for promotion to Assistant Aerodrome Officers from 20 to 25 per cent, (iv) failure to revise pay scale of M.T. drivers and Telephone Operators as per recommendation of Second Pay Commission and to bring it at par with their counterparts in Post & Telegraphs Department, (v) failure to provide transport for school-going children at various aerodromes which are at considerable distance from the neighbouring towns, (vi) need to construct staff quarters in spite of the emergency in some aerodromes where the accommodation problem is acute, (vii) need to liberalise the Rules for forwarding the applications of the staff to other Departments in accordance with Home Ministry orders and for Emergency Commissions, (viii) need to withdraw staff who have completed their term from operational areas like Assam, NEFA and posting them back to their home region, (ix) need to prevent loss of revenue on account of House Rent by allotting standard type of accommodation to the staff (x) need to detail an impartial staff reorganisation unit to examine the staff strength in various subordinate offices of Civil Aviation Department, (xi) need to have a single administrator at various airports instead of having two or three as at present, (xii) need to reduce to the working hours of chowkidars of Civil Aviation Department to 48 hours a week with a weekly day off, (xiii) failure to grant weekly off to operational staff of Civil Aviation Department (xiv) need to grant overtime allowance to chowkidars and sweepers on the same hourly rates as applicable to other operational staff of Civil Aviation Department, (xv) failure to implement the recommendation of Central Pay Commission regarding the grant of weightage for night duties, (xvi) failure to publish recruitment Rules and modifications in the policy of promotions from time to time, (xvii) failure to confirm non-gazetted staff against available permanent posts, (xviii) failure to send replies to representations even after years, (xix)

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failure to fill up sanctioned posts, (xx) failure to fill up the departmental quota for promotion to fire operators from Class IV staff for the past two years, (xxi) need to reduce the transport charges for school-going children at Nagpur airport, and (xxiv) promotions to class II Gazetted posts in Aeronautical Communication Service by seniority-cum-fitness. (14)]

Shri Indrajit Gupta: I beg to move:

"That the demand under the head other Revenue expenditure of the Ministry of Transport and Communications be reduced by Rs. 100."

[Failure to finalise the service Rules for the staff of the Department of Tourism pertaining to the confirmation and for the promotion of Upper Division Clerks to the grade of Assistants and of Assistants to the grade of Assistant Directors. (15)]

Shri Koya: I beg to move:

"That the demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100."

[Need for starting more telegraph, telephone and post offices in the Kozhikode and Palghat Districts of Kerala (18)]

Shri Sivamurthi Swami: I beg to move:

"That the demand under the head Capital Outlay on Roads be reduced by Rs. 100."

[Need for funds for new national highways in the South and for bridges on all big rivers. (20)]

Shri Koya: I beg to move:

"That the Demand under the head Capital Outlay on ports be reduced by Rs. 100."

[Need for developing the Beypore port into an all-weather port. (21)]

Shri Sivamurthi Swami: I beg to move:

"That the Demand under the head Capital Outlay on ports be reduced by Rs. 100."

[Need for allotment of more funds for the development of Mangalore and other ports on the western coast of Mysore. (22)]

Shri Dinen Bhattacharya: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced to Re. 1."

[Want of a co-ordinated National Transport policy. (23)]

Shri Indrajit Gupta: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[(i) Failure to assess credit worthiness of the India General Navigation and Rly. Co. Ltd. before advancing large loans to it, (ii) failure to secure visa facilities from Pakistani authorities for over 100 Indian crew of Joint Steamer Companies, (iii) slow progress in training Indian crews for inland river transport services and Indianisation of the same, (iv) need to take prompt measures to improve sand banks which are hampering river navigability in Sunderbans area, (v) need to open alternative water route between West Bengal, Bihar and Assam by connecting Mahananda, Teesta and Torsa rivers, (vi) adverse effect of Joint Steamer Companies' post-strike reorganisation on Indian employees contrary to Government's assurance, (vii) need for more buildings for Post and Telegraph offices and for the residence of employees and to open more Post and Telegraph offices in the rural areas, (viii) need to set up a negotiating machinery to settle all outstanding disputes of the employees of Posts and

Telegraphs Department and to implement the ICAO Assembly resolution emphasising on the States the need to raise the pay scales and improve the working conditions of staff engaged in air navigation and communication air traffic services, (ix) failure to check unauthorised occupation of the Civil Aviation quarters at Bombay airport, (x) failure to promulgate the Recruitment Rules during last fifteen years, and arbitrary changes in recruitment rules, (xi) purchase of 'Rolling on' fire crash tender from an unknown American firm causing loss of rupees five lakhs, and (xii) need for provision of cheap accommodation at the airport retiring rooms for use of non-gazetted staff on tour as available to gazetted officers. (24)].

Shri R. Barua: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[Need of air terminal building for passengers and staff at Rowrah, Assam. (25).]

Shri S. M. Banerjee: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100."

[(i) Special pay to officials performing the duties of cashiers in P. & T., (ii) promotional avenues and remuneration for supervisory cadres in P. & T., (iii) introduction of conciliation machinery and voluntary arbitration in P. & T., (iv) nationalisation of Air Transport (v) transport facilities to school going children of the employees of Civil Aviation Department, (vi) purchase of 'Rolligon' from foreign country for Civil Aviation, (vii) dissolution of Indian General Navigation and Rly. Co. Ltd., (viii) proposed retrenchment of employees serving under I.G.N. Rly., and (ix) attitude of Pakistan Government towards the Indian crew. (26)].

Shri R. Barua: I beg to move:

"That the Demand under the head Communications (including National Highways) be reduced by Rs. 100."

[(i) Need for proper and suitable bridge on National Highway No. 37 across the Bhogdoi River, (ii) need for declaring the road from Amguri and known as Dhodar Ali as a National Highway, (iii) need to declare Brahmaputra as a National Waterway, and (iv) need to upgrade the National Highways No. 31 and 37 in Assam and to provide suitable bridges and strengthen and replace the out-dated bridges. (28)].

Shri Indrajit Gupta: I beg to move:

"That the Demand under the head Mercantile Marine be reduced by Rs. 100."

[(i) Concessions given to Jayanti Shipping Company in respect of loans for acquiring ships, (ii) undesirability of permitting increased quantum of foreign capital participation in Indian Shipping without adequate safeguards, (iii) slow progress in development and expansion of the Shipping Corporation of India, (iv) need to step up pace of augmenting tonnage in the public sector of shipping, (v) need for stepping up indigenous ship-building capacity, (vi) need to provide employment in public and private sector shipping concerns to hundreds of shipping employees discharged by British firms in Calcutta. (29)].

"That the Demand under the head Capital Outlay on ports be reduced by Rs. 100."

[(i) Need for increasing allocations for Halda scheme, (ii) failure to take any direct responsibility for payment of adequate compensation and rehabilitation to persons evicted as a result of land acquisition for the Halda project, and (iii) need to improve dredging operations in River Hoogly. (30)].

Shri R. Barua: I beg to move:

"That the Demand under the head Capital Outlay on Indian Posts and Telegraphs (not met from Revenue) be reduced by Rs. 100."

[Need for a telephone exchange building and a central post office building at Jorhat. (31)].

Mr. Speaker: These Cut Motions are now before the House.

Shri S. C. Samanta (Tamluk): Mr. Speaker, Sir, the Ministry of Transport and Communications is an important one. How far industrially we may develop the country, if we have no sufficient transport and communication arrangement, then we cannot pull on. Even the defence of the country which is an urgent necessity will not be up to the mark if there be no sufficient transport and communication organisation.

My friend who last spoke pleaded for the separation of the Transport Ministry from the Communications Ministry. It is unfortunate that the transport department is being tagged on to this department or that department. It was with the Railways; it is now with Communications. It has no independent status. Why? Communications had its independent status; Railways has its independent status. This transport department deals with road transport, major and minor ports, shipping, shipyards, lighthouses, light ships, inland water transport, road development including national highways and central road fund, tourism, etc. It can demand to be an independent ministry. I request the Minister to see that this is considered by the Cabinet.

Shri Jagjivan Ram: It is a Ministry.

Shri D. N. Tiwary (Gopalganj): There should be a Cabinet Minister for that.

Shri S. C. Samanta: There should be an independent ministry of com-

[Shri S. C. Samanta]
 munications; an independent ministry of transport. It is so much inter-linked: railways, transport and communications. I was trying to have the posts and telegraphs department separated. In his regime I began and in his regime it has been created. Nobody is more glad than I that the P. & T. Board has been created and they are doing good work. The P. & T. Board should redress the grievances which were put forward in the House. I know they are going to be redressed. I refer to the accommodation for P. & T. employees, hospitals and other things for them; the P. & T. Board should be made to be in a position to do these things.

I was saying that transport is the main thing which can develop a country. I would have been glad if this Ministry had set up a committee on transport policy and co-ordination long before. It was set up only in July 1959; under the stewardship of Shri K. C. Neogy it is doing good work. This committee is finding out so many things so that definite co-ordination among means of communications and transport could be there. My friend here who spoke last was impatient. I am asking him to be patient because it has been handed over to such a person who will bring such co-ordination that we will not have to grumble any more. He is taking time. He has submitted a preliminary report in February 1961 and we are glad to see the things contained in this report.

As regards the border development board which has been formed under this Ministry, I may say this. We heard that about Rs. 10 crores had been sanctioned for the development of the northern part of West Bengal. For what purpose is this Rs. 10 crores to be spent? Is there any truth in it?

About the roads and bridges which we need so much at this emergent moment, we should reconsider the present practice of sending their

detailed estimates irrespective of their value to the Government of India for technical checking. If the estimated value of a work is less than Rs. 20 lakhs or so, it need not be sent to the Government here for technical clearance: they should be allowed to be sanctioned by the State Government because in this process no work is progressing. Within the framework of the Plan, all the intended works are not being done. They should be done.

My friend referred to the Calcutta port also, which, with its problem river Hooghly, is giving us trouble. I am referring to this every year in this House. Now, we are glad that we have taken it up; we are conversant with the problems of the river Hooghly. My hon. friend the Minister for Shipping, Rajbahadurji, had been with us to see river Hooghly; he went to the mouth of the Ganges he went up to Farakka and he saw all these things. After that, I think, the Government has taken a clear decision. They have come to know what the river Hooghly is, and what are the difficulties in the transport system of the Calcutta port.

Dr. M. S. Aney: Did he take a dip in the Ganga Sagar?

Shri S. C. Samanta: Calcutta port is an inland port and it has so many troubles, even then. At the ports which are situated right at the coast, such as Madras and Bombay, there are troubles. We were hearing that there were some siltations near the Bombay port. You will be astonished to hear that there are 11 bars between Calcutta and the mouth of the Ganges. They are going to hide or are hiding proper movement around the port. I am glad that they are now trying to save Calcutta port by establishing a subsidiary port at Haldia. For the establishment of the Haldia port, land that has to be acquired will be in five stages, and the area will be 17:524 sq. miles. Already acquisition has begun on the 28th March last. The first compensation was distributed amongst

the displaced persons. I have come to know from the newspapers that the compensation paid was at the rate of Rs. 2,300 per acre for paddy land, and for coconut trees, it was at Rs. 70 to Rs. 75 and so on. I am glad to know that the acquisition officer, the Deputy Minister of West Bengal and some others were present there to have the things done quickly.

In this connection, I would remind the hon. Minister of one thing. You know that for the Farakka barrage, for the solution of the local difficulties and for smoothening the work, the Ministry of Irrigation and Power has constituted an advisory committee with some Members of Parliament, some members of the State legislature, some local people and some representatives of the Government. I would request the hon. Minister to take this opportunity to have such an advisory board formed for Haldia, so that the local difficulties that will come up before them may be confronted and solved easily.

In the matter of acquisition of land, I have to demand of the Minister one thing. It is now April. The men who are displaced will get the money. But where shall they live? How can they build houses? The rainy season is ahead. They cannot build houses now. So, at least for the rainy season, they should be allowed to live. Let other things be done in the meanwhile; the paddy lands may be acquired.

In the future also, I would request the hon. Minister to bear this in mind: he should see that the State Government attends to this, namely, that the displaced persons are not put to difficulties. I would request the hon. Minister to see that the children of the displaced persons are looked after well. I request that they must be trained to become skilled or semi-skilled workers so that they may earn their livelihood from the port which is being established there. The land for the railways will be acquired; the railway line will be 35 miles

up to Panchkura. I would request the hon. Minister to think from now on about the aerodrome. He will require an aerodrome. Lands should be acquired for aerodrome, for coastal connections, road connections and immediately for the connection of electricity, so that work will move on well.

I shall conclude after referring to one more point. The Haldia port is to be a subsidiary port under the control of the Calcutta Port Trust. I want the Government kindly to think over a suggestion that I am putting before them. If the whole control is with the Port Trust of Calcutta, will they not import their skilled and unskilled people to the Haldia port, and so what will the local people do?—those who are displaced, those who have been dispossessed of land? They will now become homeless. So, I request the hon. Minister to see that, while this control will be kept, the displaced persons are not put to any difficulties. With these remarks, I conclude.

