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LOK SABHA DEBATES Dated 10/12-2014

(Part II—Proceedings other than Questions and Answers)

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LOK SABHA

Wednesday, 10th August, 1955.

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

2 NOON

PAPERS LAID ON THE TABLE

REPORT OF TARIFF COMMISSION ON CONTINUANCE OF PROTECTION TO ARTIFICIAL SILK AND COTTON AND ARTIFICIAL SILK MIXED FABRICS INDUSTRY ETC.

The Minister of Commerce (Shri Karmarkar): I beg to lay on the table a copy of each of the following papers, under sub-section (2) of section 16 of the Tariff Commission Act, 1951, namely:

(1) Report (1955) of the Tariff Commission on the continuance of protection to the Artificial Silk and Cotton and Artificial Silk Mixed Fabrics Industry.

(2) Ministry of Commerce and Industry Resolution No. 36 (3)-T.B./54, dated the 6th August, 1955.

(3) Statement under proviso to section 16 (2) of the Tariff Commission Act, 1951, explaining the reasons why the documents referred to at (1) and (2) above could not be laid within the prescribed period.

Placed in Library. See No. S-246/55]
208 L.S.D.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

THIRTY-THIRD REPORT

Shri Altekar (North Satara): I beg to present the Thirty-third Report of the Committee on Private Members' Bills and Resolutions.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

GO-SLOW MOVEMENT OF STEVEDORES IN CALCUTTA PORT

Shri Kasliwal (Kota-Jhalawar): I beg to call the attention of the Minister of Railways and Transport to the go-slow tactics of Calcutta port stevedore labourers and request that he may make a statement thereon.

The Minister of Railways and Transport (Shri L. B. Shastri): Stevedore labour in the port of Calcutta started a go-slow movement on the 24th July 1955. The authorities were given no reasons for this sudden move. According to one section of labour the cause of the go-slow movement was the reported arrest of certain labour leaders. The arrests in question were made by the police on the 24th July 1955 on law and order considerations and the men were released on bail the next day. The go-slow movement however rapidly gained in intensity. Output was reduced to 50 per cent of normal in some cases and 12.5 per cent in others. With a view to prevent further deterioration of the situation, I asked the Secretary, Ministry of Transport, to proceed to Calcutta for an on-the-spot study and report. The Secretary held discussions with the leaders of all the unions