

(2) G.S.R. No. 60, dated the 26th February, 1958, making certain further amendment to the Customs Duties Drawback (Cigarettes) Rules, 1955.

(3) G.C.R. No. 80, dated the 28th February, 1958. [Placed in Library. See No. LT 616/58].

NOTIFICATIONS ISSUED UNDER SEA CUSTOMS ACT AND CENTRAL EXCISES AND SALT ACT.

Shri B. E. Bhagat: I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Custom Act, 1878 and Section 38 of the Central Excises and Salt Act, 1944, a copy of each of the following Rules:—

- (1) The Customs and Excise Duties Drawback (Hydraulic Brake Fluid) Rules, 1958, published in Notification No. G.S.R. 26, dated the 17th February, 1958.
- (2) The Customs and Excise Duties Drawback (Linoleum) Rules, 1958, published in Notification No. G.S.R. 72, dated the 18th February, 1958.
- (3) The Customs and Central Excise Duties Refund (Dry Batteries and Cells) Rules, 1958, published in Notification No. G.S.R. 77, dated the 27th February, 1958.
- (4) The Customs and Central Excise Duties Drawback (Tin Containers) Rules, 1958, published in Notification No. G.S.R. 79, dated the 28th February, 1958. [Placed in Library. See No. LT—617/58].

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

Eighteenth Report

Sardar Hukam Singh: (Bhatinda): Sir, I beg to present the Eighteenth Report of the Committee on Private Members' Bills and Resolutions.

DEMANDS FOR GRANTS—contd.

MINISTRY OF IRRIGATION AND POWER—contd.

Mr. Speaker: The House will now resume further discussion on the Demands for Grants relating to the Ministry of Irrigation and Power. Out of six hours allotted for these demands, fifty minutes now remain. I propose to call the hon. Minister immediately after Shri Tyagi concludes. It is now nearly 12.15. He will take 15 minutes. I will call the hon. Minister at 12.30 Shri Tyagi.

Shri Tyagi (Dehra Dun): Sir, I was pleased to learn from the hon. Deputy Minister of Irrigation and Power the details about various measures this Ministry has undertaken to effect substantial economies in the working of the various projects under them. He and his Minister deserve the congratulations of the House, not because they have done anything unexpected or very spectacular, but because in the general trends of Government of India's methods today and the way of their working, such measures are really very rare and exceptional. Shri S. K. Patil is known for his organising capacity and administrative talent. I am quite sure, as he has done in this Ministry, in the other one which he is going to take over, he will pursue his efforts although, as a friend, I must advise him that he is treading on a path which is not altogether free from personal risks. But, I am quite sure he is taking his officials into confidence and inspiring economies from down below. My suggestion to him is that the best economy can be had if he inspires the man down below, the labourer and then right up to the Engineer to effect economies as much as possible and then it will be all right, not from the Engineer down to the labourer.

Mr. Speaker: The hon. Member. I think, has laid the foundation in his department.

Shri Tyagi: Thank you, Sir.

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In internal economy, the position is much more worse than what it looks on the surface. External difficulties can be met, temporarily though, by means of subsidies or loans or begging or borrowing.

Acharya Kripalani: (Sitamarhi):
Or inflation.

Shri Tyagi: But, the internal malady would not yield to any superficial treatment. There is no solution other than (a) a drastic cut in our public expenditure and (b) efforts to produce more. Poverty and wastage do not go well together. In India, today's economy is so bad that we should devote our first attention to effect economies and reduce public expenditure. It is very difficult for a layman like me or my other colleagues on this side to put up any definite proposals for the consideration of the Government. The only thing we can press for is that like my hon. friend Shri S. K. Patil, my other friends, the other Ministers might exert themselves to see what extravagance they can cut off.

There is another point which I would like to stress and that is the method of working, not only of the Secretariat—I think as far as the Secretariat is concerned, they are all doing very well with great efficiency—but, the manner in which our activities, our projects and our other Plans are carried out. There is some change needed now. We are running the show on the old feudal lines. The labourer who is a wage earner, comes as a wage earner. He works. He earns his wages, which are more or less definite and with his wages he also tries to earn leisure, with the result that he has no heart in the work. He has his heart only in his wage. I think perhaps it was time that the Government could give serious thought to their profession or to their ideology as they say, of establishing a socialist pattern of society. That can best be attained at the workers' level

- In the public sector we have got numerous workers, lakhs of workers. Why should we not start charity at home and give a pattern to all these public corporations or public sector industries, and take the workers not only into consultation in the matter of management of these firms or buildings, or projects, but also give them some incentive by way of additional wages if they do more work? The one thing that bewilders me is that despite the fact that we are not paying so well to our wage-earners in India as other countries are doing outside, our costs are pretty high. It will surprise the House to know that the cost of production of 1 kw. of energy at the Stalingrad Hydro-electric powerhouse is .02 kopeks which is more or less .02 Naya paisa. This is the cost of production of power in Stalingrad. I saw it myself. I went into the details and I found that there are about 29,867 workers, working on that project. It is a huge project with 22 turbines of 105,000 kw. It is a huge task that they have undertaken and they are doing it very speedily.

