

12.09 hrs.

# CALLING ATTENTION TO MATTERS OF URGENT PUBLIC IMPORTANCE.

THREAT OF CLOSURE BY SMALL SCALE WOOLLEN MANUFACTURERS' ASSOCIATION AND SCREEN PRINTERS' ASSOCIATION.

**Shri Bishanchander Seth (Etah):** Under Rule 197, I beg to call the attention of the Minister of Commerce and Industry to the following matter of urgent public importance and I request that he may make a statement thereon:—

The reported threat by the Small Scale Woollen Manufacturers' Association and the Screen Printers' Association, Amritsar, to close down their concerns.

**The Minister of International Trade in the Ministry of Commerce and Industry (Shri Manubhai Shah):** Some of the small scale woollen manufacturers' associations and screen printers' associations in various parts of the country have sent telegrams to Government, in this Ministry as well as in the Ministry of Finance, threatening closure of their factories from May 2, 1962, as a protest against the newly imposed excise duty on the processing of cloth. They have demanded withdrawal of the excise duty. It is seen from press reports that some of these units at Amritsar have closed down from 2nd May, 1962. As this pertains to the Budget proposals, the House will appreciate that it will have ample opportunity to discuss this during the Budget debate.

Incidentally, I may mention here that in the last few years such threats of closure have become a regular feature of this sector of the industry in that particular area on several pretexts. While it is open to the industry to represent its case to the Government in a proper manner, such closures of this type can hardly be expected to be encouraged.

**श्री बिशनचन्द्र सेठ :** मैं यह कहना चाहता हूँ कि जितनी छोट स्माल-स्केल इंडस्ट्री को

मिलनी चाहिए, वह नहीं मिल रही है। इस इंडस्ट्री में हैंड लेबर का काम होता है। इसलिए उस की तरफ तवज्जह दिलाना हमारा काम है। गवर्नमेंट का उस तरफ ध्यान देना बहुत जरूरी है।

**अध्यक्ष महोदय :** मैं ने माननीय सदस्य को एक सवाल पूछने की इजाजत दी है, लेकिन वह अपने फ़र्ज की अदायगी करने लग गये हैं।

**श्री बिशनचंद्र सेठ :** जब तक मैं सारी स्थिति को एक्सप्लेन न कर दूँ, माननीय मंत्री इस समस्या की गम्भीरता को कैसे समझेंगे ?

माननीय मंत्री ने कहा है कि कुछ ऐसीसियेशन्ज़ हैं। मैं बताना चाहता हूँ कि इस इंडस्ट्री में बीस हजार आदमी इनवाल्ड हैं। वे सब हैंड-वर्क करते हैं। ऐसी स्थिति में गवर्नमेंट को इम्मीडिएटली इस प्रश्न पर विचार करना चाहिए। इस हड़ताल की वजह से यह इंडस्ट्री बंद हो गई है।

**अध्यक्ष महोदय :** मैं समझता हूँ कि माननीय सदस्य ने जो कुछ कहना था, वह उन्होंने कह दिया है। उन्होंने कोई सवाल नहीं पूछा है।

**Shri Indrajit Gupta (Calcutta South West):** Under Rule 197, I beg to call the attention of the Minister of Transport and Communications to the following matter of urgent public importance and I request that he may make a statement thereon:

"The situation arising out of the renewed threat of resignation by the Hooghly Pilots."

**The Minister of Shipping in the Ministry of Transport and Communications (Shri Raj Bahadur):** Sir, I have a statement to make, but it is as long as four pages. May I lay it on the Table?

**Mr. Speaker:** Yes, he may lay it on the Table.

**Shri Indrajit Gupta:** Sir, this is a very urgent matter. The whole of

[Shri Indrajit Gupta].

Calcutta Port is threatened with stoppage if no solution is found.

**Mr. Speaker:** That is what he is doing. The four-page statement is to be laid on the Table of the House.

**Shri Raj Bahadur:** Sir, I lay the statement on the Table. [See Appendix I, annexure No. 75].

**Shri Indrajit Gupta:** Then we will not have an opportunity of asking questions.

**Mr. Speaker:** Only one question I will allow him. Afterwards he can get a discussion if he feels that there is some ground for it.

**Shri Indrajit Gupta:** Shri Hem Barua can put one question also.

**Mr. Speaker:** He is not putting it.

**Shri Hem Barua (Gauhati):** I am putting.

**Mr. Speaker:** But unless the statement is studied, how can he? Would the hon. Members like that the whole statement of four pages be read out under the circumstances?

**Some Hon. Members:** No, Sir.

**Mr. Speaker:** That is the question that has to be considered, because that would take much of the time of the House, and therefore that statement, after it is laid, may be studied by the Members.

**Shrimati Renu Chakravartty (Barackpore):** There is one submission I would like to make. As all the papers from West Bengal have flashed, and I think it has come in our papers too, it is a fact that if the pilots stop work, the whole of the port of Calcutta, which is the major port of India, will stop, and tomorrow morning you will have to face an adjournment motion in that case. So, it is better that we take time notice of it. This is a very important point.