श्री विद्वनाथ राय (देवरिया): अध्यक्ष जी, कई मन्त्रालयों की मांगों पर बोलने के लिए प्रतीक्षा करने के बाद आज ऐसे मन्त्रालय पर बोलने का अवसर मिला है जिससे गांवों के गरीब से गरीब आदमी से लेकर शहरों के बड़े से बड़े पूंजीपति भी सम्बन्धित हैं।

इस मन्त्रालय के कार्य का महत्व इस आपातकाल में, इस चीनी आक्रमण के समय में, बहुत बढ़ गया है। मैं इस सम्बन्ध में मन्त्रालय का ध्यान अपने इलाके की ओर खींचना चाहता हूँ क्योंकि वह सीमा के नजदीक है। उस इलाके में होकर नेशनल हाईवे नम्बर २८ जाती है। उसकी दशा की ओर इस मन्त्रालय का ध्यान मुझे विशेष रूप से आकर्षित करना पड़ता है। वहाँ के लोगों की आर्थिक स्थिति सुधारने के लिए सरकार ने एक कमेटी नियुक्त की है और उसकी रिपोर्ट आने पर वह वहाँ के लोगों को सहायता देने की बात सोच रही है। यह

[श्री विश्वनाथ राय]

नेशनल हाई वे नम्बर २८ जो भारत की उत्तरी सीमा के साथ साथ जाती है आश्रम तक जा सकती है। उसकी और विशेष ध्यान देने की आवश्यकता है। मेरे एक प्रश्न के उत्तर में बतलाया गया था कि इसमें कहीं कहीं सुधार होगा और उसकी मरम्मत होगी, लेकिन साल भर बीत गया अभी तक कुछ नहीं हुआ।

आज जो देश की स्थिति है उसमें हम को एक स्थान से दूसरे स्थान को माल जल्दी जल्दी ले जाने की आवश्यकता बढ़ती जा रही है। इस कारण इस मन्त्रालय का भार बढ़ता जा रहा है, चाहे नेशनल हाई वे के सम्बन्ध में हो या अन्य पक्की सड़क बनाने के सम्बन्ध में हो। इस और अभी तक जितना ध्यान केन्द्रीय सरकार दे रही है उससे ज्यादा ध्यान देने की आवश्यकता है और इस काम पर अधिक व्यय करने की भी आवश्यकता है।

रेलवे के सम्बन्ध में तो तीन साल पहले एक रिपोर्ट में कहा गया था कि सड़क का ट्रांसपोर्ट बढ़ने से रेलवे की आय में कुछ कमी हुई थी। इससे भी यही साबित होता है कि हमको अपना माल इधर से उधर ले जाने के लिए सड़कों में सुधार करने की बहुत आवश्यकता है। इस और विशेष ध्यान देने की जरूरत है ताकि हमें जो दिक्कत अपना माख ले जाने में रेल के डब्बों की कमी के कारण होती है वह दूर हो जाए। खास कर इस संकट के समय हमें यातायात के साधन बढ़ाने के लिए सड़कों का विशेष प्रबन्ध करना चाहिए बनिस्वत उसके जो इस समय है।

मेरा सुझाव है कि पंजाब से लेकर असम तक एक ऐसी सड़क बनाने के लिए प्रबन्ध होना चाहिए जिससे कि हम अपनी रक्षा के लिए सामान एक स्थान से दूसरे स्थान तक आसानी से ले जा सकें। अभी लड़ाई बन्द है। लेकिन फिर किसी समय हो सकती है।

इसलिए अपनी रक्षा व्यवस्था को सुदृढ़ रखने के लिए हमको सड़कों में सुधार करना चाहिए। भारत के उत्तरी भाग में सीमा के किनारे जो सड़कें हैं, चाहे वे केन्द्रीय सरकार के अधीन हों या प्रदेशीय शासन के अधीन हों, उनको सुधारने का प्रयत्न होना चाहिए। जो सड़कें एक से अधिक राज्यों के अधीन हैं उनकी स्थिति जहां उन प्रदेशीय राज्यों की सीमाएं मिलती है अच्छी नहीं है। उन पर कहीं कहीं पुल नहीं हैं। उनको बसा कर ऐसा प्रबन्ध कर दिया जाए कि उत्तरी सीमा के पास पूर्व से पश्चिम तक आने जाने की अच्छी व्यवस्था हो सके और माल को इधर से उधर ले जाने की सुविधा हो सके। जहां दो प्रदेश के राज्यों की सीमाएं मिलती है उस स्थान पर यदि प्रदेशीय राज्य सरकारों पुल आदि का प्रबन्ध नहीं कर पातीं तो उस काम को केन्द्रीय सरकार को अपने हाथ में लेकर उसका प्रबन्ध करना चाहिए। या केन्द्रीय सरकार उन प्रदेशीय सरकारों को वहां से सुझाव दें कि दोनों राज्यों की सरकारों मिल कर वहां काम करें। हमारे माननीय मन्त्री को बिहार और उत्तर प्रदेश की सीमा पर ऐसी कुछ नदियों की जानकारी है जो उन दोनों प्रदेशों की सीमा पर हैं। वहां महत्वपूर्ण सड़कें हैं। इन सड़कों के अच्छा बन जाने से नदियों पर पुल बन जाने से उत्तरी बिहार और पूर्वी उत्तर प्रदेश के बीच आवागमन में सुविधा हो सकती है। साथ ही साथ आज एक यह प्रश्न हुआ था कि हम अपना माल असम तक आसानी से पहुंचा सकें और देश की सुरक्षा की दृष्टि से जो यातायात के साधन हैं के द्वारा कैसे हम सुविधापूर्वक माल भेज सकें, तो उस सड़क के तैयार हो जाने से यह काम सुविधाजनक रीति से पूरा हो सकता है।

उत्तरी बिहार और पूर्वी उत्तर प्रदेश को मिलाने के लिए जो छोटी गंडक या बड़ी गंडक है उन पर पुल बनाने की बात है उसके लिए आप स्वीकृति प्रदान करें। दोनों प्रदेशीय सरकारों को इसके लिए उचित सुझाव दें या

बहूरी आदेश देकर यह काम करवायें ताकि जो भी छोटी या बड़ी कठिनाई देश की रक्षा के रास्ते में आती हो, वह दूर हो जाय।

मैं यहाँ पर नेशनल हाईवे नम्बर २८ की ही बात नहीं करना चाहता हूँ। बंगाल और असम के बीच की जो सड़कें हैं, मैं केवल उन्हीं के बारे में नहीं बोलूंगा बल्कि कुछ छोटी मोटी सड़कों की वास्तु भी अपनी बात कहना चाहूंगा। जैसे उत्तर प्रदेश की राजधानी लखनऊ से नैनीताल अल्मोड़ा होकर सीमा की तरफ जाने वाली सड़क है, उसकी ओर मैं मन्त्रालय का ध्यान दिलाना चाहता हूँ। अन्य स्थानों पर जहाँ भी ऐसी सड़कें हैं उन सब के बारे में मैं सरकार का ध्यान आकर्षित करना चाहता हूँ। मैं यह भी बतलाना चाहता हूँ कि पिछले संकट के समय कुछ क्षेत्रों के बारे में मझे यह जानकारी हुई कि जिस समय उधर ट्रक वगैरह जाने लगे तो वह रास्ता लोगों के लिये इस कारण बन्द करना पड़ा कि सड़कें पतली थीं। लखनऊ से नैनीताल और अल्मोड़ा तक जो सड़क जाती है, रक्षा के दृष्टिकोण से और दूसरे यातायात के अर्थ से भी जो उधर काफी बढ़ गया है, वह सड़क उतनी ही पतली है जितनी पतली वह जंगल में बनते समय थी। उन सड़कों को अधिक चौड़ा करने के लिए कोई प्रबन्ध नहीं हुआ है। किसी तरह का उनमें इम्प्रूवमेंट अथवा सुधार अब तक नहीं किया गया है। सरकार का ध्यान ऐसी सड़कों की ओर जाना चाहिए। मैं इस बात से इंकार नहीं करता कि सड़कें कई प्रदेशीय सरकारों के अन्तर्गत हैं और उनका ठीक करना और सुधार करना मुख्यतः राज्य सरकारों का काम है। लेकिन मैं यह अवश्य कहूंगा कि जिन सड़कों का महत्व सीमा तक जाने के कारण सुरक्षा दृष्टि से अधिक बढ़ गया है उन सड़कों को या तो केन्द्रीय सरकार अपने हाथ में ले ले या फिर उन सड़कों के सुधार के लिये प्रदेशीय सरकारों को विशेष अनुदान दे, उनकी उप योगिता बढ़ाने और उन में सुधार

करके और अधिक चौड़ा करवाये ताकि राष्ट्रीय संकट काल में उनकी आवश्यकता पड़ने पर वह कठिनाई हल न आये जो पिछले समय आई थी।

राष्ट्रीय सुरक्षा और अपनी अर्थ-व्यवस्था में सुधार के कारण मालों का यातायात बढ़ाने के ही सम्बन्ध में नहीं बल्कि कुछ सामान ऐसे हैं जिनके यातायात के सम्बन्ध में रेलवेज को कठिनाई होती है, इस सदन में प्रश्न भी होते हैं और वहस भी होती है। उन चीजों के यातायात के लिये भी सरकार प्रबन्ध कर सकती है। उदाहरण के लिये मैं कोयले की बात कहना चाहता हूँ। सम्भव है कि कुछ सदस्यों या सरकार की तरफ से यह उत्तर मिले कि जहाँ रेलवेज हैं वहाँ पर सड़क से यातायात का प्रबन्ध उन चीजों के लिये राजकीय ढंग से नहीं कर सकते हैं। लेकिन मैं मंत्री महोदय को बतलाना चाहता हूँ कि उत्तर प्रदेश की सरकार को जिसने रोडवेज चला कर करोड़ों यात्रियों को आवागमन की सुविधा दी है उससे केवल यात्रियों के लिये ही सुविधा नहीं हुई है बल्कि वहाँ पर इस से सरकार को लाभ भी हो रहा है। इस तरह की स्कीमों से जैसे यहाँ दिल्ली से लेकर गोरखपुर तक आने जाने की आवागमन की सुविधा या इसी तरह उस सूबे के एक कोने से दूसरे कोने तक यात्रियों को रोडवेज से पहुँचाने की सुविधा है उसका असर रेलवेज पर भी पड़ता है। यात्रियों को तो यातायात में सुविधा होती ही है। इसके अतिरिक्त रेलवेज को मास आदि एक कोने से दूसरे कोने में ढोने में जो कठिनाई होती है वह भी दूर हो सकती है। इस लिये इस तरह की नेशनल हाईवेज माल आदि ढोने और यात्रियों के आवागमन के लिये एक कोने से दूसरे कोने तक बननी चाहिये। माल की ढलाई के लिये ट्रक वगैरह का मुना-निब इंतजाम हो। विशेष कर कोयले की लदाई

[श्री विन्वनाथ राय]

के सम्बन्ध में जो कठिनाई इस समय होती है उसको सरकार को ठीक मुनासिब इतजाम करके अवश्य दूर करना चाहिये ।

अभी कुछ दिनों पहले खान और ईधन मंत्रालय की तरफ से इस बात की घोषणा हुई थी कि देश के विभिन्न भागों में कोयला पट्टुचाने के लिये हम नदी और सड़क से प्रबन्ध करेंगे लेकिन न जाने वह क्यों ज्यों का त्यों पड़ा हुआ है ? मैं अपने क्षेत्र की या उत्तरी बिहार की बात जानता हूँ । जो पिछड़ा हुआ इलाका है, जहाँ हर साल बाढ़ आया करती है, जहाँ कि हर साल सैकड़ों या हजारों घर गिरते हैं, वहाँ पर छोटी मोटी चीजों के लिये भी मसलन इंटें पकाने आदि के लिये भी कोयले की कमी पड़ती है । कोयला नहीं मिलता है और रेलवेज से उसका मुनाब सिब इन्तजाम नहीं होता है । इस कारण वहाँ लोगों को बहुत कठिनाई होती है । अगर उत्तर प्रदेश की सरकार अपनी रोडवेज चला कर यात्रियों को सुविधा दे कर लाभ उठा सकती है तो अगर केन्द्रीय सरकार की तरफ से भी कोई योजना ऐसी चला कर जिससे अन्तर्प्रान्तीय प्रबन्ध के मातहत माल एक प्रदेश से दुमरे प्रदेश में भेजा जाय तो वह भी सफल हो सकती है । मेरा निवेदन है कि इस प्रकार की कोई योजना चलाने के लिये इस मंत्रालय को विशेष ध्यान देना चाहिये ।

जहाँ राष्ट्रीय सकट काल में सड़कों का अपना विशेष महत्व है वहाँ हवाई जहाजों का भी बहुत अधिक महत्व है । जहाँ तक हवाई-जहाजों या हवा में उड़ने की बात है इस के बारे में आज देश का दुनिया का और हम सब लोगों का ध्यान जा रहा है । उस के लिये फ्लाइंग क्लब्स होने चाहिये । आज फ्लाइंग क्लब्स की तरफ सरकार का अधिक ध्यान जाना चाहिये । यूँ तो सरकार का ध्यान एक बात पर रहता है लेकिन इस बारे में

कठिनाई यह है कि कुछ बड़े शहरों जैसे दिल्ली, लखनऊ या बम्बई आदि में ही इस तरह के फ्लाइंग क्लब्स का इतजाम है दूसरी जगहों पर इस की कमी है । आज आवश्यकता इस बात की है कि हमारे युवक चाहे वह स्कूल के हों या और भी हों उन का ध्यान आकाश में उड़ने का प्रशिक्षण पाने की तरफ जाय । ऐसा होने से जहाँ आवागमन की सुविधा बढ़ेगी वहाँ देश की सुरक्षा की दृष्टि से भी महत्वपूर्ण होगा और उसमें देश की रक्षा यह करने का उत्साह बढ़ेगा ।

इस के लिये यह भी आवश्यक है कि जहाँ पर डिफेंस वाले ऐयरोड्रम बन रहे हैं या पहले भी बने हुए हैं और सुरक्षा के लिये उनकी संरक्षादेश में बढ़ाने का प्रयास किया जा रहा है वहाँ यह भी आवश्यक है कि उनके पास जो छोटे मोटे ऐयरोड्रम हैं उनको मोर्डर्न लाइगेन्स पर इम्प्रूव कर लेना चाहिये ताकि सिविल एवियेशन के काम के साथ ही साथ कोई संकट आने पर उनका उपयोग रक्षा के लिए भी किया जा सके । अगर सचमुच लड़ाई छिड़ जाय तो हमें उसके लिये पूरी तरह से तैयार रहना होगा । इस लिये आवश्यक है कि जो ऐयरोड्रम पहले से बने हुए हैं किन्तु विल्कुल उपेक्षित पड़े हुए हैं उनको सुधार जाय ताकि जरूरत पर उनका भी उपयोग देश की रक्षा के काम में किया जा सके । ऐसा होने से जहाँ सिविल एवियेशन की सुविधा बढ़ेगी वहाँ देश की सुरक्षा की दृष्टि से भी यह बात लाभप्रद सिद्ध होगी ।