The rate of wages is in no case less than Rs. 300 per worker per month. Even a layman, a non-technical worker, gets at least Rs. 300. In spite of this heavy wage that they are paying to their workers, their cost of production is not as heavy as it is in India. I do not know where the fault lies. That has to be enquired into. I think it requires very serious study as to how our costs are higher than elsewhere where the wages are so high. They have given incentive to their workers. The only thing which occurs to me is that there, the workers are not working on their fixed wages as is the case mostly in India. Even an unskilled worker works with an incentive. Whatever work is rendered, he gets a part of the profit of the work in every factory, everywhere.

It was surprising to learn this. After I saw this project, I was taken to the Palace of Culture which is a house costing about Rs. 1½ crores of

so, if I assess it on the basis of Indian buildings. There, I found that this house belongs to the trade union of this project, the Stalingrad Hydro-electric works—29,867 workers. They contribute 1 per cent. of their salary to the fund and every six months the accounts were closed, which I saw personally. I found that they collected 7,29,000 roubles within six months. But, they were spending on the welfare of their workers during six months—it was surprising—91,00,500 roubles. Their income was only 7,29,000 roubles. But, their expenditure came to 90,00,500 roubles. I enquired from where they got all this money. They said, whatever more work we do than the norms fixed, all the wages pertaining to that extra work come to our association, and we find in six months they are getting 91 lakh roubles for the extra work rendered by the workers. Therefore, the workers work from morning till evening and work hard. That is the way of production of wealth.

I have got a lot of figures and I would not oppress the House by giving many figures. It was surprising to know one item. Within six months they had paid 14,60,000 roubles to pregnant workers only. On sick leave of workers, they had spent 32,27,000 roubles in six months. So, all the welfare of that plant was entrusted to this union of workers, and they were running their own show as if it were a big corporation. The whole hydro-electric power station is spread over 5 square kilo metres. It is a huge thing, and I found that despite all this expenditure, which in India would be known as extravagance, their cost of production was so small. I, therefore, suggest that we might now make a start, make some adjustment in the relationship of workers in the public sector and the Government. This is what they have been doing outside, and I hope we shall take a lesson from them.

Because the time at my disposal is very short, I will not talk on various subjects. One thing in which I am

directly interested is the Yamuna hydel scheme. The foundation-stone of this scheme was laid in Dehra Dun by the Prime Minister in 1948. Work was started by the U.P. Government, and they had spent Rs. 60 to 70 lakhs on the work. Then suddenly, after six months work, it was found that in the records of the Planning Commission this project was entered as work not yet started. There is a register of works in the Planning Commission, I believe, where there is a column "works not yet started". This, unfortunately, went into that column which had the heading "work not yet started", with the result that, after spending Rs. 60 to Rs. 70 lakhs, orders were sent to stop the work. The work was stopped.

Later on, it so happened that the Chief Engineer of U.P., happened to be in Delhi, and he was in some connection invited to an at Home in Rashtrapati Bhavan. The Prime Minister was also there. He met him and enquired what had happened to the Yamuna hydel scheme. The Chief Engineer said that because it was entered as "work not yet started", orders had been received from the Central Government to stop the work and it had been stopped after spending so much. The Prime Minister was very much angry and he disgustedly left the Chief Engineer.

It was on that account perhaps that orders were sent after a year or so to re-start the work. The Yamuna scheme was taken up in the Second Five Year Plan and work was again started. For about six to seven months last year the work went on very well. They have done quite a lot, but again an order reached from the Central Water and Power Commission. They had thought of some other scheme, of putting up an earthen barrage of 280 feet down below the river system. It would be a power-cum-irrigation-cum-flood - protection scheme which would cost Rs. 80 crores, and because this scheme will involve inundation of a huge area of 70 square miles or so, all this work which has

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been done, or which was going to be done in the first phase of the Yamuna scheme, will all be submerged under water, and therefore they thought it would be better to stop the work lest it be ultimately abandoned and ultimately drowned. So, work was again stopped after spending a few lakhs of rupees.