**Mr. Speaker:** May I know whether the hon. Minister can give the gist in two or three minutes?

**Shri Raj Bahadur:** I can give a gist from memory.

**Mr. Speaker:** Yes, not by reading it, but from memory.

**Shri Raj Bahadur:** We have got two services, the Assistant Harbour Masters Service and the Hooghly Pilot Service. Both of them are vitally important for the Port of Calcutta. The Assistant Harbour Masters take the ships from the Garden Reach jetties to berths in the port; and from the Garden Reach jetties to Sandheads to and fro. It is the task of the Hooghly pilot to pilot ships.

As far back as 1951, the Harbour Masters said that their emoluments were not up to the mark, and a committee was appointed known as the Lokkur Committee. It went into the whole question of demands of marine services, regarding their emoluments etc, both in Bombay and Calcutta. They gave a report and it was implemented. As a result of that, the Hooghly Pilot Service, which formerly was under the Central Government, was transferred to the Calcutta Port under a statute of the then Central Assembly. They said that the higher status enjoyed by them, that was their contention, had been disturbed, and ever since then they have been claiming that the differential in emoluments should be maintained. So, as a result of that, in 1959 or round about that, was appointed a committee known as the Guha Roy Committee, consisting of justice Guha Roy, who went into this question. He submitted a report after giving a patient hearing to all the parties concerned. Now that report had to be implemented, but the pilots as also the other marine services—there are six marine services, I have not named them all—they all raised some objections. So, we thought that those objections should be considered when the Port Commissioners took into consideration the whole report. So, a special committee of the Port Commissioners was constituted who examined all the

objections raised in the representations submitted by the various marine services and their representatives, and also the recommendation of the Guha Roy Committee. After the sub-committee went into the whole question, they submitted their recommendations. Meanwhile even before this, special sub-committee of the Port Commissioners had submitted its report. The pilots came forward saying that they have got serious doubts and apprehensions that full justice will not be done to them and therefore they are going to resign; one month's notice was given for their resignation to take effect. In fact I also met them and the new Chairman of the Port Commissioners also met them. We said that we will try to take into account all their feelings. But at the same time we were confronted with another request from the assistant harbour masters who said that their position should be safeguarded vis-a-vis the pilots. We were on the horns of a dilemma. If the pilots are given some sort of a differential, the assistant harbour masters get agitated. If they are not given that differential the pilots try to renew the threat of their resignations. It was in this context that the Port Commissioners met on the 30th of April to consider the report of the Guha Roy Committee and also the recommendations of the sub-committee. They have taken certain decisions. I cannot anticipate any final decision of the Government at this stage but I think they will take into account the standpoint of the pilots and I do hope that instead of precipitating any action the pilots will see to it that this important port of Calcutta which carries about 45 per cent of our trade operates and is not disrupted or threatened in any way. We hope that better sense will prevail. That is the appeal that I can make on this occasion.

**Shri Indrajit Gupta:** I would like to know whether it is not a fact that this special committee of the Port Commissioners submitted its report as

long ago as 23rd March, that is, two weeks before the Hoogly pilots were assured by the new Chairman that their grievances would be gone into? They had it already in their hands for two weeks but it was not revealed to

them. But when this new crisis came they were suddenly confronted with that report at this late hour. Why is this kind of tactics adopted precipitating a crisis like this?

**Shri Raj Bahadur:** I would like to recall to the hon. Member when the new Chairman took over.

श्री बागड़ी (हिमालय) : अध्यक्ष महोदय, मैं ने भी इस विषय में कालिंग अटेंशन नोटिस दिया है। माननीय मंत्री हिन्दी में भी बता दें, तो अच्छा हो। वह जो कुछ कह रहे हैं, वह मेरी समझ में नहीं आता है।

**Mr. Speaker:** When the business of the House is being carried on he gets up and puts a question. That is not the procedure here.

श्री बागड़ी : मैं ने भी कालिंग अटेंशन नोटिस दिया है।

अध्यक्ष महोदय : यह नहीं हो सकता कि माननीय पदस्य कार्यवाही के दरमियान खड़े हो जायें और दखल देने लग जायें और रकावट डालें।

श्री बागड़ी : मैं ने तो यह अर्ज किया है कि

अध्यक्ष महोदय : यह तो नहीं हो सकता कि किसी को वजह से काम रोक दिया जाये।

श्री बागड़ी : मेरे पहले तो कुछ पड़ नहीं रहा है।

**Shri Raj Bahadur:** The new Chairman took over as late as April 1st. The pilots met me a week before that. At that time the special sub-committee had not submitted its recommendations. The former port Chairman was meeting them and there was no occasion for the pilots to precipitate action like this when they knew that all the recommendations of the port Commissioners will finally be communicated to the Government and the Government will also have to take some decision thereon. They have not waited even for this stage. I do not say that Government is going to improve upon their recommendations or conclusions. We will take into account everything but the fact remains that the pilots have not even cared to wait for the Government to consider the whole matter.