मेरे क्षेत्र देवरिया कसया में एक ऐयरोड्रम पहले से है । यह एक छोटा मोटा ऐयरोड्रम था लेकिन आज वह चुरी हालत में पड़ा हुआ है । अगर उनको किसी समय इस्तेमाल करने का आवश्यकता पड़े तो वह इस्तेमाल नहीं किया जा सकता है । इस से उसको थोड़ा सा रुपया खर्च करके ठीक किया जा सकता है । यह किया जाना चाहिये । इस लिये

मेरा कहना है कि इस तरह के छोटे एयरो-ड्रम्स को भी मुधारा जाय ताकि भविष्य में आवश्यकता पड़ने पर उनका उपयोग किया जा सके ।

अब कसया एक ऐसा स्थान है जहाँ पर केवल भारत के ही लोग नहीं आते हैं बल्कि श्याम, लंका, बर्मा और जापान आदि से भी यात्रा आते हैं । उसका सुधार करके राष्ट्रीय सुरक्षा और सिविल एविएशन दोनों दृष्टियों से हम उसका उपयोग कर सकते हैं ।

अध्यक्ष महोदय, अन्त में मुझे हवाई जहाजों ट्रकों और मोटरों की बात के अलावा एक अन्य बात की तरफ सदन और मंत्रालय का ध्यान दिलाना है और वह है हमारी पोस्टल सर्विस । आज पांच नये पैसे के पोस्टकार्ड से जो सेवा होती है वह रेलवे के बाद दूसरे नम्बर की सेवा है जो इस मंत्रालय के द्वारा जनता को सुलभ होती है । मैं इस मंत्रालय को इस बात के लिये बधाई देना चाहता हूँ कि उन्होंने हजारों नये नये पोस्ट आफिसेज गांवों में खोल कर ग्रामीण जनता को सुविधा पहुंचायी है । इस के साथ ही आवागमन में कम खर्च करने की सुविधा जो जनता को मिल रही है उससे जनता काफी प्रभावित है मैं इससे इंकार नहीं करता । उसमें कुछ कठिनाइयाँ और कमजोरियाँ हो सकती हैं । मैं आशा करता हूँ कि वे भी दूर की जायेंगे ।

मैं टेलीग्राफ आफिसेज और टेलीफोनस के बारे में अपने मंत्री महोदय का ध्यान आकर्षित करना चाहता हूँ । एक योजना को उन्होंने पहली बार इस मंत्रालय को सन्हालते हुए चालू किया था । कम से कम मैं अपने उत्तर प्रदेश देख रहा हूँ कि दस योजनाओं पूरा करने में कुछ असफलता हुई है । वह योजना यह है कि हर एक पुलिस स्टेशन पर एक टेलीग्राफ और एक टेलीफोन आफिस हो जिससे शासन का ठीक से प्रबन्ध हो सके और साथ ही साथ तार की जनता को सुविधा पहुंच सके । उस योजना को घोषित किये मेरा ख्याल है कि कोई ७-८ साल होंगे

लेकिन अब तक वह योजना कम से कम पूर्वी उत्तर प्रदेश और बिहार में चालू नहीं हुई है । उसको चालू करने जहाँ आप शासन को कार्यक्षमता बढ़ा सकते हैं वहाँ जनता को भी इसकी सहूलियत दे सकते हैं ।

अन्त में मैं माननीय मंत्रा जी का ध्यान इस बात की ओर आकर्षित करना चाहता हूँ कि छोटे छोटे पोस्ट आफिसेज में सेविंग बैंक खोलने की व्यवस्था की जाये । पोस्ट आफिस तो काफी खूल रहे हैं और उन से लोगों को बहुत सुविधा मिल रही है, लेकिन उन में सेविंग बैंक खोलने की तरफ ध्यान नहीं दिया जाता है । कभी कभी इस विभाग के जिला-स्तर के अधिकारी किसानों को सँ कठिनाई या असुविधा के कारण इस ओर ध्यान नहीं देते हैं । लेकिन सब पोस्ट आफिसेज में सेविंग बैंक खोलने से एक एक जिले या प्रदेश में लाखों करोड़ों रुपयों का फायदा हो सकता है । सरकार अपनी बचत योजनाओं को सफल बनाना चाहता है । इस लिये यह आवश्यक है कि छोटे छोटे पोस्ट आफिसेज में भी सेविंग बैंक खोलने की व्यवस्था की जाये ।

धन्यवाद ।

Shri U. M. Trivedi: Mr. Speaker Sir, it is very true that this Ministry has the biggest amount of work allotted to it. The variegated nature of the work is there and, certainly, although both the Ministers are very much experienced in it, yet they might be finding it extremely difficult to handle it.

An Hon. Member: No. no.

Shri U. M. Trivedi: Naturally, we should all desire that they must be provided with some two good Deputy Ministers to lighten the burden upon them.

Shri Raj Bahadur: There are.

Shri U. M. Trivedi: Sir, the question that comes foremost of anyone who studies the work of the postal department is that the most hard-worked postal official gets no housing accommodation for him. The Railways have most assiduously pursued

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this matter in trying to provide housing accommodation for their employees. The Postal Department in this respect has lagged very much behind. At certain places, even the postmasters in charge of the post offices are not provided with accommodation. If at all they are provided with accommodation, in some places I have seen that they are not accommodation-fit for even porters or coolies to live in.

This was a department which in the old golden days was considered to be the most honest department. In those days the postal employees were considered the most honest men.

Shri Jagjivan Ram: They continue to be so.

Shri U. M. Trivedi: But, unfortunately, defalcations in this department are on the increase. Some method must be now adopted whereby these defalcations must be checked. Any amount of instances we will be able to find about the wastage that is there. They are all published in the Appropriation Accounts for the last two years, and I hope the hon. Ministers must have applied their mind to this wastage. Things must be thought out from the very beginning. Orders must not be placed and huge stocks of stores must be not be allowed to land without having proper use for them. Sometimes they are discarded also in the bargain without having something to gain out of it.

Sir, it has been felt by us that every year, by some method or the other, some slight increases in the postal rates are effected. We have seen them slowly and slowly rising. From 5 annas for registration, I think it is now coming up to 14½ annas. I think that is now being suggested. Why should this be charged so much, I cannot understand. In the case of post card it has been suggested that the rate should rise from 5 naye paise to 6 naye paise—in other words, one anna for the post card which Babu Jagjivan Ram and myself used to post for one pice only.

We have increased enormously our postal rate on the envelope also. Yet, probably to make both ends meet, we have again cast our eyes upon the user of the post card also. The post card has gone out of use so much that it is now being used only by the very poor people who do not want to hide anything and who want to write everything on an open post card. Only very plain, simple and honest people use these post cards. The rich people want to use envelope and they do not care if they pay a little more (*Interruption*).

Postal and telegraph delays and wrong deliveries of postal articles have increased to a very great extent. I will narrate one very easy example. I addressed a letter to one very important person. Instead of that being delivered to him it was delivered to Seth Govind Das.

Shri Jagjivan Ram: He is also very important.

Shri U. M. Trivedi: The other gentleman was equally important—he was Shri Govind Lal a mahant of a particular place. Instead of being delivered to the mahant it was delivered to Seth Govind Das although all particulars were given on the address. This is a daily occurrence. I had occasion very recently to go to Jagbalpur and I wanted to send a telegram. The signaller would not read my hand-writing. Certainly, I do not write a very bad hand. But he could not read it. He just threw the paper away saying: ऐसा नहीं पढ़ सकते हैं। ए बी, सी, डी में लिखिये। I could not understand what he meant by "A,B,C,D". Then I realised that he wanted me to write in capital letters. If there are such employees who cannot read even ordinary writing I do not think they should be in such employment at such important stations.

Mr. Speaker: He has given me a good remedy, because sometimes I also find it difficult to read an Hon. Member's hand.

Shri U. M. Trivedi: Sir, the telegraphic charges are on the increase, and we are now suggesting longer telegrams with higher charges. Slowly but surely we have been feeling that there is something radically wrong with the telegraph branch of our Posts and Telegraphs Department. Send a telegram even to a distance of 50 miles, you are sure to walk that distance but the telegram may not reach its destination. We can never expect that ordinary telegrams will reach their destinations before you reach them by train. What is the function of a telegram if it is not telegraphed. The very word indicates that the writing is to be carried to distances by virtue of the use of an instrument evolved long long ago, now a century old. We are going back and the telegraph system has become useless for that purpose. The worst offenders in this case are the so-called licenced telegraph offices of the Railways. The very first thing they will say is: "Go to the Post and Telegraph office". A passenger travelling on the train will not go to a Post and Telegraph office to send a telegram. If he could do that he would not have gone to the station at all. These offices at the railway stations are meant for it. At some important stations they are supplied with government telegraph system. Even though the dummy is supplied to them by the Government, they will not make use of it. They will never send a telegram by the ordinary circuit by which they send the telegrams of the Railways. I do not know why it is so. Is any check being made by the Government that they should not use the instrument or is any check made by the Railway Administration that they should not use the circuit which is meant for their telegrams? Railway telegrams are not so numerous. Nowadays, the railways have developed wireless lines and, therefore, the congestion on the railway telegraph lines has been reduced to a very great extent. Yet, this difficulty has been felt. Some of the signallers

are so bad and so callous that once I noticed that they put a big stone on the dummy so that it may not make any noise when they are sleeping. We must put a check to all such actions and those people must be brought to book for doing such wrongs.

16 hrs.

Shri Joachim Alva: The railway telegraphists are both inefficient and non-co-operative.

Shri U. M. Trivedi: All these qualities are always found only by you

Shri Raj Bahadur: By "you"?

Shri U. M. Trivedi: I am sorry, Sir. I meant Shri Alva.

Very recently, I made a request to our hon. Minister to provide some PCOs in the district from which I come, which is in my constituency. He was pleased to listen to me very sympathetically. An amiable gentleman as he always is, he gave me a good hearing and assured me that everything possible would be done. But, unfortunately, for the last one year, although I have been making frequent requests, this has not been done, and the excuse is—and he was justified in giving that reason—that due to the emergency the stocks have been depleted. But I find from the Report that there have been increase of 217 telegraphic offices and 247 PCOs during 1961-62. If this increase can be carried out in other areas, I certainly feel that the unfortunate Madhya Pradesh also must get some consideration at his hands, particularly the district from which I come, which is no doubt a very backward area. The four stations which I have mentioned are Piplia, Malhargarh, Narayangarh and Swasra, all within my constituency. All these four stations have got telegraphic instruments for the railway stations. Therefore, when 33,000 additional telephones have been supplied how four instrument telephones could not be spared for these particular stations passes my comprehension. I would make a very earnest request to the hon. Minister to kindly look into the matter. As a

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matter of fact orders were placed for supplies for these four stations but, somehow or other the Engineering Branch, which deals with it, does not consist of very honest persons. They always try to make money out of the supply of instrument to places where they are to be installed.

Shri Birendra Bahadur Singh (Rajnandgaon): Please include my Drug district also for this purpose.

Shri U. M. Trivedi: Yes, that must also get that benefit.

Then, another thing which has struck me very recently was the carelessness with which the R. M. S. people have started handling Postal articles formerly only railway porters handled railway parcels, even when they contain labels like "glass—handle with care", "keep this side up" or that side up. They callously throw those parcels, ignoring all those labels. But this was not the practice in post offices; the postal people used to handle things very carefully. But, unfortunately, very recently I had occasion to see at Nagda how postal parcels and bags were being thrown in and across. From the carriages they are thrown across the railway lines, then they are taken up and thrown across to the platform and then again thrown into the compartment. I accosted the person concerned, but he said:

साहब क्या करेंगे । दो आदमी हैं, इतने सारे पैके आते ह ।

"I cannot handle it alone". So, this sort of thing is taking place. I hope the hon. Minister will look into this state of affairs.

Then I would like to say a few words about the recruitment policy of the Posts and Telegraphs Department. On account of the change in the recruitment policy, persons of a particular type coming from a particular area of the country get recruited in larger numbers than the local people who are available at the local stations. Something must be done so that the recruitment is spread all over India; it should not be limited

to particular areas where people are always aspiring for service.

Shri Jagjivan Ram: Will he kindly amplify that? I have not been able to follow his point.

Shri U. M. Trivedi: All the new recruits are people from Delhi, refugees and others. Only they get recruited and boys coming from the rural area in my State get no chance whatsoever in recruitment.

Shri Jagjivan Ram: They don't apply or what?

Shri U. M. Trivedi: They do. But they never get a reply.

Shri Jagjivan Ram: I am surprised. Everybody was called for the examination.

Shri U. M. Trivedi: You will be surprised because these things are not brought to your notice.

Shri D. C. Sharma (Gurdaspur): Why are you against refugees?

Shri U. M. Trivedi: It is not a question of refugees. It is a question of employment for all.

Then the question is about the wireless licences that are being issued. Unfortunately, the rule, as it exists, is even if the wireless is not working, the set is useless, the wireless licence has got to be obtained.

Shri S. M. Banerjee: Sell it out.

Shri U. M. Trivedi: That is all right. But that fellow also will have to pay it. The whole question is, somebody will have to pay it.

Shri S. M. Banerjee: I will buy it.

Shri U. M. Trivedi: Do it. Therefore, some method must be evolved whereby a certificate can be issued to the effect that a particular set is of no use and under those circumstances this must be exempted from the charge which is to be levied because, I say, it has been made a penal offence also. Therefore, it becomes extremely difficult.

Then, about the improvement in the technique of our receiving mes-

sages and other things, the new system of pulse and digital has been in use at some places during the last decade. But I do not know whether we have made any use of this up to date. I would request the hon. Minister that he must make use of not only his knowledge but also the knowledge that is available to him through his officers and all the recent advances of technical nature must also be made use of because this is specially a science subject in which proper use of technical knowledge is to be insisted upon so that the progress along with the other countries must be maintained in this direction.

Then, I would say something about this Transport Department, for a short time, over which also our Ministers rule. This Transport Department is a very big department in itself. We spend thousands and thousands and lakhs and lakhs of rupees and I am glad that we have now got a Border Transport Board also. But what has been the progress? Even today, when I was reading this report, I find some cost of limitation is being put there. There is the Joshimath-Rishikesh road. Why Joshimath-Rishikesh road? Why cannot this name be extended? When the road is being extended. I have myself seen it. It is being extended to Badrinath; it is being extended to Kidarnath. Why still there is an indication that it is being extended only upto Rishikesh? Why is there no rapid progress of this road? Only here and there is work going on 5 labourers here and 8 labourers there and 10 labourers at another short distance and that is all. The progress is nothing. It is negligible progress. Why should not the progress be very rapid particularly when this emergency is facing us for the last 8 years practically. Why has the progress been delayed to that extent? I would, therefore, say that in this direction also, our efficiency must be made to be felt.