Mr. Speaker: Who was responsible for that?

Shri Tyagi: It was the Planning Commission.

Mr. Speaker: Originally.

Shri Tyagi: Originally, the Planning Commission sanctioned the scheme which was in the Five Year Plan. Regular work started, but suddenly it occurred to the Central Water and Power Commission that instead of the Yamuna hydel scheme as it was being done, it would be better to have a barrage down below, and so this scheme had to be abandoned. Unluckily it falls in my constituency. It seems to me that my stones are as hard as my stars are.

Mr. Speaker: What was the estimate of this hydel scheme?

Shri Tyagi: The estimated cost of the hydel scheme was only Rs. 15 or Rs. 16 crores. Now they have taken it to Rs. 80 crores.

Shri Braj Raj Singh (Firozabad): More money.

Shri Tyagi: Money, of course, they do not mind when they plan. Money they are concerned with only when the Finance Ministry says "No".

Shri D. C. Sharma (Gurdaspur): The stars are brighter!

Shri Tyagi: I consulted the local engineers, went round there and found that the scheme as suggested by the Commission was defective in many respects. One was that in fixing the bed level they had committed a mathematical error in surveying. The

bed level was measured 20 feet less, and therefore the barrage now will not be 280 feet high, but 20 feet more, because the level was wrongly surveyed.

Then again, it was found that down the level of the bed they have to dig 30 feet more, and therefore, that also will have to be added. Therefore, it has become 310 feet instead of 280 feet.

Then, about the width. The width measured by the Commission was 5,000 feet, but now it is found actually it is not 5,000 but 8,000 feet. So, some errors have led to all these misunderstandings.

Then, with the addition of the width of the river stream, the leads to the barrage will naturally have also to be increased. So, the budget estimate might go still higher.

Then about losses. If the barrage is built in that area, 72 square miles of land will be submerged. It will involve 27,000 people of my district and in Himachal Pradesh. It is a matter of great concern to me personally. I have lived with my people, I have eaten their salt, I cannot be without them, and if they are to be dragged away from my constituency, I must go by them. I assure you will stand by them rather than any other force in the world.

Shri D. C. Sharma: I think he will be submerged.

Shri Tyagi: I think, yes, that is going to be the fate. If my friend is not prepared to change his ideas, he may kindly dig a grave near the foundation stone which the Prime Minister laid, lay me alive and invert it on me so that it may be a good memory of the Prime Minister and his loyal friend.

Thirteen thousand acres of rich agricultural land in Dehra Dun, which also contains tea gardens, will have to be submerged, and 19,000 acres of agricultural lands of Himachal Pradesh will have to be submerged. Because

the Yamuna water will be stopped by this barrage, the districts of Agra and Mathura will suffer from want of water, because the stream will not carry as much water as they are enjoying today.

Then in Paonta Tehsil there is a famous Sikh shrine called the Paonta Sahib. It is said the plan of the Commission is to submerge this Sikh shrine also by 160 feet or so of water. They propose to give another shrine over the water which could be approached by the Sikhs by means of a boat. I am surprised at this. I want to impress on the Ministry and my hon. friend who can best understand my sentiments, that he should not ride rough-shod over the finer sentiments the Sikh people. The Sikhs are a race. They are a chivalrous race; they are a fighting race.

Pandit Thakur Das Bhargava (Hisar): Dehra Dun people are not comparable to others.

Shri Tyagi: The Sikhs are a martial race. They are potential, and to just go on riding roughshod over their sentiments will play havoc. If you intend to submerge that Gurdwara, it will be a first-class social problem, and I must say that the Planning Commission, or even the Government has no business to indulge in only material planning. They have also to look into the social planning of the country, and this is a thing against which I protest, and I raise my voice here lest afterwards you may not say that the man from the constituency was sitting silent in his seat and did not raise his finger against it.

This is a matter which will affect them. I wonder if my friends are now sensitive enough, because previously they used to take notice of public reactions, but now they take notice only when their own houses are surrounded by a few people and strikes are effected. Did they ever care to notice the gracious and big procession of the Sikhs which they took out in the City of Delhi. It was a gracious procession. They were

quite but their sentiments were there. They are a people who are patriots they are the defenders of India, and because they are on the border State, they must be taken into confidence. Before they start touching this Gurdwara, I would suggest to the P. M. despite any opposition, to call Master Tara Singh who is their virtual leader today. He carries their sentiments, and you consult him as to whether he is prepared to let you drown that historical gurudwara. These are the questions which will arise in due course. But the Ministry has committed to it and now the scheme has been stopped.

