

[Shri Tyagi]

about it? I want to be reminded about the rule. Does the rule specifically say that he is disqualified or have we got power to do it?

**Mr. Speaker:** The rule is sub-clause (4) of article 101 of the Constitution which says:

"If for a period of sixty days a member of either House of Parliament is without permission of the House absent from all meetings thereof, the House may declare his seat vacant."

It does not mean that a Member's seat is vacant automatically by his absence. The House has certainly got the right to consider the circumstance under which his absence was justifiable or not.

Is it the pleasure of the House that the absence of Shri Sathianathan for 65 days from the 10th December, 1952, to the 5th April, 1953, be condoned, as requested by him in his letter?

**Several Hon. Members:** Yes, yes.

**Mr. Speaker:** This leads me to another question and that is it will be better if the House takes into consideration the propriety of the reasons for which a Member remained absent. I am not speaking with reference to this case but I have seen cases in which applications have come and we have granted leave. Some of them have not been very convincing or there were not cogent reasons for a Member to remain absent from the discharge of his public duties as a Member of Parliament.

**The Minister of Agriculture (Dr. P. S. Deshmukh):** We are influenced by the D. A. he foregoes.

**Mr. Speaker:** That is no consideration. It is not paid for their service as direct remuneration. Whatever it may be, is it the pleasure of the House that the absence of Shri Sathianathan for 65 days from the 10th December, 1952 to the 5th April, 1953, be condoned, as requested by him in his letter?

**Several Hon. Members:** Yes, Yes.

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

**Mr. Speaker:** I go by the voices and I feel the House is pleased to condone the period of absence.

*Absence was condoned.*

## PAPERS LAID ON THE TABLE

### MINISTRY OF LABOUR NOTIFICATIONS

**The Minister of Labour (Shri V. V. Giri):** I beg to lay on the Table a copy each of the following Ministry of Labour Notifications making certain further amendments to the Employees' Provident Funds Scheme, 1952, under sub-section (2) of section 7 of the Employees' Provident Funds Act, 1952:—

(i) Notification No. PF-501(17)/A-4, dated the 27th January, 1953.

(ii) Notification No. PF-523(17) A-5, dated the 23rd February, 1953.

(iii) Notification No. PF-523(6) A-6, dated the 3rd March, 1953.

(iv) Notification No. PF-504(109) A-7, dated the 4th March, 1953.

(v) Notification No. PF-516(10) A-8, dated the 4th March, 1953.

[Placed in Library. See No. S-33/53]

### MINISTRY OF TRANSPORT NOTIFICATIONS

**The Deputy Minister of Railways and Transport (Shri Alagesan):** I beg to lay on the Table a copy of the Ministry of Transport Notification No. 18-TAG(8)/53, dated the 31st March, 1953, making certain amendments to the Delhi Road Transport Authority (Advisory Council) Rules, 1951, under sub-section (3) of section 52 of the Delhi Road Transport Authority Act, 1950.

[Placed in Library. See No. S-34/53]

## ELECTION TO COMMITTEE

### INDIAN CENTRAL TOBACCO COMMITTEE

**The Minister of Agriculture (Dr. P. S. Deshmukh):** I beg to move:

"That in pursuance of clause (6—8) of paragraph 3 of the late Department of Education, Health and Lands Resolution No. F. 40-26/44-A, dated the 10th April, 1945, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to be members of the Indian Central Tobacco Committee."

**Shri B. S. Murthy (Eluru):** What is meant by the late Education Department?

**Mr. Speaker:** The question is:

"That in pursuance of clause (6—8) of paragraph 3 of the late Department of Education, Health and Lands Resolution No. F.40-26/44-A, dated the 10th April, 1945, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from amongst themselves to be members of the Indian Central Tobacco Committee."

The motion was adopted.

#### AIR CORPORATIONS BILL

**Mr. Speaker:** Now, we proceed to consider the Air Corporations Bill. In this connection I may remind the House that the Business Advisory Committee has recommended two days for this for general discussion. As the Bill is going to the Select Committee, I hope the work will be finished within that period.

**Shri Vittal Rao (Khammam):** May I say a word.

**Mr. Speaker:** Let the Minister proceed.

**The Minister of Communications (Shri Jagjivan Ram):** I beg to move:

"That the Bill to provide for the establishment of Air Corporations, to facilitate the acquisition by the Air Corporations of undertakings belonging to certain existing air companies and generally to make further and better provisions for the operation of air transport services, be referred to a Select Committee consisting of Pandit Thakur Das Bhargava, Shri N. Somana, Shri N. P. Nathwani, Pandit Munishwar Dutt Upadhyay, Shri Venkatesh Narayan Tivary, Shri C. D. Pande, Shri Mathura Prasad Mishra, Shri Banarsi Prasad Jhunjhunwala, Shri Satis Chandra Samanta, Shri Rohini Kumar Chaudhuri, Shri Ghamandi Lal Bansal, Sardar Amar Singh Saigal, Shri Yeshwantrao Martandrao Mukne, Shri M. Muthukrishnan, Shri T. N. Viswanatha Reddy, Shri C. P. Mathen, Shri H. Siddananajappa, Shri Pannalal R. Kaushik, Shri Nityanand Kanungo, Shri Vajjnath Mahodaya, Shri V. B. Gandhi, Shri Shivram Rango Rane, Shri Jaipal Singh, Shri K. Ananda Nambiar, Dr. Syama Prasad Mookerjee, Shri Girraj Saran Singh, Shri Rayasam Seshagiri Rao, Shri M. S. Gurupadaswamy, Shri K. A. Damodara Menon, Sardar Hukam Singh, Shri S. V. L. Narasimhan, Shri Radha Raman, Shri Raj Bahadur and the Mover, with instructions to report by the 30 April, 1953."

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

I shall begin by giving a brief history of the development of commercial air transport in this country. The credit of taking the first really effective step to bring this youngest form of transport to India goes, as in the case of several other key enterprises, to the house of Tata. In 1932, Tata Sons organised the first Indian Air Service between Bombay and Madras. This was gradually extended to Karachi in the North and Colombo in the South. In 1933, Indian National Airways was established by another enterprising industrialist (of the time) to operate an air service between Karachi and Lahore. These services were operated with light single-engined aircraft and were almost exclusively engaged in the carriage of mail. They relied for their financial support on payments made by Government for the carriage of mail. The Government of India, through the Civil Aviation Department, provided the ground organisation, which, according to the present standards, was rudimentary.

The first significant spurt of development came when what was known as the Empire Air-Mail Scheme was introduced. Under this scheme, all first-class mail between the British Commonwealth countries were to be carried by air. This involved the strengthening of the two feeder services in India, viz., Colombo-Karachi and Lahore-Karachi. New contracts were entered into with Tata Sons and Indian National Airways for this purpose. These provided for payment of financial assistance on a larger scale which included a margin of subsidy to enable the companies to operate these services with bigger aircraft and to greater frequencies. This gave them the first opportunity to so organise their services as to attract passenger and freight traffic in some significant measure. Between 1937 and 1939, a third company, Air Services of India, came into the field and operated short-haul services in the Kathiawar area. There was a bold experiment to attract traffic by offering substantially low fares. They, however, could not keep it up and had to cease operations in the absence of direct Government assistance.

When the World War broke out in 1939, it could be said that the two pioneering companies had made slow but steady progress. The war drastically altered the situation. All civil air transport had to subserve the war effort. The two companies were required to operate services in support of the Air