Then, a proposal, a very worthy proposal, had been made for, what

you call, unrestricted movement of vehicles chartered by tourists. It was a most desirable thing. Now sometimes people make use of even motor vehicles for their pilgrimage. They purchase a vehicle and they want to go all over India and perform their pilgrimages and save the space in the Railways also. If such people, or even the tourists coming to India, require that a particular type of licence must be given to them, by which no further counter-signature of any nature is to be made, that particular rule must now be made current for the purposes of such tours. It has been said that a committee was set up at the conference of State Transport Commissioners held in January 1962 to suggest measures to ensure un-restricted movement of vehicles chartered by tourists and the committee has recommended that a certain number of taxis and a certain number of other vehicles by each State may be licensed for this purpose. I do not know what has happened about it. Steps have been taken; they have not fructified up to 1963.

Then, about the making of roads. I do not know how some States always manage to get a share bigger than others. I always feel for my State; probably because there is no very senior Minister from my State, there is nobody to push things in the Cabinet.

Shri Jagjivan Ram: Your State is in the centre.

Shri U. M. Trivedi: That is why it is made into a zero. I am thankful to you. Madhya Pradesh has been given for road development Rs. 17.30 lakhs whereas Orissa has been given Rs. 237.99 lakhs. Bihar, the State of my friend the Minister has been given Rs. 476.85 lakhs; Maharashtra even has got Rs. 218.80 lakhs which has taken a big slice of the old Madhya Pradesh area. Why such a big difference of giving only Rs. 17.30 lakhs? Still go a little further. The loan which is required for the purpose of

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expansion has yet to be granted. Madhya Pradesh has not yet been provided with any grant from the Central Road fund. Why this differentiation? I will request that this discrimination between State and State to such a great extent must be avoided.

Another thing that I would like to bring to your notice is this. At some places, we have introduced what we know as the State transport corporation, that is nationalisation of highways. But, we have not yet introduced nationalisation of goods carriers, so far as goods transport is concerned. A complaint has reached me that at Shillong, the movement of potato and movement of other commodities from Shillong to Gauhati is so controlled by the Government of Assam that only particular vehicles belonging to the Assam Government are allowed to carry the potato, with the net result that the poor tribal people suffer on account of high prices. The Government charges Rs. 2 per maund of potato to be moved from Shillong to Gauhati, a distance of 56 or 57 miles. At other places, hardly 6 annas per maund are charged. Why is such a heavy rate charged and this is the commodity made dearer and not made available in the market? Naturally, the middleman gets more profit and the poor tribals less on account of this high rate. This must be looked into and must be checked. I do not know how much time I have taken. But, I will like to finish very soon.

I come a little to the shipping business in our country. The question of shipping has been neglected—neglected in the sense that mercantile marine which ought to have been developed to a very great extent is still in its infancy. We have not developed it at all—not worth the name, or commensurate with the vast coastline that our country has got.

Shri D. C. Sharma: Which are the harbours of Madhya Pradesh?

Shri Kapur Singh (Ludhiana): Madhya Pradesh is the hub of India.

An Hon. Member: Narmada is there.

Shri U. M. Trivedi: People are not yet made sea-minded and recruitment is also of a very meagre type. So much so that—I will read one sentence that is there in the report—visa facilities have been provided for Pakistani nationals for our mercantile marine. Why is this; I do not understand. We had one difficulty very recently and if I remember aright, the hon. Minister Shri Raj Bahadur had to run to the Assam front to make some arrangement very recently for breaking their strike. Upon these people we should not depend. After all, they are different nationals and they are foreigners. On them we cannot depend. The earlier we do it, the better it is for us.

One thing which strikes me in this connection is this that somehow this public sector malady that has gone into us is not a very paying business for us. It is costing us heavily, and either some remedy must be found for getting more benefit from this public sector or something else must be suggested against this public sector.

I gave an illustration of the Hindustan Shipyard Limited. The total outlay is about Rs. 5,78,50,000, and the profit that this company has given to us is the bare sum of only Rs. 43,000 giving us a yield of 0.0016 per cent. It is a very shameful thing that we are having. Again, I shall give the illustration of Air India. In Air India, the outlay has been Rs. 2,520 lakhs, and the profits have been Rs. 38.86 lakhs, giving us a yield of 1.3 per cent. only. Then, again, in the IAC, the outlay has been Rs. 1,920 lakhs and up to 1962, the profit that we have been given is Rs. 7.88 lakhs, which gives us a yield of 0.4 per cent. I say that it is high time that public money is not invested in this manner or at least not given in the hands of such people as cannot give a proper return for the money that we have so far invested.

Shri Jagjivan Ram: What was the profit when it was in private hands?

Shri U. M. Trivedi: I am thankful to the hon. Minister for having interrupted me in this manner. I must tell him that in the private companies, it is this Government which has accepted the proposition that 6 per cent standard profit must be there, and it is on account of this 6 per cent standard profit that is allowed to them, that we are now going to pass into law the new taxation measure, namely the Super-Profit Tax Bill; there you assume and presume that 6 per cent profit is necessary.....

Shri Jagjivan Ram: What relevance has it got with this?

Shri U. M. Trivedi: Then again, if you go to any income-tax officer, he is not prepared to believe what you say. If any trader tells him that his profit is only 3 per cent, he is not prepared to believe him, and he says that his profit would be 30 per cent or 20 per cent or 40 per cent. So, this matter must be looked into.

Shri Morarka (Jhunjhunu): The hon. Member has not answered the question asked by the hon. Minister.

Shri U. M. Trivedi: If the income-tax officer could say like that to the trader, can we not also tell our hon. friend here that he should also make this profit of 6 per cent? The investment made by Government is Rs. 920 crores, and that is giving at present a yield of only 0.93 per cent. For eight years, if the yield was calculated at the rate of about Rs. 54 crores per year multiplied by eight, then that would come to a profit of about Rs. 400 crores, and there would be no need for any taxation this year if that thing had been done by us.

Dr. M. S. Aney: The hon. Minister had risen twice to interrupt you and say something.

Shri U. M. Trivedi: I do not want to yield. He will have his chance tomorrow.

I would, therefore, say that even the high salaries that are being paid in the IAC or in Air India must always be commensurate with the work that is to be done by them, and at the same time, they must bear some proportion to the salaries drawn by the other employees similarly employed at other places, and must not be so out of proportion as to us no yield. You say that you are earning Rs. 1501 lakhs in IAC, but you are spending Rs. 1494 lakhs for maintaining this thing. This is no good business at all, that you spend all that and yet go on taxing the people so heavily and again go on spending money like this. So, something should be done.

You are in charge of a very big Department. I know that it is a very big department.

An. Hon. Member: He is referring to your department, Sir?

Shri U. M. Trivedi: I have taken a good deal of time already.....

Mr. Speaker: If even a Member like Shri U. M. Trivedi cannot address the Chair, what should I do?

Shri U. M. Trivedi: I am sorry, I did not hear the second bell. I conclude now.

श्री कामले (लाटूर) : अध्यक्ष महोदय, परिवहन तथा संचार मंत्रालय का और से जो मांग आज प्रस्तुत की गई है उस का समर्थन करते हुए मैं अपने कुछ विचारों को रखना चाहता हूँ ।

यह विभाग देश के लिये एक विशेष स्थान रखता है और यह बहुत महत्वपूर्ण विभाग है । इस विभाग से जनता का सम्पर्क, उद्योग व्यापार का सम्पर्क और सुरक्षा का सम्पर्क होता है ।

अध्यक्ष महोदय : माननीय सदस्य एक मिनट के लिये मुझे माफ करेंगे । आज हम को इस मांग पर विचार दो बजे शुरू करना था, लेकिन हम ने उस को २.४५ पर शुरू किया । इस तरह से हम ४५ मिनट पीछे चले गये ।

[अध्यक्ष महोदय]

अगर मेम्बर साहबान मान जायें तो मैं दर-
खास्त करूंगा कि आज हम आधे घंटे का समय
और ले लें और साढ़े छः बजे तक बैठ जायें।

श्री उ० म० त्रिवेदी : आज नहीं साहब,
आज तो हम सोच रहे थे कि ५ बजे का रूल
चलाया जायेगा।

अध्यक्ष महोदय : ५ बजे का तो सवाल
है पैदा नहीं होता क्योंकि ६ बजे तक तो वैसे
ही सदन को बैठना है।

Shri D. C. Sharma: It would be
difficult for us to sit late today be-
cause today is Tuesday and some of
us are fasting. We can sit late to-
morrow.

Mr. Speaker: The Minister says
that he has to leave tomorrow at
about 7 P.M. and he desires that he
might be free at about 6 P.M. So it
would be difficult for us to sit late
tomorrow if he has to reply at the
end.

श्री तुलशी दास जाधव (नादेड़) :
साढ़े ६ बजे तक चलने दाजिए।

Shri D. C. Sharma: Then we shall
oblige him.

Shri Jagjivan Ram. I am thankful
to the House.

श्री कामले : मैं कह रहा था कि इस
विभाग का जनता से बहुत बड़ा सम्पर्क है,
इसलिए यह महत्वपूर्ण विभाग है। यह
विभाग ऐसा है जैसेकि शरीर में नाड़ियां
और धमनियां हैं, जोकि सारे शरीर में रक्त
का संचार करती हैं। इस प्रकार यह विभाग
भी है। देश में सड़कों का, तार का, टेली-
फोन का तथा अन्य यातायात के साधनों
का प्रबन्ध कर के देश के कार्य को ठीक तरह
से चलाने में महत्वपूर्ण योग देता है। यह

विभाग जिन मंत्रों महोदय के हाथ में है उन
से इस विभाग का प्रगति का आशा है क्योंकि
इस से पहले जो भी विभाग हमारे मंत्री जो
के हाथ में रहे हैं, उन में उन्होंने ने काफी
प्रगति की है। इसलिए हम को विश्वास है
कि इस विभाग का भी वह उसी प्रकार उन्नति
करेंगे।

सारे देश को यातायात की दृष्टि से
यह विभाग कई भागों में बांटा गया है।
लेकिन समय कम होने के कारण मैं उस विषय
को चर्चा विस्तारपूर्वक नहीं कर सकता।
केवल जिस प्रदेश से मैं आता हूँ उस की
कठिनाइयों की ओर मैं मंत्री महोदय का
ध्यान दिलाना चाहता हूँ।

अभी महाराष्ट्र के विषय में माननीय
सदस्यों ने आंकड़े दिए हैं। मैं उस में जाना
नहीं चाहता। महाराष्ट्र के जिस भाग से
मैं आता हूँ उस को मराठवाड़ा कहते हैं। यह
भाग पांच जिलों का है। यह भाग पहले
हैदराबाद राज्य के अन्तर्गत था। निजाम
के समय में इस प्रदेश का बहुत कम विकास
हो पाया। जो देश का भाग अंग्रेजों के अधीन
था उस में कुछ विकास हुआ भी लेकिन जो
राज्यों में था उस में प्रगति बहुत कम हो
पाई। स्वराज्य मिलने के बाद सन् १९५२
में हमारा इलाका शेष भारत के साथ मिलाया
गया। उस के बाद वहां कुछ काम प्रारम्भ
हुआ। लेकिन जो काम हुआ वह ज्यादातर
हैदराबाद आदि बड़े शहरों में हुआ, जो पिछड़े
हुए इलाके थे उन में प्रगति नहीं हुई। पांच
साल पहले से कुछ काम हमारे यहां शुरू
हुआ। लेकिन उस के बाद जब भाषावार
प्रान्तों का पुनर्गठन हुआ तो हमारा मराठ-
वाड़ा का भाग महाराष्ट्र के साथ जोड़ दिया
गया। तो इस पांच जिलों के भाग में कोई
खास प्रगति नहीं हो पाई। अब और भी
जो कार्य हो रहा है वह भी धीमी गति से
हो रहा है, अभी भी वही धीमी गति से ही
चल रहा है। मैं कहता हूँ कि इस पांच जिलों

के भाग में जिस में ५० ताल्लुके हैं, सड़कों की, तार की, टेलीफोन आदि की व्यवस्था नहीं है। इस भाग में ऐसे स्थान हैं जिन से पचास-पचास, साठ-साठ और सी माल तक तार घर नहीं हैं। तारघर का सुविधा का होना सुरक्षा का दृष्टि से और लोगों की सुविधा का दृष्टि से अत्यन्त आवश्यक है। इस का मैं आप को एक उदाहरण देना चाहता हूँ। मराठवाड़ा में एक स्थान है निलंगा जोकि उसमानाबाद से सौ माल की दूरी पर है। वहाँ के लिए टेलीग्राफ का या टेलिफोन का कोई अन्य सुविधा नहीं है। मराठवाड़ा में ऐसे अनेक पिछड़े हुए स्थान हैं। उन के नाम मेरे पास हैं, लेकिन समय कम है इसलिए मैं उन को यहाँ नहीं रख सकता।

मराठवाड़ा के जो पांच जिले हैं, उस मानाबाद, नांदेड, बोड, परभना और औरंगाबाद इन में आधे तहसीलों का डिस्ट्रिक्ट हेडक्वार्टर से टेलीफोन और टेलीग्राफ का कनेक्शन नहीं है। तान चार स्थानों को छोड़ कर शेष स्थानों में यह सुविधा नहीं है। मैं प्रार्थना करूँगा कि जो इस प्रकार के पिछड़े हुए स्थान हैं वहाँ के लिए टेलीफोन और टेलीग्राफ की व्यवस्था होना चाहिए और वैसे ही वहाँ के लिए पब्लिक काल आफिसें बनाने चाहियें। ऐसा आप करेंगे तभी ये पिछड़े इलाके आगे आ सकेंगे।