There is just one more point, and that is important from the defence point of view. The barrage will contain so much of water. It is being said that this is being put up in order to safeguard the railway bridge in Delhi, and that it is for the protection of Delhi that all this is being done in my constituency. I say, consult any Generals of the Army, and they will tell you what the case is. Strategically, this will be very bad, because your enemy need not bomb Delhi; all that he needs to do is only bomb where you have no protection arrangements. If the barrage is once bombed and broken, then Delhi is gone, and Delhi will be swept away. So, from the strategic point of view also, I pray that you need not indulge in this scheme which has little wisdom about it.

Mr. Speaker: In all such cases, wherever any hon. Member wants to draw pointed attention to a particular scheme which he wants to eliminate, I would advise him to table a cut motion and draw pointed attention to it; and if the House agrees with him in view of the facts then, of course, that scheme will be eliminated. That is the only way in which it ought to be done.

The Minister of Irrigation and Power (Shri S. K. Patil): At the very outset, I must be grateful to the Members of the House for the very useful and constructive suggestions that they have made. The level of

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the debate has been kept high, and so also the constructive nature of the suggestions that have been made.

My hon. friend Shri Tyagi who was so emotional, and very rightly so, raised certain points. I would reply to the points that he has raised at the end of my speech. But in the meanwhile, in order that we should not work under that emotionalism throughout my speech, I can promise him at the very beginning itself that nothing would be done to hurt the emotionalism of thousands of people as he seems to imagine. If the case is genuine and real, I shall be very pleased to examine it, or anybody who is in charge of it, and we shall not, as he says, ride rough-shod over the sentiments of the people.

Before I come to the criticisms that have been offered in this House, I must first draw the attention of the House to some salient features of irrigation and power which are very important as general propositions. I shall take them up first, because there is the fear that I shall run the risk of missing the wood for the trees. Before I come to the individual criticisms, I shall state these propositions first.

One hon. Member, Shri Surendra-nath Dwivedy, I believe, said that the hon. Minister while replying to the criticism made last time was very eloquent on the river wealth of India. I would begin with the river wealth. It has become a very fascinating subject so far as I am concerned, and I want every Member of this House to take keen interest in the river wealth of our country. That wealth is not simply imaginary. And if I refer to it, I do so not in order to create any rhetorical impression in this House, but because I am convinced that India has been extremely lucky. Nature has endowed upon her all this benevolence. If only we know how to take advantage of it, we shall not lag behind the rest of the progressive countries in this world.

The river wealth is simply phenomenal. Who could have imagined that a country of this expanse and this dimension has more than six hundred rivers so nicely spaced in all parts of India that wherever you want to exploit them, and wherever the need arises either for irrigation or for power, the rivers are there? We have got some wonderful rivers, the like of which I have not seen anywhere else. I say this because it needs repetition. Everybody must know what the wealth that we possess is. It is not material whether we are able to exploit it today or tomorrow. But the fact remains that all this potential wealth that this country has got has to be taken in view, so that we can plan out the future, whether it be five years or fifty years, as to how best we are going to make use of that wealth.

The other day, I had the privilege and the honour of laying the foundation of a scheme which was phenomenal in every respect, namely the Sharavati scheme, of which mention has been made here by the Members from Mysore....

Shri Dasappa (Bangalore): Both of us are here.

Shri S. K. Patil..... Sir T. Subramanyam and Shri Dasappa. Whether on this planet or any planet where we propose to go after some time, can you come across a river, which, as you will be surprised to know, is 88 miles in length from beginning to end, that is, from the point of its rise up to the place where it actually falls? It is such a small and insignificant river; even the water contents are not also very heavy. But these 88 miles of the river, in the process or in its career from its rise to the place where it actually falls creates and generates an electric potential of over a million k.w., something unheard of. Now, if this is not the wealth of the country, tell me what the wealth of country is. You talk so much of steel, you talk so much of coal and so on. But this river

which looks like having a soul, because it runs—it is not stationary like the mountains or other things—and it ripples and it meanders, and it does everything that a human being does, but does it in a very reasonable manner unlike human beings, creates such a huge potential. Imagine a river of 88 miles creating that potential. It simply goes for some 66 miles, and then immediately it takes it into its head to drop in a gorge of 1900 miles and in that process of dropping, which are the Jog Falls, as you might know, creates a potential of somewhere about a million k.w. of electricity. I am saying that this is what the river wealth is, six hundred odd rivers, as somebody said and very rightly so, with a potential, which we may not use fully, of 1,356 million acre-feet of water. It is something tremendous, which can irrigate about ten countries like India, out of which 450 million acre-feet can be used, although we have not used it, because we are using somewhere about 120 million acre-feet in all the schemes that we have got and that we propose to have during the Second Plan. And as for the potential of the electricity, at the end of the Second Plan, what we aim at as power is 6.82 million k.w. and that is so much merely because our means are very limited, and we have no foreign exchange; otherwise, we would have gone ahead.

