

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 Altekari (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

[Shri L. B. Shastri]

concerned, who formally dissociated themselves from the go-slow campaign. In order to meet situations of this kind which threaten to seriously affect the working of the port, the Calcutta Dock Workers (Regulation of Employment) Scheme was amended in May, 1955 conferring powers on the Chairman of the Dock Labour Board to declare, with the approval of the Government, the occurrence of an emergency under the scheme. When an emergency is declared, the Chairman is empowered, among other things, to hold enquiries against workers charged with indiscipline, go-slow, etc. and impose appropriate punishment on offenders. As in the opinion of the Chairman of the Dock Labour Board the situation in the port justified the declaration of an emergency under the scheme, such a declaration was made with the approval of the Central Government for a period of three months from the 1st of August 1955.

In the past two weeks, due to inter-union rivalry, several stray cases of assault including a case of stabbing have occurred among dock labour in the Calcutta port. These, I regret to say, culminated in a clash between rival sections within the office of the Regional Labour Commissioner on the 8th August 1955 resulting in injuries to some persons. The situation grew serious and the police had to use tear gas to disperse the crowd. Several arrests have been made and order is reported to have been restored since.

As regards stevedore labour output, there has been noticeable improvement which is being generally maintained although a few bad spots still continue to exist.

COMPANIES BILL—Contd.

Mr. Speaker: The House will now take up further consideration of the Companies Bill as reported by the Joint Committee. As the House is aware, 25 hours have been allotted for the general discussion on the Bill.

The time-limit for speeches will be 30 minutes for Members and one hour, if necessary, for Leaders of Groups.

The Minister of Finance (Shri C. D. Deshmukh): I do not think it is necessary for me to go again into the history of this long-drawn measure. One way or another, the subject of company law reform has been before the Government for about nine years and therefore, nobody concerned with it can be accused of proceeding with any kind of haste. Some kind of strange destiny seems to be dogging this measure. That is to say, this question of company law reform, as the House is aware, was last comprehensively reviewed in 1936 but before the amended law had time to operate, the Second World War began and during the period that it lasted—that is to say, till 1945—there was a tremendous expansion in commercial and industrial activity. Money was very easy to make and there was an exaggerated feeling of confidence in the minds of entrepreneurs as well as the private investor. As a result, a great many ventures were launched soon after the war. But it soon became clear that all was not well with company management and that was how in 1946 the first step was taken to review again the working of company law.

Now, in these two decades that have passed from 1936, the economic scene has shifted and political conditions have altered profoundly and our ideologies and philosophies have, as a result, had a change—so rich and strange. Many new factors have emerged and our approach to old ones has also altered. But the basic aim remains the same, that is, encouraging and reasonably safeguarding private investment in fields which are not marked out for the public sector and regulating it for the common good. Sententiously, the overall objective could be defined as one of growing hedges rather than finding fetters for private enterprise.