इस के बाद जो बिजनेस सेंटर हैं उन के लिए भी टेलीफोन की व्यवस्था होनी चाहिए जोकि अभी नहीं है। हमारे क्षेत्र में एक ऐसा भाग है जो मूंगफली के लिए प्रसिद्ध है। वह है लातूर मार्केट जो उसमानाबाद में है। मूंगफली को सब से बड़ी मंडी जो विदेशों को माल भेजती है। उस के आस पास जो मंडियाँ हैं उन से उस को कोई टेलीफोन से कनेक्शन नहीं है। मेरा प्रार्थना है कि ऐसे बिजनेस सेंटरों को तार और टेलीफोन द्वारा अन्य स्थानों से जोड़ा जाय जो आस पास में अन्य व्यापारों मंडियों हैं

ताकि व्यापार और उद्योग की प्रगति हो सके।

इस के बाद मैं पोस्ट आफिस के संबंध में एक चीज आप के सामने रखना चाहता हूँ। हमारे इलाके में ऐसे बहुत से भाग हैं जहाँ सड़कें नहीं हैं और न पोस्ट आफिस हैं। ऐसा अवस्था में लोगों के पास सन्देश पहुँचाने में बड़ा कठिनाई होता है। जिन देहातों में तहसाल बहुत दूर है, उन इलाकों को सड़क द्वारा तहसाल से जोड़ा जाना चाहिए और वहाँ पोस्ट आफिस बनाने चाहिये ताकि उन का शेष देश के साथ सम्बन्ध कायम हो सके।

पोस्ट आफिस के सम्बन्ध में एक बात और कहना चाहता हूँ। जो अल्प बचत योजना है उस का सम्बन्ध भी आप ने पोस्ट आफिस से कर दिया है। लेकिन पोस्ट आफिस के वर्तमान कर्मचारियों के पास पहले से ही काम काफी है, इसलिए उन को यह काम करने में कठिनाई होती है। रुपया जमा कराने के लिए लोगों की लम्बी लाइनें लगती हैं और उस काम में काफी देरी होती है। इसी प्रकार लोगों को अपना रुपया निकालने में भी काफी कठिनाई होती है। जो काम के घंटे हैं उस के अन्दर कर्मचारी काम करते हैं तब भी लोगों को बहुत समय तक प्रतीक्षा करनी पड़ती है। इस कारण इस अल्पबचत योजना पर बुरा प्रभाव पड़ता है। मेरा सुझाव है कि या तो इस काम को किसी बैंक के जिम्मे कर दिया जाय या पोस्ट आफिस में ही इस के लिए अलग से व्यवस्था की जाय ताकि लोगों की असुविधा दूर हो सके।

आगे मैं यह कहना चाहता हूँ कि जिन इलाकों में आप की नेशनल हाई वे गयी है वहाँ यातायात की काफी सुविधा है। बम्बई से जो हाई वे आती है वह उसमानाबाद जिले के उमरजा ताल्लुके को छती हुई निकल जाती है। जिस से हम को ज्यादा लाभ नहीं

[श्री कामले]

मिलता । हमारे पांच जिलों में अग्रर औरंगा-बाद का कुछ हिस्सा छोड़ दिया जाय, जिस के कुछ भाग में सड़कों की व्यवस्था है, तो बाकी जिलों में सड़कों की बहुत कमी है । आप कहेंगे कि साधारण सड़कों का सम्बन्ध तो राज्य सरकार से है । मैं निवेदन करूंगा कि राज्य सरकार को योजना के अनुसार कुछ रुपया सड़कों के लिए मिलता है और वह जन संख्या के आधार पर राज्य में लगाया जाता है । इस प्रकार हमारे भाग में बहुत कम पैसा आता है और इसलिए हमारा काम धरूरा पड़ा रह जाता है । मेरी प्रार्थना है कि अगर इस सड़कों के काम को राज्य सरकार पूरा न कर सके तो पिछड़े इलाकों के लिए केन्द्रीय सरकार राज्य को स्पेशल अनुदान दे ताकि इन इलाकों में सड़कों की व्यवस्था ठीक की जा सके । मेरी प्रार्थना है कि ऐसे इलाकों की ओर, जहां सड़कें नहीं हैं और जहां तार, टेलीफोन आदि की सुविधाएं नहीं हैं, केन्द्रीय सरकार को विशेष ध्यान देना चाहिए ताकि उन को आगे बढ़ाया जा सके ।

आगे मैं पोस्ट आफिस के सम्बन्ध में यह कहना चाहता हूं कि हमारे यहां जो पोस्ट आफिस हैं उन की इमारतें बहुत छोटी हैं उन में काम करने वालों की संख्या तो बढ़ गई है लेकिन इमारतें वही पुरानी चली आ रही हैं । इससे काम करने वालों को और जनता को भी तकलीफ होती है । इसलिए मेरी प्रार्थना है कि इन पोस्ट आफिसों के लिए अधिक भूमि ले कर बड़ी इमारतों की व्यवस्था की जाय ।

मैं फिर इस बात को कहना चाहता हूं कि देहातों में और ताल्लुकों में हमारे इलाके में सड़कों पर विशेष ध्यान दिया जाये । जो छोटी सड़कें हैं उन को राज्य सरकार बनावे लेकिन जो बड़ी सड़कें हैं और जो कि पैसे की कमी के कारण और दूसरे कारणों से राज्य सरकार द्वारा नहीं बनाई जा सकतीं उन को केन्द्र अपनी सहायता से बनवाने की व्यवस्था

करे । ऐसा होगा तभी ये पिछड़े इलाके आगे आ सकेंगे ।

तार के सम्बन्ध में मुझे एक बात कहनी है कि कई जगह तार के खम्भे लकड़ी के हैं जोकि बरसात में सड़ जाते हैं और गिर जाते हैं । तार के खंबे कितने ही दिनों तक पड़े रहते हैं उस का पता शायद आफिस में जल्दी नहीं लगता है । बहुत दिनों के बाद वह खम्भा उठाया जाता है और काम शुरू किया जाता है । इसलिए मेरा सुझाव है कि ऐसी जगहों पर लकड़ी के खम्भे न लगा कर लोहे के अच्छे और मजबूत खम्भे लगाए जायें, ताकि तार आफिस ठीक तरह से काम कर सकें । कई बार होता यह है कि अगर कहीं पर कोई तार गिर गया, तो चूंकि तार आफिस को उस का पता नहीं होता है, इसलिए अगर उस समय किसी ने कहीं तार दे दिया, तो उस की कोई कीमत नहीं होती है । पत्र के समान तार ढाक में जाता है । मैं माननीय मंत्रो को सुझाव दूंगा कि लकड़ी के खम्भों की जगह लोहे के खम्भे लगाए जायें । आखिर में मैं कहूंगा कि पिछड़े हुए इलाकों की तरफ ज्यादा ध्यान दिया जाये, यही प्रार्थना है ।

श्रीमती लक्ष्मी बाई (विकाराबाद) : अध्यक्ष महोदय, आप को बहुत धन्यवाद कि आम ने मुझे समय दिया ।

ट्रांस्पार्ट एंड कम्युनिकेशन्स मंत्रालय का देश के जीवन में बहुत महत्व है । उस से लोगों को बहुत सुविधा मिलती है । यह मंत्रालय बहुत तरक्की कर रहा है और उस का काम बहुत बढ़ रहा है । यह मंत्रालय बहुत अच्छा काम कर रहा है और इस के लिए मैं माननीय मंत्री जी को बधाई देती हूं । इस संबंध में मैं कुछ सुझाव उन के सामने रखना चाहती हूं ।

थर्ड फ्राइव-यीअर प्लान में नेशनल हार्ड-वेज के लिए करीब ४६ करोड़ रुपये रखे गए हैं । लेकिन मैं देखती हूं कि इस संबंध में ग्रान्ट

प्रदेश के जो आंकड़े चार साल पहले थे, उन में कोई वृद्धि नहीं हुई है और जितना माइलेज उस वक्त था, अब भी उतना ही है। वह बढ़ा ही नहीं है, शायद घट गया है, क्योंकि कई जगह रिपेयज वगैरह नहीं हुई होंगी।

मैं मिनिस्टर साहब का ध्यान इस तरफ दिलाना चाहती हूँ कि आन्ध्र प्रदेश में कई टैंक, तालाब और नदियाँ हैं और बहुत सा पहाड़ी इलाका है। वहाँ पर पहले हाईवेज तालाबों के ऊपर से जाते थे, लेकिन अब तालाबों के नीचे से जाने लगे हैं। मैं समझती हूँ कि वह तो ठीक है। परन्तु बात यह है कि तालाबों के नीचे की जमीन बहुत अच्छी होती है और वहाँ पर पैड़ी वगैरह बहुत पैदा होती है। हाईवेज बनाने के लिये वहाँ पर दिल खोल कर और बहुत चौड़ी जमीन ले ली जाती है, लेकिन सालों गुजर जाते हैं और फिर भी उसका कम्पेन्सेशन देने की बात ही नहीं की जाती है। जब कोई जमीन ले ली जाती है, तो उसके दोनों तरफ की जमीन बहुत खराब हो जाती है और उसकी रक्षा नहीं हो पाती है। किसानों का इस प्रकार बहुत नुकसान होता है और उनकी जिन्दगी बिगड़ जाती है। हम देखते हैं कि सड़क के लिये अठारह या बीस फुट जमीन की जरूरत होती है, लेकिन चालीस फीट जमीन ले ली जाती है। जमीन लेने के दो तीन साल बाद तक सड़क नहीं बनाई जाती है। अगर वहाँ पर कोई नदी-नाला हो, तो उस पर पुल नहीं बनाया जाता है। चार पांच साल तक किसान की फसल खराब होती रहती है। वह बेचारा रोते रोते थक जाता है। अगर वहाँ पर कोई लोकल लीडर आता है, तो वह उसको कह देता है, लेकिन इस प्रकार कहते कहते वह थक जाता है। इन हाईवेज के बनने से कई लोग तो खुश होते हैं, क्योंकि उन को सहुलियतें मिलती हैं, लेकिन किसानों को उनसे बहुत नुकसान होता है।

हमारे मिनिस्टर महोदय गांवों की जिन्दगी को जानते हैं। मैं आप के जरिये से उनकी तवज्जह इस तरफ दिलाना चाहती हूँ कि सड़क बनाते वक्त बड़े बड़े गड्ढे खोदे जाते हैं और कंकड़, पत्थर वगैरह दूर दूर तक डाल देते हैं, जिनको साफ करने वाला कोई नहीं होता है। अगर किसान उन लोगों को रोकने की कोशिश करते हैं, तो वे कहते हैं कि यह गवर्नमेंट की सड़क है। बरसात में वहाँ पर पानी भर जाता है, जमीन भी बह जाती है और फसल नहीं होती है। माननीय मंत्री मेहरबानी करके रेल या मोटर पर वहाँ जायें और देखें कि वहाँ पर दोनों बाजू कितने गड्ढे होते हैं और कितनी चौड़ी जमीन ले ली जाती है।

इस रिपोर्ट से मुझे मालूम हुआ कि इंटरनेशनल डेवेलपमेंट एसोसियेशन वाले मंत्रालय को २६ करोड़ रुपये दे रहे हैं। मंत्रालय स्टेट्स को खर्चा और एड दे रहा है। जहाँ से मैं आती हूँ, वहाँ की आबादी साढ़े तीन करोड़ है। वह बहुत बड़ी जगह है, कोस्टल एरिया है और वहाँ पर पहाड़ भी हैं। वहाँ पर १,५० हजार स्क्वेयर माइल्स जमीन है। वहाँ पर सैकड़ों नदियाँ और हजारों टैंक्स हैं। इतना होते हुये भी आंध्र प्रदेश को कोई एड नहीं दी जा रही है। हमारी स्टेट एक एग्जीक्यूटिव स्टेट है। वहाँ पर किसानों की बहुत होती है। हमारे यहाँ नदियों पर पुल न होने की वजह से आने जाने के रास्ते बन्द हो जाते हैं। बरसात में कोई कहीं भी आ जा नहीं सकता है। अगर चार मील के फासले पर किसी जगह जाना हो, तो तीस मील का चक्कर लगा कर वहाँ पहुँचा जा सकता है। गांवों में जो गरीब लोग आज कल के इस डेवेलपमेंट पीरियड में सामान बनाते हैं, एक गांव से दूसरे गांव जाने का रास्ता न होने से उनको बहुत तकलीफ और नुकसान होता है। मेरे एरिया में नारायणखेट में, जो कि तालुका हैडक्वार्टर, है, अभी भी कोई टेलीग्राफ टेलीफोन आफिस नहीं है।

[श्रीमती लक्ष्मी बाई]

अगर कोई मर जाये, तो इन्फर्मेसन देने के लिये या तो मोटर में जाओ या ११२ मील का फासला एक हफ्ते में तय करो। मंत्री महोदय को रहम करना चाहिये और वहां पर ये सुविधायें देने की व्यवस्था करनी चाहिये। उनको एक सरवे करवाना चाहिये कि किस किस जगह पर ज्यादा फंड्स कि जरूरत है। हम पुरानी स्टेट में रहने थे, जहां इतनी सुविधायें नहीं होती थीं, लेकिन पन्द्रह साल के बाद आज भी वही स्थिति है और कोई सुधार नहीं हुआ। सरकार की ओर से उस क्षेत्र को कोई सुविधा नहीं दी जाती है।

केवल आंध्र प्रदेश ही नहीं, जितने भी पिछड़े हुये इलाके हैं, उनकी तरफ ज्यादा तवज्जह दे कर उनको सहायता देनी चाहिये। माननीय मंत्री को स्टेट गवर्नमेंट की तवज्जह भी इस तरफ दिलानी चाहिये और उनको कहना चाहिये कि ये सुविधायें उपलब्ध न होने से डेवेलपमेंट रुक रहा है। यह विभाग एडुकेशन मिनिस्ट्री की तरह नहीं है कि जो रुपया खर्च किया जायेगा, वह वापस नहीं आयेगा। यह विभाग विजिनेस लाइन्स पर काम करता है। वह जितना खर्च करता है, उतना उस के पास वापस आता है। मगर उसके पास ताकत नहीं है और रुपया भी नहीं है। वह हर वक्त घाटे पर चलता रहता है।