If I may give a rough estimate of the ultimate potential of power in this country, and this House need not really be shocked or surprised, it is nothing less than 100 million k.w., if we require it at all. The country will not use it even in a thousand years, but I may say that such is the power potential in this country. And we have not got to go anywhere for getting that power. If only by our endeavour and by the success of whatever we do, we create the requisite enthusiasm among our people, if our Governments are wisely advised, a time will come in twenty-five years or fifty years in this country, when so far as power and irrigation are concerned,

we would not have to look to anybody outside this country.

Shri Tyagi: Why then is the Minister leaving this Ministry?

Shri S. K. Patil: I shall say that also.

Now, I shall give you a few figures just to give you an idea of the quantum of work that has been done during the First Plan and that will be done by the end of the Second Plan. Before the First Plan began, we had something like 51.5 million acres under irrigation, and we were leading in irrigation all along the line. Before the First Plan, we have led the world, and after the First Plan and after the Second Plan also, I hope we shall lead all along. Therefore, so far as irrigation is concerned, that is a subject in which India should be very proud indeed.

Shri Panigrahi (Puri): You are also leading the world in not fulfilling the targets.

Shri S. K. Patil: 51.5 million acres were irrigated at the beginning of the First Plan; and at the end of the First Plan, 65.5 million acres were irrigated. That includes the major, the medium and the minor irrigation schemes.

Mr. Speaker: What did we start with?

Shri S. K. Patil: We started with 51.5 million acres, and we added 14 million acres during the First Plan, and made it 65.5 million acres. We want to add 21 million acres in the Second Plan, bringing the total up to 86.5 million acres. That is not enough, and we have to do more, but that is what we can do under the limitations that are imposed upon us by our circumstances.

Funds provided for irrigation in the First Five Year Plan were Rs. 384 crores; in the Second Plan, they were Rs. 461 crores, bringing the total to Rs. 765 crores, and along with minor irrigation dams the figure would come

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to Rs. 1100 crores during these two Plans.

So far as power is concerned, we began, before we took the First Plan, with 2.30 million k.w. We added in the First Plan 1.01 million k.w. So the power available then was the original plus the addition, that is, 3.31 million k.w. We propose to generate additional power in the Second Plan of 3.50 million k.w., bringing the total to 6.81 million k.w. at the end of the Second Five Year Plan.

The money that we spent on power projects in the First Five Year Plan was of the order of Rs. 260 crores. In the Second Plan, we have improved upon it and gone higher to Rs. 427 crores, bringing the grand total to Rs. 687 crores. If you add this to irrigation, it comes somewhere about Rs. 1500 to Rs. 1600 crores. You have also got to add the money that the Ministry has spent on flood control—Rs. 17 crores in the First Plan and Rs. 60 crores in the Second. If you take the grand total, the figure will come to about Rs. 2000 crores. This figure comes to nearly 30 per cent. of the total outlay of the First and Second Five Year Plans of Rs. 7000 crores.

I am merely saying this to show what importance we attach to all these projects, and in order to have a realistic and objective impression of what we propose to do and what this country or this Government must do.

Mr. Speaker: How much of this has been spent already?

Shri S. K. Patil: Out of this, we have spent more than Rs. 1000 crores in all the power projects. For the rest, 10 to 15 are in the process of being completed. I have included only those projects which have been taken in hand on which we want to spend.

Shri Panigrahi: What is the shortfall?

Shri S. K. Patil: Agricultural production with food self-sufficiency is really the basic factor in our national

economy. I am stressing this point, and I can illustrate to you why I do so. Sometime we get bewildered because many things come in national planning. We need them, not that only irrigation and power are required. We require steel, we require cement, we require other things and so on and so forth. But remember that for a country like India with a preponderatingly agricultural economy, there is no salvation, and there is no success of the Plan also, unless you stand on your own legs so far as your food requirements are concerned. If we shut our eyes to that and say 'Oh, if we have got more money, we can buy food from outside', we are really doing something which is suicidal so far as the interests of this country are concerned.