श्री बागड़ी : अध्यक्ष महोदय, मैं यह कहना चाहता हूँ कि

अध्यक्ष महोदय : मैं ने माननीय सदस्य को दो दफा कहा है। अगर उन्होंने भी कालिंग प्रपोज़िशन नोटिस दिया है, तो मैं उनको भी मौका दूंगा। वह जरा इन्तज़ार करें। इतना इम्पेन्ड होने की क्या ज़रूरत है ?

**Shri Hem Barua:** In view of the fact that this is a continuous trouble and the Minister has not given the background of the entire trouble there cannot be a question of package deal. Therefore a few points about this have to be said and then a question put.

**Mr. Speaker:** If he wants, he can only put a question.

**Shri Raj Bahadur:** I have given the whole background and also the respective grades.

**Mr. Speaker:** That is exactly the difficulty. The hon. Members do not know what is contained in the state-

ment and they are experiencing some difficulties.

**Shri Hem Barua:** May I know whether it is a fact that Mr. N. M. Aiyar who was the Chairman of the Commission gave an assurance in 1948 that the interests of the Hooghly pilots—their terms and conditions of service—would be safeguarded, and also whether it is not a fact that now the Commission pleads that that document is missing from the file? So, if that document is missing from the file, who is to blame? May I also know whether it is not a fact that...

**Mr. Speaker:** Order, order. I will have to stop him there. Though the notice is belated, I will allow the other hon. Member a question if he wants to put one.

**Shri Hem Barua:** The hon. Minister has not replied to my question.

**Mr. Speaker:** His question is not understandable by me. That is the difficulty.

**Shri Hem Barua:** I will repeat my question. May I know whether it is not a fact that Mr. N. M. Aiyar, the Chairman of the Commission, gave an assurance to the Hooghly pilots in 1948 that their terms of service would be safeguarded and.....

**Shri Tyagi (Dehra Dun):** Stop there.

**Shri Hem Barua:**..... the paper is missing?

**Shri Raj Bahadur:** That particular contention of the pilots is within our notice. They have referred to a particular assurance alleged to have been given by Mr. Aiyar. We have not disputed that. We have not stated that they have produced before us anything that is forged. We have not doubted their bona fides about it. But we have said that that assurance apart, we are prepared to consider all the pros and cons of their claims on their merits, whatever the assurance.

Even the assurance may be taken into account, but we have to take into account the repercussions that would arise or would be cast on the sister marine services. That is the whole point.

**Shri Hem Barua:** One more question.

**Mr. Speaker:** Not more than one question. Shri Bagri has stood up twice or thrice and tried to interrupt the proceedings also. He gave notice on the same subject today. This was fixed earlier and it was on the agenda for today. If he had waited, he must have got the reply. Shri Ram Sewak Yadav and Shri Bagri have also given notice. I will allow them one question each, if they want to put the question.

**श्री राम सेवक यादव (बाराबंकी) :**  
माननीय मंत्री जी ने अपनी स्थिति पर जोर दिया है। मैं जानना चाहता हूँ कि सरकार तत्काल क्या कार्रवाई करने जा रही है ताकि ऐसी स्थिति पैदा न हो जिस की आशंका है ?

**श्री राज बहादुर :** जहाँ तक कार्रवाई का सम्बन्ध है, जो कानूनी कार्रवाई है वह तो है ही। एसेशियल सर्विस आर्डनेन्स जो है वह एप्लाइ किया गया है और उसके तहत काम होगा। मगर हम उम्मीद करते हैं कि उसकी जरूरत नहीं पड़ेगी और जो पायलाट्स हैं वे काम करना जारी रखेंगे।

**श्री बागड़ी :** सवाल मैं क्या करूँ। जो जवाब दिया गया है मैं उसको समझा ही नहीं।

**Mr. Speaker:** Order, order. Let us proceed to the next item. Papers to be laid on the Table.

**श्री राम सेवक यादव :** अध्यक्ष महोदय,

मैं निवेदन करता हूँ कि ऐसे माननीय सदस्य जो हिन्दी या किसी अन्य भाषा में कालिंग एटेंशन नोटिस इत्यादि दिया करें, उन को तो कम से कम माननीय मंत्री महोदय अपने जवाब ऐसी भाषा में दें, जिसको वे समझ सकें ताकि वे अपनी बात को उनके सामने रख सकें। यदि ऐसा नहीं होता है तो उनका इस प्रकार के प्रश्न को उठाना ही बेकार हो जाता है।

**अध्यक्ष महोदय :** यह बात ठीक है। मगर कुछ दिन पहले मैंने इसका जवाब दिया था। माननीय राम सेवक यादव तो दोनों जवानों अच्छी तरह से समझते हैं। अगर वह अपने मित्र को साथ साथ समझाते जाते  
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**श्री बागड़ी :** समझता तो मैं भी दोनों हूँ।

**अध्यक्ष महोदय :** तो यह तकलीफ न होती और उसी वक्त सवाल वह उठ कर कर लेते।

**श्री बागड़ी :** मैं तो चलता हूँ। मेरी तो यह समझ में नहीं आता है।

12.23 hrs.

[Shri Bagri then left the House]