हम देखते हैं कि हर साल स्टैम्प्स, पार्सल और दूसरी चीजों पर पैसा बढ़ाया जा रहा है, लेकिन फिर भी टेलीफोन विभाग आदि सब घाटे पर चलते हैं। इसका क्या कारण है? लोग खत लिखने में डरते हैं। वे पन्द्रह, अठारह, बीस पैसे खर्च कर के खत लिखते हैं, लेकिन कभी कभी वह खत एक महीने के बाद पहुंचता है। मैंने २० ता० को यहाँ से गाड़ी के बारे में पत्र लिखा, लेकिन मैं वहाँ पर २६ तारीख को पहुंच भी गई और पत्र पहुंचा २८ तारीख

को। अभी हमारे एक भाई टेलीग्राम के बारे में कह रहे थे। मैं कहना चाहती हूँ कि पचास मील की बात नहीं है, हैदराबाद यहाँ से ११०० माइल पर है। हम यहाँ से टेलीग्राम देते हैं, लेकिन वह टेलीग्राम हमारे पहुंचने के बाद पहुंचता है।

इसी प्रकार ट्रंक-काल करते हुये भी हम डरते हैं। हम सुबह चार, साढ़े चार बजे उठ कर ट्रंक मिलाने की कोशिश करते हैं। सब लोग साढ़े पाँच बजे तक सोते हैं। घंटी नहीं होती है। अगर घंटी होती भी है, तो कभी कहा जाता है इनको पूछो, कभी कहा जाता है उनको पूछो। बारह तेरह बार टेलीफोन करना पड़ता है। यहाँ पर दिल्ली में टेलीफोन वाले बहुत सताते हैं। आखिर यह क्या तमाशा है? यह बन्द होना चाहिये। इस संकट काल में तो टेलीफोन, टेलीग्राफ्स और कम्यूनिकेशन्स का इन्तजाम बहुत अच्छा होना चाहिये और हर तरफ बहुत जागरूकता होनी चाहिये।

एक सुझाव मैं देना चाहती हूँ। यह ट्रांस-पोर्ट के बारे में है। आप बसें तो अच्छी चलाते हैं। लेकिन गाँवों की तरफ भी आपका ध्यान जाना चाहिये। गाँवों में वीजीटबलज कैश क्राफ्ट्स दूध, अंडे, मेवे इत्यादि होते हैं। उनको लाने का प्रबन्ध सन्तोषजनक नहीं होता है। अगर इनको वहाँ से लाने का कोई सन्तोषजनक प्रबन्ध न हो तो गाँवों का डिवेलपमेंट नहीं हो सकता है, उनकी तरक्की नहीं हो सकती है। इनको लाने की सुविधा न होने के कारण वे आसानी से शहरों इत्यादि में पहुंच नहीं पाती हैं। मैं चाहती हूँ कि जहाँ आप बसें चलाते हैं, वहाँ आप एड देकर, खर्चा कुछ हद तक मीट करके ट्रकों की कोओप्रेटिव सोसाइटीज की मदद करें तो उनको लाने की सुविधा हो जायेगी। यदि ऐसा किया जाता है तो गाँवों के लोगों के लिये धंधे अधिक हो सकते हैं, उनकी खेती की उन्नति हो सकती

है और साथ ही साथ हमारा भी फायदा हो सकता है। मैं आशा करती हूँ कि इस मुद्दा पर ध्यान दिया जायेगा।

Shri Muthiah (Tirunelveli): Mr. Speaker, Sir, I rise to support the demands for Grants for the Transport and Communications Ministry. The Ministry has jurisdiction over the three elements—land, water and air, and it covers a very wide variety of subjects. The Ministry has done meritorious service during the emergency period. During the emergency period, roads were built in the border areas within the shortest possible time. Telegraph and telephone communications were built in a short period of three months. The terrain was bad; the weather conditions were unfavourable; and the technical personnel and equipment had to be air-lifted. In spite of heavy odds, this Ministry has done meritorious work during the time of emergency and the Ministry has to be congratulated.

I come to the allotments in the budget for 1963-64. They are: For roads Rs. 7 crores, mercantile marine Rs. 1 crore, lighthouses and lightships Rs. 1 crore, aviation Rs. 5½ crores, posts and telegraphs Rs. 95 crores, port development Rs. 7 crores and tourist organisation Rs. 67 lakhs. I feel that the allotment of Rs. 7 crores for port development for the current year 1963-64 is not sufficient, because a number of projects have been taken up. Major ports have to be improved and a number of intermediate ports like Mangalore and Tuticorin have to be developed. So, I think Rs. 7 crores will not be sufficient and more funds should be allotted for port development.

Tuticorin being my constituency, I would like to say a few words about the development of Tuticorin port. I visited Tuticorin on 2nd April. I saw the harbour site. I also contacted officials and non-officials connected with the harbour development. They

all feel that the work is slow. That is the feeling of not only non-officials, but officials also. The budget amount allotted for 1963-64 was only Rs. 10 lakhs for Tuticorin port. I had to plead with the Minister, Shri Jagjivan Ram in the Consultative Committee meeting and he was pleased to sanction Rs. 50 lakhs for the current year 1963-64 to start the construction work. On this occasion, on behalf of the people of Madras State in general and of Tuticorin in particular, I express profound gratitude to the Minister for sanctioning Rs. 50 lakhs for the current year.

A sum of Rs. 80 lakhs is absolutely essential for carrying out the immediate purposes according to the estimates prepared for 1963-64. With your permission, I will give an idea of the estimates for 1963-64: New railway siding Rs. 20 lakhs, buildings Rs. 2 lakhs, land acquisition Rs. 7 lakhs, machinery Rs. 10 lakhs, quarrying Rs. 20 lakhs, water-supply—storage Rs. 2 lakhs, electrical supply—transmission line and power station Rs. 1 lakh, service load and intercommunication in harbour area Rs. 3 lakhs and road connections Rs. 15 lakhs. So it comes to Rs. 80 lakhs, and this sum of Rs. 80 lakhs is absolutely essential for this year 1963-64. This is what the officials and non-officials connected with the Tuticorin Harbour development say.

Sir, I want to make a few requests to the hon. Minister. First of all, a Chief Engineer for the Tuticorin Port Project has to be appointed immediately. There is an urgent need for this appointment. Secondly, the Railway Authorities have to be asked to proceed with the work of laying the railway line from Meelavittan railway station to the harbour site. If this is done, then the stones from the quarries of Ambassamudram and other places can be brought easily and quickly to the harbour site, and it will be possible to begin the construction work without any difficulty. Thirdly, a new road has to be made

[Shri Muthiah]

from Palayamkottai to the harbour site cutting the Tiruchendur road. Fourthly, land has to be acquired without delay for the new railway line and for the harbour road. This is very essential. Only 150 acres of private salt pans and 100 acres of Government salt pans are to be acquired. I appeal through the Ministry to the Madras Government to start land acquisition proceedings without delay. The Madras Government should be requested to start land acquisition proceedings without any delay, because then only the harbour construction work can be started.

Now I come to the Sethusamudram project. I find in the budget that Rs. 7 lakhs have been allotted for this project for preliminary investigations. The project requires at least Rs. 15 crores according to the estimates of the Madras Government. The Ramaswamy Mudaliar Committee, at the beginning of the Second Plan, recommended that Rs. 10 crores were necessary. The Madras Government have revised that estimate and they now say that at least Rs. 15 crores are necessary for implementing the Sethusamudram project. It is a very vital project. This project has been long delayed. It has been in the air for a long time. It is quite vital and essential for the whole of India. Not only for a particular area, not only for the Madras State, but for the whole of India, it is very essential. It is a very mighty project and it will be very useful to the whole country. It will earn a lot of foreign exchange, because the ships and steamers that now go round Ceylon can avoid that longer route and they can halt at Tuticorin and utilise the Sethusamudram Canal. Because of this canal, the Tuticorin port will become very important as an international port and we can earn a lot of foreign exchange.

According to the findings of the Ramaswamy Mudaliar Committee, the two projects, namely, the Sethusamu-

dram Project and the Tuticorin Project are inter-linked and inseparable and they should be taken up together. The Committee has said in the report again and again that the two projects should be taken up together. One cannot be separated from the other and one cannot flourish without the other. Unfortunately, this Sethusamudram Project has not yet been taken up. The Committee recommended that it should be taken up and completed in the Second Plan period. It has been delayed, and I would appeal to the Ministry to take it up at least before the end of the Third Plan.

With regard to the tourist organisation, I want to say that tourist centres in the south, especially in the State of Madras have not been quite developed. They require to be developed. I should say here that Cape Comorin and Courtallam are excellent tourist centres in the Madras State and they are sure to earn a good lot of income to the Government if they are developed well and if proper publicity is given to them.

With regard to the Post and Telegraphs Department. I want to say that more post offices should be opened in the rural areas, and the delivery system in the villages requires to be improved very much.

With regard to the telephone system, I submitted a memorandum to the hon. Minister, Shri Jagjivan Ram, some time ago. The people of Tirunelveli want a separate telephone district for them. The employees of the telephone department there are also keen about it. I would request the hon. Minister to favourably consider this appeal and make Tirunelveli a separate telephone district, because it is a growing district where a large number of industries and institutions are growing up with the consequent demand for new telephone lines in increasing numbers.

With these words, I support the demands relating to this Ministry.

Shri R. Barua: Mr. Speaker, while rising to speak on this Ministry, I would like to say first of all that transport is very much necessary for the economic development of the country. Besides, in view of the present developments in our border, the defence requirements assume great importance, and they are very much dependent upon the transport policy. From our past experience we can say that this Government did not give due consideration to this important subject, as they ought to have. Also, there is no proper co-ordination between the various transport systems in the country. The Neogy Committee has been asked to go into this question and make recommendations, but I would like to know from the Government when the Neogy Committee report will be made available to the country. I do not think even the Minister of Transport knows when it will be available. This is the situation that obtains now, so far as our present transport position is concerned.

The Ministry are expected to inform the House and the country by their report the target of transport that they have set before themselves, the probable requirements of the country, how far we have advanced, what is the gap and the proportion of transport haulage that can be anticipated. But there is no mention about any of these things in the Report. It shows that the transport policy is being followed in an indifferent manner, haphazardly without any co-ordination whatsoever at any level.

According to the Third Plan, the long distance carrying capacity has to go up from 192 million tons to 342 million tons. Correspondingly, the short distance carrying capacity should also increase. Out of this, the railways will carry 250 million tons. Of the rest, 17 million tons are to be carried by the riverine and coastal route and the balance by road transport. It means that about 75 million tons shall have to be carried by road transport during the Third Plan period.

If we take into account the increase in our carrying capacity by roads during the last few years, we will find that only 12 million tons can be carried. That leaves us with a balance of more than 60 million tons still to be carried by road. Considering the progress that we have made so far is it possible that we shall be able to improve our road transport facilities six times during the next few years of the Third Plan? I do not think we can.

In that case, it is going to affect the industrial development of this country. It is conceded in all quarters that transport is very necessary and it is another bottleneck so far as our industrial development is concerned. In view of the present emergency resulting from Chinese aggression, it is all the more necessary that we should do all that is within our power to help the growth of industries from stage to stage, much more than it ought to have been in normal times. If we look at it from that point of view, do we find the same awareness in the Transport Ministry to improve the transport facilities? I submit, it is not there.

It has also to be conceded that the demand for transport will rise progressively. It cannot be said that its rise will be in proportion to the production that we have. If we feel that we should improve the transport facilities only in proportion to the increase in production, we would be committing a mistake. I am of the opinion that Government have not taken into account the progressive aspect of transport and communication. Now, that is not all. There are certain areas in respect of which different considerations must be taken into account. The economics of operation is not always the yardstick for measuring our improvement. We should also take into consideration other things. Even about our eastern part of the country comprising Assam, NEFA, Manipur, Tripura and should I say West Bengal also, this is an area in which you cannot apply simply the

[Shri R. Barua]

consideration of economics of operation other factors also. But that is not done. In spite of the huge concentration of the Chinese on the northern border in Tibet and in spite of their increasing the road building projects, we lulled ourselves into complete indifference and the result was that on the very first onslaught on NEFA, the entire area was completely isolated from the rest of India. It is because the Chinese cried a halt on their own accord that this important region was somehow saved. Otherwise, nobody knows what would have been the fate of this entire region. Therefore, I would like to draw the pointed attention of the Ministry to this aspect of this matter. Again, as I see from the figures, I would like to point out that no attention whatsoever worth the name was given and no seriousness on the part of the Ministry was evinced in so far as the transport policy in this region was concerned. For 100 sq. miles Assam, had only 1:96 miles of road and Bihar had 10:61 miles and there are other States which have 34.58 miles per 100 sq. miles. That is the glaring difference.

Next to road transport, I come to inland waterways system. With regard to the inland waterways system, there was complete apathy so far as Transport Ministry is concerned. There is only one river route, that is Brahmaputra and that again is also not exactly the inland waterway, but it is international waterway because it passes through Pakistan. This is not yet declared a national waterways although there is a provision for this. It is left to the States to do what they like. The result is, during the last emergency, the whole country faced a serious problem which is known to everyone because of the intransigent attitude of Pakistan and the crew who are mostly recruited from that country. So far nothing has been done. From the report I find, although so much importance is stated to have been given to the maintenance of this

inland waterways of the Brahmaputra, nothing is done. This is what the Ganga Brahmaputra Transport Board did:

"A sum of Rs. 20,350 was placed at the disposal of the Government of Assam for carrying out navigational survey of Brahmaputra river between Desangmukh and Dibrugarh. The work is in progress.

This is what they did. What is the result, we do not know. There is only one inland port, that is, Pandu.

"The construction of a riverine port at Pandu, being executed by the Assam Government did not make much headway during the year under review, . . ."

When that is going to be completed, nobody knows. Of course, the Minister will probably give an answer that this is a matter to be undertaken by the State Government. This is a usual reply. But we are not concerned with this State or that State. We are concerned with the security of the country. We are concerned with the defence of the country. If that is so, the Government must come up with some measure to tackle the important problems. If things are allowed to be done in a routine way, I would submit, it will lead us to some precipice out of which we cannot get out.

17 hrs.