I can understand it—if an illustration is necessary—if it was a country like the U.K., and if anybody said there that the U.K. must be self-sufficient in food, it would be regarded as foolish, because they cannot make England self-sufficient in food. Therefore, there is no attempt to make it self-sufficient. They always attempt to produce more and more industrial articles and find a favourable world market, balance of trade and so on and so forth with which to buy food. I can understand their economy. But if we say in India that we shall produce more steel or we shall produce more something and then sell it in the world market and out of the money so created, we shall buy our food, it is something very strange indeed. It putting the cart before the horse, because food is there in our own country, in our own land, and it is only for us to exploit it, to create it and so on.

This can be done only by two ways. One is irrigation and the other is by improving our agricultural methods, so that, as the Prime Minister very often points out, instead of the yield that we get today, we shall be able to get twice, thrice or four times as much with all the fertilisers and other things that we are having.

Therefore, agricultural production, and particularly food production, is the very *sine qua non* of our economic existence in this country. If we take that factor out of our minds, then surely we are doing a very grievous injustice indeed to the people of this country. I am merely saying this because sometimes we forget this factor in the process. This has happened. As you know and as everybody knows, when we started our projects, naturally the demand came for cement, then for steel and so on. We wanted to have cement, steel and so on.

Shri Panigrahi: How much of the irrigation potential which they have created.....

Shri S. K. Patil: The hon. Member will have some patience. He need not abruptly interrupt me. That breaks the chain of thought. He will have his opportunity. I will not yield when I am on my legs.

Mr. Speaker: Hon. Members will kindly note down whatever difficulties they have and in the end, they can be resolved.

Shri S. K. Patil: Therefore, we required cement. Our attention was directed towards that. Naturally, I am not blaming anybody. Then we thought that we were short of steel. Therefore, we wanted steel. We wanted other things. In order to have all these things, we have a Plan which is a comprehensive whole, and everything is important for the national economy. I am stressing the point that irrigation and power, to the extent to which it is useful for all these projects, is the very life-blood of our economic life. It is the foundation on which the very super-structure of our economy has got to rest. Therefore, that point has not got to be forgotten in any planning that we might do now or in the future.

So also, what is the definition of self-sufficiency in food? Many people have curious ideas. I am not an expert in food production matters, but after watching it in public life during a period of 31 years, particularly since

India attained independence, I can tell you that food self-sufficiency is not the quantum of food that we produce in a given year like 1953-54, when the production was excellent—we had a million or two million or several million tons more. That was a gift and such a thing does not come in another two or three years. A rough measure or rough yardstick by which we can work it out is that we should produce enough to eat in a normal year plus at least Rs. 50 crores worth of food which is exportable. We must create this surplus, not because we should necessarily export that much food, but when we have got that potential for annual exportation of food to the value of Rs. 50 crores, in the lean years when we have got less, we have enough food in stock to go by and we shall not have to spend one rupee to buy food from any country outside, with the attendant difficulties of transport, shipping and so on to which headache, of course, I shall be transferred after some time.

But if that is to be avoided, apart from the headaches that are there, while there is a chance in our country to get these things, it is unwise in the extreme to look for food to other countries. Of course, we shall have to import food for the next two or three years or so, just because we cannot do otherwise. But I am simply saying what should be our objective for the future.

Some hon. Members referred to a Welfare State, and said: 'Look here. How can it be a welfare state; it is an impractical proposition'. What I am saying is this. In a country where every citizen of the State has got enough food to eat, enough clothing and enough shelter to live under, enough education for his children, reasonable amenities that a man requires, what more do you want? Therefore, all these difficulties of foreign exchange and other things do not come so long as this essential point or the primary necessities of life are looked after. And that is exactly the aim of our planning, that is, irri-

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gation for food production, power for the small-scale and other industries and so on. Then we shall have enough in our country without having to depend upon other countries for anything. Of course, for some time, during the transitional period, we shall have to depend upon them to some extent. They are very nice and we are very much obliged to them for being nice. But all this nicety cannot go on for a longer time. So also the dependence of India on those other countries must not be continued beyond a reasonable period. This is exactly what I think of the importance that must be attached to irrigation.

Now, having agreed that agricultural production is a very vital necessity or, as I said, *sine qua non* of our economic life, the administration of it has got to be so streamlined that we will exactly know as to how best it has got to be done. Here several suggestions have been made by hon. Members—at least three or four hon. Members, as my notes show. They suggest that so far as irrigation is concerned, it has got to be integrated under one chart. Whether it is possible or not, I am not going to say. But I am going to say what exactly has got to be done... (interruptions).

