

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

803

804

HOUSE OF THE PEOPLE

Tuesday, 24th February, 1953

The House met at Two of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

QUESTIONS AND ANSWERS

(See Part I)

3 P.M.

MOTION FOR ADJOURNMENT

FIRING ON KOLAR GOLD FIELD WORKERS

Mr. Deputy-Speaker: I have received notice of an adjournment motion. I consider that it is a State matter but, however, I would like to know something about it. I received a notice from Shri Ananda Nambiyar regarding "the firing by police on Kolar Gold Field workers on 23rd February, 1953, killing one person on the spot and injuring many others". Today's *Times of India* carries comments.

The Deputy Minister of Home Affairs (Shri Datar): We have no information. It would be called for and placed before the House.

An Hon. Member: May I know whether the motion will be there?

Mr. Deputy-Speaker: Because one person was killed and many injured I thought it sufficiently necessary that this Government also must keep itself in touch with this matter. The hon. Minister has already had notice of it. He will call for information and place it before the House. I do not think it necessary to give consent to this motion.

DEMANDS FOR SUPPLEMENTARY GRANTS FOR 1952-53—RAILWAYS

The Minister of Railways and Transport (Shri L. B. Shastri): I beg to present a Statement showing Sup-
488 PSD

plementary Demands for Grants for expenditure of the Central Government on Railways for the year 1952-53. [Placed in Library. See No. IV. u. a. (86e)]

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Dr. Krishnaswami (Kancheepuram): The rigours of parliamentary debate preclude an elaborate exchange of civilities and courtesies with hon. Ministers opposite. But, I am sure that all of us are glad that the hon. Minister of Railways has delivered the Budget speech in a language which is intelligible to the majority of us in the Opposition. I hope that when he replies to the points that we have raised, a similar courtesy will be vouchsafed to us so that we may be in a position to follow him.

The Budget has an ominous ring about it and it is no use trying to adopt a complacent attitude regarding the future of our railways or the prospects that are before us. I have given some thought to the various problem; I have tried to analyse the figures with great care and I have found that from many points of view railways are going to face a turning point in the history of their fortunes. I know that it is usually assumed that a socialist enterprise will, somehow or other, uncare for grow up like "Topsy" but assumption is fallacious. Even socialist enterprises have to be run according to "business principle", and, as the British Transport Commission point out pertinently in their latest report, it is all the more incumbent on a socialist enterprise that it should be run according to business principles so that the public might have the benefits of socialism without its being a drain on the general exchequer. The hon. Minister in the course of his speech indicated that we have a Five Year Plan and that we have to work within the framework of this Five Year Plan. In the course of his speech, he fur-