With regard to highways, Assam has got the minimum of highways. One of the highways is in between Brahmaputra in the south and Bhutan in the north. There are four important bridges to be constructed. Probably money was sanctioned 3 or 4 years ago. Up till now, nothing has been done. Supposing something untoward happened in the valley or Bhutan, how is the Government going to facilitate quick transport of supply, quick transport of the Army and all that? That has not been done. Whatever is there in highway No. 37 is not

up to the standard. The pavement and the specifications were for carrying the transport of 20 years ago. It cannot now bear either the intensity or the volume of transport today. That is the condition in which you have left the most strategic area. In North Bengal, there is no road worth the name. These are matters of policy which the Ministry must give attention to.

In reply to my question, I got intimation from the Ministry that attention is being given to the improvement of highways on a war footing. But, from my experience,—I left Assam on the 6th or 7th March and I happened to pass mostly through the entire route—I can assure you that there is no sense of urgency or war in road building. Nothing doing. Things are going on in the most normal and casual way. If things are allowed to go on like this, I am afraid, I do not know when we shall achieve the goal. Besides that, in this area, we are going to have a fertiliser plant because it is necessary to increase agricultural production to feed the people there and to relieve the strain on transport and all that. I do not know when the fertiliser plant will go into production. At any rate, if it goes into production, if we are to transport the oil that we are producing and if there is any sense or meaning in saying that we are going to control floods in Assam, we shall have to provide for adequate transport, for the movement of heavy machinery. Therefore, if all these things are taken into consideration, I submit that high priority should be given for the improvement of transport in that area.

Not only that. It is not about Assam that I am speaking. There is also Manipur to be looked after, and also Tripura. With regard to Pasi-Badarpur inter-state road, I submit, this is the only all-weather road between Assam and Tripura, and therefore connecting Tripura with the rest of India. That road was sanctioned in the First Plan. About Rs. 2 crores

was to be spent. It is only 82 miles. It is strange, even today, when almost we are nearing the end of the Third Plan, that road is not complete. There are four major bridges to be constructed. The other day, I read in the papers that Pakistan is building and improving their roads just beyond Tripura. In the event of danger facing Tripura, how are you going to tackle the problem: I do not know. This inter-state road is a matter for the Transport Ministry to deal with. It is very sad that these 82 miles of road, connecting Tripura with the rest of India, could not be done in three plan periods. What I find from the report is that for the construction of the 4 bridges, good contractors could not be had. If that is the reason, I have nothing to say. I draw the pointed attention of the Ministry to this aspect of the question to see that these strategic matters are not measured with the yardstick of operational economy and that some sort of urgency should be injected into it. This road problem is also interconnected with the riverine route. The Brahmaputra river is always known for its heavy floods, and at least for the last few years heavy floods were there, which not only disrupted the transportation system but also the economy of the entire area. Recently I have read in the papers that the flood level is gradually rising.

Therefore, I feel that if proper planning and sensible planning is really necessary, it is necessary for the entire area in this strategic region. Irrigation, railway and transport, all these three things should be entrusted to a core plan body which can draw up an integrated plan for all these things. Otherwise, disjointed attempts here and there will not be of any avail to the country. Such an integrated plan is very much necessary.

With regard to the Calcutta port, that is also drying up. The Haldia port is also giving trouble to us. So, all these things have to be taken together, and there should be a special plan body to investigate and advise Government with regard to all these

[Shri R. Barua]

three things together. If we just start a road somewhere and allow the Brahmaputra to go as it is, it is no use; similarly, if we allow the Brahmaputra to be tackled by the river board to which I have just referred, it would be of no use. If we merely spend about Rs. 10,000 or Rs. 30,000 that would be of no avail. The entire thing should be looked at from the point of view of an integrated approach. I am saying all these things with very great pain, because the strategic destiny of this entire area is dependent upon the policy that Government adopt today; otherwise, something very serious may happen to our country.

It may be said that there are certain matters which can be dealt with by the State Government, but so far as the State Government's exchequer is concerned, they cannot solve all these problems of a serious nature. You know, Sir, that we have to face the infiltration question. Then, we are also faced with the problem of the unfriendly elements of the Naga Hills area and we are also faced today with the Chinese aggression. Therefore, it is not possible. The Industries Minister of Assam has said that for the last few years the Central Government did not like to integrate Assam with the rest of India by rail or by road. This is not a statement which is made by me but this is a statement made by the Industries Minister of Assam.

Coming to air transport, I submit that during the last emergency, the boys who went to the different airports of Assam did a really magnificent job, and I must say a word of appreciation for them. But if I look at the internal working of the Ministry, it is really very surprising that in spite of our having a potential ground for development of aviation, our management of the whole affair has not been very much encouraging. The Public Accounts Committee has remarked that it is becoming almost a

burden to the exchequer and it is known for its extravagance on the one hand, and on the other, they are not capable of utilising the funds given to them. There are both the extremes; they are incapable of utilising the funds on the one hand, and on the other they are known for their extravagance, as, for instance, in the case of the stores department. Therefore, something must be rotten somewhere, and it must be straightened.

With regard to the facilities for the employees of the IAC, something must be done. It was said in 1961 that about Rs. 2 crores were provided for constructing houses for these employees, but nothing has been done up till now. Either houses must be given to them, or if that is not possible, Government must please arrange something to them by way of house rent allowance.

Mr. Speaker: The hon. Member should try to conclude now.

Shri R. Barua: I have not taken much time.

Mr. Speaker: He has taken 20 minutes.

Shri R. Barua: I am the only Member speaking from my party. There is none else.

Mr. Speaker: The hon. Member knows the number also.

Shri R. Barua: I shall finish within two or three minutes. Therefore, something should be done for them.

With regard to the posts and telegraphs department, much has been said. Efficiency is deteriorating in many respects. Crime is also increasing. We are very sorry about it. It has to be remedied. At the same time, is Government creating a proper atmos-

phere for the efficient functioning of the department. That is a point that has to be seen.

During the past few years, we have added so many rural post offices to the department. For the proper working of rural post offices, there ought to be a sufficient number of sub-post offices as well as head offices. As regards this, in 1947, for 23,340 rural post offices, they had 188 head offices. In 1961, for 76,839 rural post offices, we have only 289 head offices. So the proportion of rise is very much depressing.

At present, we want 200 more head offices and 4,000 more sub offices. If we cannot do that, I submit the entire thing should be stabilised before further increase is made in the name of popularity. Generally we go in for cheap popularity. We do not go by a proper appreciation of the real thing. Now that we have come to some stage of maturity, we should just stabilise the whole structure and then proceed to the next step.

With regard to tourism also, I want to make a few points. The tourist trade is a good source for earning foreign exchange. But the figures for 1961 and 1962 show a sharp decline; 3.9 per cent tourist traffic has declined. Therefore, this should also be looked into. Government should find out how we can attract more tourists. We should also exploit the potential markets overseas so far as tourist trade is concerned.

I also think there should be proper co-ordination in the promotional effort on the part of different departments. We should not allow the travel agents, tourist offices and the hoteliers to function in their own way. There should be some sort of co-ordination between them. I think there is a good indication of what we should follow in what Mr. Morris, an expert, has said on this subject. He has given us a good hint:

"Travel is a two-way business internationally and every member

of the industry who relies for his livelihood on the movements of people must make himself responsible for ensuring that the standards he expects in other countries for his clients are maintained in his own country for the visiting clients of other agents. I am sure that this principle is readily accepted and faithfully applied by all members of the Travel Agents' Association of India".

This is a subtle hint to us about our conduct.

With these words, I conclude.

Mr. Speaker: Besides the other cut motions already moved, the following cut motions would also be deemed to be moved.

Shri Priya Gupta: I beg to move:

- (i) "That the Demand under the head Communications (including National Highways) be reduced by Rs. 100."

[Need to connect Kolasi village to Katihar in North Bihar by construction of a bridge and to connect it to the nearest National Highway. (9)]

- (ii) "That the demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100."

[Need to sanction full scale uniforms to non-departmental Post Office employees in villages. (17)]

- (iii) "That the demand under the head Capital Outlay on Roads be reduced by Rs. 100."

[Need to connect all Block Headquarters at Azamnagar, Prampur, Manihari, Barari, Kadwa, Baisi Katihar in North Bihar to the nearest National Highway. (19)]

Shri Liladhar Kotoki (Nowgong): Within the limited time at my disposal, I would try to be very precise, as I intend to cover a lot of ground.

It is two years since the Neogy Committee on Transport Policy and Co-ordination submitted its preliminary report. I would request the hon. Minister to take up the matter with the Chairman of the Committee and see how the final report could be expedited.

In view of the twin policy of defence and development, it may also be considered as to whether the transport plan needs any modification. The road transport industry has been subjected to very heavy multiple taxation, both by the Centre and by the States. The effect on the economy due to this heavy taxation should be examined, and we should see how our road transport can be allowed to carry on economically. We should also examine the effect of this on the poorer section of the people, particularly the agriculturists. I fear that the price that will accrue to the farmers will be very much affected by this heavy taxation on motor vehicles.

The second point regarding road transport is the heavy increase in the incidence of road accidents. Some serious thought should be given to see how the occurrence of these accidents can be avoided, or at least reduced.

Coming to Civil Aviation, I would refer the Ministry to the 29th Report of the Estimates Committee presented to the House recently. It is very comprehensive and has made various valuable recommendations. I do hope that these recommendations would receive the earnest consideration of the Ministry.

I would like to know what progress has been made in the matter of replacement of Dakotas. From the Report I find that we have now only five Fokker Friendships. There was a

proposal to acquire another five of these. I would like to know what the position is regarding them.

There was also a proposal of acquiring four Caravelles. The Report says that the matter is under consideration. I would like to know when we are likely to get them.

I would like to emphasize two points made by the Estimates Committee. The first is regarding the training of pilots both for civil aviation and for the Air Force. The second is having separate airfields for the jet aircraft of the military and the civil aircraft at Delhi. This may apply also to places like Gauhati and Dibrugarh. This matter should be taken up with the Defence Ministry and expedited.

Reservation and cancellation at various important places like Delhi and Calcutta need urgent improvement more particularly because these cities cater to a lot of international tourists. I need not relate the difficulties faced by the passengers. The matter should be looked into and necessary steps taken.

17.19 hrs.

[SHRI THIRUMALA RAO in the Chair]

As regards the staff, I think the rules of promotion should be well laid down to avoid any legitimate grievances.

In cities where accommodation is very costly, either housing accommodation should be provided or allowances in lieu thereof should be given.

Adequate training should be given to the staff who have to deal with civilians both of our own country and from foreign countries, so that we get efficient service. I am glad that the Posts and Telegraphs Board is showing good and progressive results. I wish it onward success.

About inland water transport, I suggest to the Ministry to examine whether it is not time to bring legislation before this House to declare some of the important rivers like the Brahmaputra, Ganga, Krishna and Godavari as national waterways.

Having made these general observations, I would like to draw the attention of the Ministry and of the House to the special transport problems of the north-eastern region of our country. I need not take the time of the House by relating what the bottlenecks are since Partition and how this region was throttled. It came to highlight when the Emergency came. While speaking on Railways Demands I referred to the various measures taken by the Railway authorities to improve the rail-transport. When Babu Jagjivan Ram was the Railway Minister, we remember with gratitude what he did to lessen our transport difficulties in so far as the Railways were concerned. Happily, he is now at the helm of the Ministry of Transport and Communications. We are anxiously hoping that he would show the same care, concern and sympathy to improve the other means of transport between this region and the rest of the country.

I would refer the hon. Minister to the memorandum that the Members from Assam submitted to him on the 10th of November in which we made certain concrete suggestions as to the improvement of road system into and within Assam and the neighbouring areas like the NEFA, Naga Hills, Manipur and Tripura. We are earnestly hoping that these suggestions are receiving the Ministry's earnest consideration and we would like the hon. Minister to tell us what action has been taken or proposed to be taken.

As regards national highways connecting Assam with the rest of India, there are several missing bridges. The National Highways Nos. 31 and 37 have a lot of weak bridges. So far as North Salmara

Amingaon road is concerned, although the Brahmaputra bridge has been opened to road traffic, the approach road has not yet been completed on the alignment that has been sanctioned. These should be expedited.

As regards the inland water transport to Assam, it is known to the House how it was closed for nearly two months as a result of the strike of the Pakistani crew of the Joint Steamer Companies. This is a pointer, and therefore, in addition to the construction of the Broad gauge railway line to Jogighopa, the road system must be developed. It should also be examined whether it is not time to consider very seriously, —the proposal for the construction of the Ganga-Brahmaputra canal by connecting Mahananda, Teesta and Torsa with the proposed canal from Farakka barrage to Calcutta. I fully endorse what Shri S. C. Samanta said about the urgent need of the completion of the Farakka barrage for saving the Calcutta port. But I would add that this barrage will serve other purposes also, namely, it will improve the rail and road communication between Assam and Calcutta and the rest of India. Also, if the construction of the Ganga-Brahmaputra canal is taken up, then it will facilitate the inland water transport connection between Calcutta and Brahmaputra perhaps nearabout Jogighopa.

The last point that I wish to make is, when the broad gauge railway line is proposed to be taken to Jogighopa, it will be necessary to improve the river transport between Jogighopa to Neamati and upto Dibrugarh, if possible. That will necessitate the dredging of the river, especially as there are a large number of shoals particularly between Neamati and Dibrugarh. Between these two places, dredging will be much more necessary, and it will, at the same time, help us to control the flood havoc of this river to a considerable extent.

With these submissions, I support the Demands for Grants under the control of the Ministry of Transport and Communications.

Shri Inder J. Malhotra (Jammu and Kashmir): Mr. Chairman, Sir, I would limit my speech to points relating to civil aviation and tourism. Whatever observations have been made by my colleagues regarding the profits of Air India Corporation and the IAC, I do not dispute them or repeat them, but I would certainly appeal to the hon. Minister that, keeping in view the emergency and the trend in the Government to effect economy in various departments of the Government, the Air India and IAC should be amalgamated. I think that by the amalgamation of the IAC and Air India, under one management of a Corporation, certainly the expenditure on certain heads can be brought down.

Talking about Air India, I would like to refer specifically to the publicity campaign of Air India. During the last Lok Sabha, you will recall that severe exception was taken by this House to a pamphlet which was published by the Air India at that time. Even now, the one thing which always reacts very peculiarly to my mind is the symbol of the Air India the maharaja of Air India. Air India belongs to India. It is Indian airlines, and it caters to foreign countries, flies foreigners from other countries to India and from India to other countries. The first impression the foreigner gets about India is the maharaja of Air India. I would like to know from the hon. Minister what is the real genius, after all, that they have found in this symbol which they have taken for the Air India.