Mr. Speaker: Order, order. I am afraid some hon. Members have always got the knack of interrupting Members on the Treasury Benches. I always take care to see that when hon. Members from that side speak, there is not a whisper from the other side. But every time I have got to request hon. Members from that side not to interrupt. Hon. Members should hear both sides.

Shrimati Renu Chakravarty (Basirhat): Your statement that there is no interruption from the other side when we speak is not correct.

Mr. Speaker: Whenever there is interruption, I have been chiding them. So I am entitled to chide Members on that side also.

Shrimati Renu Chakravarty: That is a different thing.

Mr. Speaker: Let them not be sensitive. All that I want is that every hon. Member must hear both sides. We have come here for the sake of debate, discussion, persuasion and coming to a decision and not for drawing swords against one, another, hissing or hooting. If hon. Members want to talk very important domestic matters, they can go to the lobby. I want to make it clear.

Shri V. P. Nayar (Quilon): On the other hand, we want him to address you. He is turning round and addressing the back benches. We cannot hear him and we appeal to you.

● Mr. Speaker: Members have different methods of speaking. They have not learnt speaking here for the first time. All hon. Members who have spoken from that side also turn and address all sides. They do take sometime to look at the Chair. (Laughter).

Shri S. K. Patil: I am glad that they care so much about etiquette in this House. I am equally keen to maintain it.

In irrigation, the administration has got to be streamlined and there must be co-ordination in the efforts. I shall illustrate what I mean. The agricultural production or food production today is the charge not of one Ministry, but somehow or other it has happened that about five different Ministries and departments have got something to do with food production. Whether it is good or bad, it is for the House to decide. I am not commenting upon it, because otherwise it might be said that as I am leaving that Ministry, I am leaving some legacy which is not very palatable. So, I am not doing it. From the very first time I came into the Ministry, I have watched our Prime Minister and other leaders speak. Sometimes they show a kind of feeling that in spite of their best efforts, the agricultural production does not improve. Sometimes, when

things go wrong, there is no fixation of responsibility, because everybody wants to get out of it.

I will now illustrate how this whole mechanism of agricultural production functions in this country. At the top, there is the Planning Commission. There ought to be a Planning Commission. The Planning Commission plans; then, beyond planning, they must also supervise. Therefore, they supervise. Then beyond supervision, they also appoint working groups and so on and they go into the actual fields; everywhere they do it. It is very good. I will now point out how many authorities are working in order to improve food production and what a great necessity there is for streamlining the administration and in some way co-ordinating the activities, so that there should be no hindrance at all, but everything ultimately will conduce to better efficiency of the administration.

After the Planning Commission, comes my Ministry, the Ministry of Irrigation and Power. My Ministry is a technical Ministry. Engineers and experts are there and when the plans come, they go into that and find out . . .

The Parliamentary Secretary to the Minister of Labour and Employment and Planning (Shri L. N. Mishra): Politicians also.

Shri S. K. Patil: Yes; and leave aside the politician; he has also been pocketed by the experts. But they do a good job of it. Our C.W.P.C. and the other people, the engineers etc. are there and they say, "Our business is to prepare plans, estimates etc." There are the power houses and their business is there. They are also in food production. Then comes the Agriculture Ministry and the Food Ministry. It is their responsibility to see that what is produced is utilised in 570,000 villages in the country. We have these facilities, but they are sometimes not aware of what is being produced elsewhere. There has not been that perfect co-ordination so far in regard to what we are doing and what we propose to do. I am stating

this because three or four hon. Members asked why irrigation—major, medium and minor—has not been brought under one charge; so that it may be streamlined and something has got to be done about it.

Then come the Agriculture Ministries in the States. They are lords and monarchs by themselves and they would naturally say, "After all, agriculture is a State subject. Who are you to tell us as to what we should do and what we should not do?" Therefore, they also come into the agricultural production and food production. Then, as if that is not enough, the community projects also are there.

Shri Tyagi: Confusion worse confounded.

Shri S. K. Patil: It is their duty also to see that all these facilities are brought to the villages and they want more and more villages to be brought into their orbit.

Between all these five machineries, sometimes there are lapses; sometimes there are omissions; sometimes loose strings are not tied together. So, the difficulty arises. Almost simultaneously with my accepting this Ministry 11 months back, although we created a water potential of as much as 6.5 million acres, only 4 acres were used. I began to say that something has to be done. What could be done? I thought of appointing a committee to find out and investigate what has happened. But I came to the conclusion that I could not do so, because it is none of my business—after I have created that—just to go and find out as to why it has not been used; it belongs to some other Ministry and so on and so forth. So, for a larger food production, one has to streamline and co-ordinate the activities of all these five Ministries in a manner that it will go just like one machine and ultimately produce results which I am afraid are not being produced now to the extent to which it has got to be produced. This is in answer to all these three or four points that were made.