Shri Jochim Alva: He is a lovable fellow.

Shri Inder J. Malhotra: With due apologies to the ex-Maharajas of India, I cannot find any similarity in the physical stature, in the physical build-up of this maharaja of Air India, the things which this maharaja of Air India is being made to do and the impressions the maharaja of Air India is giving to the foreigners and the foreign countries about India. After Independence, I certainly believe that

India is no more a land of maharajas. It would be proper, in my opinion, for Air India to adopt a symbol which projects to some extent the India of today and not the India of the past.

Looking to the IAC services, I must congratulate the IAC on introducing Friendship planes. My only plea is that these planes should be increased in number. More especially, during the summer months in the air service between Delhi and Srinagar instead of Dakotas, Friendships must ply on this route.

Incidentally, I forgot another very interesting point about Air India; so I would go back for a minute to Air India. Recently as a result of the restrictions imposed by the Finance Ministry, they have introduced the P Form system. This P Form has also been ridiculed by the Air India publicity campaign in a very peculiar manner. I saw a hoarding put up by the Air India right in Connaught Circus of New Delhi—probably it was 1st April—saying “No more P Form from August”. Looking to the date, I think that probably Air India publicity campaign meant not only to fool the passengers who were to utilise the Air India service, but also the whole country. Now even at this moment the same hoarding gives the message “No worry; you cannot afford the fare”. If you look at it in an amusing manner, I quite concede for a minute that this is a very interesting publicity campaign. But I fail to understand how these Government Ministries are functioning. A restriction is imposed by the Finance Ministry and another Ministry is trying to ridicule it.

If the Ministry of Transport and Communications has taken such objection to the imposition of these P Form restrictions on travel abroad, I think they can certainly find other avenues to impress upon the Finance Ministry the need to withdraw this restriction rather than asking the Air India people to put pressure on the Finance Ministry in a very ridiculing manner.

Talking about civil aviation, while reading this report of the Estimates Committee, I find that except Jammu and Kashmir State, all over the country flying clubs are there. I would appeal to the Minister that keeping in view our recent defence needs and especially the significance of Jammu and Kashmir State as a border State, immediate steps should be taken to have a flying club there also. In the same Estimates Committee's report, it has also been emphasised that the Palam airport at Delhi which now caters to the needs of civil aviation as well as military purposes should be either declared only for military purposes or only for civil purposes. Keeping in view our pressing defence needs I would appeal to the Minister to see that another international civil airport is built in Delhi, so that one caters to the military purposes and the other for civil purposes.

In the same report, a very interesting item has appeared—arrears which are due to the Directorate of Civil Aviation. From the Appendix, I find that the former private airways—Indian National Airways and Bharat Airways—owe a good deal of money to the Government.

Now, Sir, at the time when these companies were nationalised, I believe some compensation must have been paid to them. Why did not the Government see at that time whatever money was due from those former companies to the Government was taken care of. Even now so many years have passed and no steps have been taken to realise these arrears.

Sir, coming to tourism . . .

Mr. Chairman: The hon. Member should try to conclude now.

Shri Inder J. Malhotra: Sir, I will take only three or four minutes.

Mr. Chairman: He has already exceeded his time limit. Please conclude in two minutes, because we are pressed for time.

Shri Inder J. Malhotra: Sir, no doubt, tourism plays a very significant role in earning foreign exchange. But I would like to point out only two points. My first objection is that, let not this Directorate of Tourism become a smaller Ministry of External Affairs in the Government of India. The second point is this, that whatever steps we have taken to provide tourism facilities in India the quality should be improved and whenever complaints are received from foreign visitors regarding their hotel accommodation, excess taxi fares being charged and other such things, those complaints must be looked into.

Mr. Chairman: The hon. Member should conclude his speech now.

Shri Inder J. Malhotra: Sir, I will take only ten seconds more.

Mr. Chairman: We are pressed for time, and I have to call the Minister also.

Shri Inder J. Malhotra: Sir, I will give an example and then finish. It is a very interesting and important example. A foreign tourist staying in Hotel Janpath made three or four trips to the Parliament House. On every trip he was charged different rates by the taxiwala. He complained to the Hotel Janpath management. He sent a letter to the Delhi Transport Undertaking. He sent a letter to the Director of Tourism. He also sent a letter to the Ministry of Transport and Communications. That visitor stayed in India for 15 days and he left India without any acknowledgment to his letters of complaint, no question of any kind of explanation being received by him.

श्री रा० स० तिवारी : (खजुराहो)
सभापति महोदय, मैं आपको धन्यवाद देता हूँ कि आपने मुझे यहाँ पर अपने विचार प्रकट करने का समय दिया ।

[श्री रा० स० तिवारी]

परिवहन तथा संचार मंत्रालय के अनुदानों पर चर्चा चल रही है। परिवहन तथा संचार मंत्रालय के अधीन हमारा डाक तार विभाग भी आता है, इसलिये चारों विभागों के अनुदानों पर विचार हो रहा है।

जिस देश में तार डाक की सक्रियता रहती है उस देश में संकट काल में भी कभी कोई कठिनाई नहीं आ सकती है क्योंकि सूचना जल्दी से मिल जायेगी। जिस समय देश में ऐसी हालत थी कि चीन का युद्ध हमारे ऊपर आ गया उस समय में हमारे मंत्री जी ने जो सहयोग किया है वह बड़ा प्रशंसनीय है क्योंकि बिना उनके सहयोग के युद्ध के परिणामस्वरूप उत्पन्न स्थिति में हम जल्दी से काम नहीं कर सकते थे। इस समय पर हमारे तार विभाग ने जो दक्षता तथा कुशलता दिखलाई है उसके लिये मैं उसे धन्यवाद देता हूँ। जहाँ कहीं भी हमारे सिपाहियों के लिये, यहाँ तक कि पहाड़ों पर भी नौजवानों के लिये, जो भी आवश्यकतायें थीं उन सब को हमारे मंत्री जी ने पूरा किया है। उन्होंने उन लोगों के लिये मनो आर्डर और रजिस्ट्री आदि सब की सुविधायें उसी प्रकार से दीं जैसे कि पहले मिलती थीं, बल्कि उस से भी ज्यादा। ऐसी व्यवस्था पिछली लड़ाइयों के समय भी जो कि अंग्रेजी काल में हुई, नहीं हो सकी थी जैसी कि इस समय की गई है, और मैं इसके लिये भी उनको धन्यवाद देता हूँ।

इस संबंध में मेरा केवल एक निवेदन है इस मंत्रालय ने अपनी किताब में लिखा है :

‘प्रशासनिक एकांश: प्रशासन की सुविधा के लिये समूचे देश को प्रादेशिक तथा कार्य सम्पन्नता के आधार पर बनाये गये एकाशों में विभक्त किया गया है।’

इस विषय में मेरा यह कहना है कि हमारा ही एक ऐसा अभाग्य प्रदेश है जहाँ पर

पोस्ट आफिस का जनरल आफिस नहीं है। १ लाख, ७१ हजार वर्ग मील में फैला हुआ प्रदेश हमारा मध्य प्रदेश है लेकिन वहाँ पर जनरल आफिस नहीं है। न मालूम हमारा क्या दुर्भाग्य है कि जब सरकार ने लिखा है कि हम प्रबन्ध के लिए श्री शासन व्यवस्था के लिए हर प्रान्त में जनरल पोस्ट आफिस बना रहे हैं, तो मध्य प्रदेश में जनरल पोस्ट आफिस नहीं बना। वहाँ का शासन नागपुर के जनरल पोस्ट आफिस द्वारा होता है। मध्य प्रदेश हिन्दुस्तान का सबसे बड़ा प्रदेश है और वहाँ पर जनरल पोस्ट आफिस नहीं है। यह बात मेरी समझ में नहीं आती।

Shri Priya Gupta: Sir, there is probably no quorum in the House.

Mr. Chairman: The hon. Member will kindly resume his seat.

Shri S. M. Banerjee (Kanpur): I submit that there is a convention after 5 O'Clock the question of quorum is never raised?

Mr. Chairman: I am helpless in the matter. Unless the hon. Members observe the convention I have to follow the rules. When the convention is not observed I cannot enforce it. It is a voluntarily accepted thing. Once the question of quorum is raised the Chair cannot do anything except to order the ringing of the bell.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, I have only one submission to make. Once the question of quorum is raised, within one hour it should not be allowed to be raised again.

Shri Joachim Alva: Sir, I have another point. At 4 O'Clock it was announced that the sitting of Parliament will go on up to 6:30 p.m. How are we to know that it is going to be up to 6.30 p.m.?

Mr. Chairman: That is a decision of the House. We cannot give notice to anybody.

Shri Joachim Alva: Many hon. Members have already left for home.

Mr. Chairman: Those who are interested may stay here. Now the hon. Member.

श्री रा० स० तिवारी: तो मैं माननीय मंत्री जी से यह निवेदन कर रहा था कि मध्य प्रदेश में जो कि सबसे बड़ा प्रदेश है, जनरल पोस्ट आफिस नहीं है। मेरा निवेदन है कि इस ओर ध्यान दिया जाए।

दूसरे मेरा निवेदन है कि आपका परिवहन एक प्रदेश से दूसरे प्रदेश में और एक तहसील से दूसरी तहसील में चलता है, पर बीच में कुछ स्थान अन्य प्रदेश के आ जाने से छूट जाते हैं जहाँ कि लोगों के लिये कोई व्यवस्था नहीं रह जाती। मैं चाहता हूँ कि आपका एक प्रदेश का परिवहन दूसरे प्रदेश में भी जा सके। और अगर किराये आदि के बारे में कोई कठिनाई हो तो उसका प्रबन्ध कर लिया जाए ताकि लोग लम्बी यात्रा कर सकें। इस पर विचार करें। मैं मानता हूँ कि इसमें कोई कठिनाई नहीं होनी चाहिए।

मैं देखता हूँ कि आजकल सड़क परिवहन रेल के समान ही बढ़ गया है। लेकिन रेलों में यात्रियों के पीने के पानी की ठहरने आदि की सुविधायें हैं, जब कि सड़क परिवहन से जानेवाले यात्रियों के लिये कोई इस प्रकार की सुविधाएँ नहीं हैं, उनको धूप में और बरसात में कष्ट होता है। तो मेरा निवेदन है कि केन्द्रीय सरकार को राज्य सरकारों को अनुदान दे कर या कुछ सहयोग दे कर यह काम करवाना चाहिये कि जहाँ भी बसों के स्टेशन हैं वहाँ इस प्रकार व्यवस्था यात्रियों के लिए हो ताकि उनको तकलीफ न हो।

अभी भी बहुत से देहाती इलाकों में हरकारे डाक लेकर जाते हैं। मेरा निवेदन है कि इनमें से जिन स्थानों को आपकी बस जाती है वहाँ डाक ले जाने की व्यवस्था बसों द्वारा की जाए तो उसमें समय भी कम लगेगा और खर्चा भी कम होगा। इस प्रकार की व्यवस्था कुछ स्थानों के लिये तो है लेकिन अनेक स्थानों के लिये नहीं है। मेरा निवेदन है कि इस पर ध्यान दिया जाए और इसको चलाया जाय।

हरकारे जो डाक ले कर जाते हैं उनको पैदल जाना पड़ता है। मेरा निवेदन है कि आज पैदल जाने का युग नहीं है। इसमें समय बहुत लगता है। मेरा सुझाव है कि हरकारों को इस काम के लिये साइकिलें दी जायें ताकि वे अपना काम जल्दी और सुविधा से कर सकें।

आपने टेलीफोन की व्यवस्था अच्छी से अच्छी की है लेकिन कुछ स्थानों में यह अव्यवस्थित है। कुछ स्थानों में टेलीफोन के खम्भे लकड़ी के हैं। ये दस पंद्रह साल से लगे हैं और इनमें से कुछ सड़ गए हैं और गिर गए हैं इस कारण बेकाम हो गए हैं और टेलीफोन लगा होते हुए भी काम नहीं देता। मैंने कई बार छतरपुर से लौंडी तहसील को टेलीफोन किया तो नहीं कर सका। मुझे बताया गया कि खम्भे गिर गए हैं इसलिये टेलीफोन नहीं हो सकता। मेरा निवेदन है कि उनको बदला जायें और अगर सब को नहीं बदला जा सकता तो तीन तीन चार चार खम्भों के बीच में एक लोहे का खम्भा लगा दिया जाए ताकि तार जमीन को न छू सके और टेलीफोन किया जा सके। इस पर अवश्य ध्यान दिया जाना चाहिये।

मेरा एक और निवेदन है कि पोस्ट कार्ड का मूल्य न बढ़ाया जाए क्योंकि इससे ग्रामीणों को तकलीफ होती है। अगर आप पोस्टकार्ड का दाम बढ़ा देंगे तो जो

[श्री रा० स० तिवारी]

आदमी दो पोस्टकार्ड लिखता है वह एक लिखेगा। इस प्रकार आपको ज्यादा पैसा नहीं मिलेगा। पर गरीब आदमी की सुविधा कम हो जाएगी। आप लिफाफे पर बढ़ा दीजिये, रजिस्ट्री पर बढ़ा दीजिये, लेकिन मेरा निवेदन है कि पोस्टकार्ड पर न बढ़ाइए। इससे गरीब आदमी को मदद मिलेगी।

शिपिंग के बारे में मेरा निवेदन कि आपने समुद्र में और बड़े बड़े बाँधों के तालाबों में इसकी व्यवस्था की है।

श्री जगजीवन राम : तालाबों में ?

श्री रा० स० तिवारी : मेरा सुझाव है कि जो बड़ी नदियाँ हैं जैसे गंगा,

जमुना आदि उनमें छोटी नावों द्वारा जल परिवहन का प्रबन्ध किया जाए। इससे हमारे माल के आने जाने में सुविधा मिलेगी।

Mr. Chairman: The hon. Member may please resume his seat. Even after the quorum bell is rung the quorum is not there. I have no other alternative but to adjourn the House. So the House stands adjourned till 11 O'Clock tomorrow.

17.46 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, April 10, 1963/Chaitra 20, 1885 (Saka).