Shri Tyagi: Is there any cure for that?

Shri S. K. Patil: There is a cure. Every disease has a cure.

Now, in the first Five Year Plan, there was a lot of enthusiasm about irrigation, because we did not know much about the Plan. It was the very beginning and it was like a man who had just got married. He is very happy and he seems to be in heavenly bliss, but that bliss does not remain the same all the time. Things take shape in a different manner. Just like that, as we went along the line, five years passed and naturally we were asked to render accounts of what we have done. It was not merely being ready to do something, but then people began to expect results out of it. People began to feel that these irrigation projects are not very profit-making and they do not give 4 or 5 per cent. return and so they began to ask, "Why should we spread so much on irrigation?" Today a clever opinion is hardening in this country because the irrigation projects cannot be made self-paying by themselves and therefore it is a wasteful thing that we should spend our money on irrigation. I must answer that in the highest national interest and not because I happen to belong to that Ministry. It would be really a foolish thing to imagine that the irrigation projects should be established as if they were a commercial proposition, where 4 or 5 per cent. dividend has got to be declared. If that is the conception of an irrigation project, I say no irrigation project could be made in this country. Many of us do not realise the implications of the irrigation project, in what hundred ways it reforms the society, although it may not be possible to point out what percentage of profit we have made out of it.

I am particularly emphasising this point, because very often questions are asked here, "What is the percentage of profit Hirakud would give? What is the percentage of profit Bhakra would give?" So far as the irrigation aspect of it is concerned, I shall

be very happy indeed and the House shall be happy, if these irrigation projects become successful even as commercial propositions in giving a return of 4 or 5 per cent. All will be happy and I will be happy. But because they may not do so, that does not mean that irrigation projects should not be undertaken, because they do not give so much profit directly. I can tell you the experience of this very country, apart from the experience elsewhere. In this country, irrigation is not a new subject. Fifty or sixty years ago, there has been irrigation—Krishna, Godavari from where my hon. friend comes and also there has been irrigation in Punjab. There you will find that not for one year or two years, but for 20, 25 or 30 years, the money would not come, because the money from irrigation is really very hard in coming. It is very late in coming.

The reason is the farmer is a most orthodox and conventional person. It takes a long time to train that person. The indoctrination of a farmer or peasant becomes more difficult in comparison to political indoctrination, because in politics they are inflammable material. But the farmer is not inflammable. He is a stone and he will not allow himself to be burnt. Therefore, he has got all the qualities of the stone. He takes a long time to understand the effects of irrigation. Therefore in Andhra and in Madras it took years and years.

Mr. Speaker: The hon. Minister should look at the Opposition as well.

Shri S. K. Patil: Otherwise they will say that the stone was a simile that I was giving.

13 hrs.

Therefore it becomes difficult for all these wonderful results or irrigation to accrue. You cannot count them in terms of rupees and naya paise at the end of the second or the third year. Sometimes in regard to Hirakud and Bhakra, people ask: when we have got 2 lakhs or 3 lakhs acres of land why was it not used? It is sometimes not used. Mistakes might be purely ours. Other reasons

have been given as to why it happened, because the canals were not built, the spill courses were not built, the channels were not built. There was a certain amount of time-lag between one part of the scheme and the other. But over-riding all those considerations, which were in the nature of omission on our part, the fact remains that it is difficult for a farmer or peasant to understand and appreciate the value of it as quickly as in an industrial concern a worker can understand. Therefore, he finds it very difficult.

To further illustrate, I should like to make a point. Supposing a farmer was told: look here, you have got to spend Rs. 20 for fertilisers and Rs. 10 for water rate, or Rs. 30 per acre of land, then you will get Rs. 35 at the end of it. That man will say: "I have nothing to do with it. I will not do it for the sake of Rs. 5," although if you calculate according to commercial standards Rs. 5 on Rs. 30 comes to 15 per cent. dividend. But that does not work with the farmer. He will consider it hazardous for him. Besides, he has not got the money; somebody has to arrange for it.

So, please for God's sake do not equate these two things, that immediately the irrigation project comes it must start giving you benefit, so much so that all the debt must be paid back, the interest must be paid back and something else can be done. That cannot be done. It takes time; it will take time.

But what are the indirect benefits? As I was telling the House, the indirect benefits are many. When the farmer produces food that means your dependability on other countries is reduced; your transport is not required for it; he is a contented man; his standard of life rises; his children get education; he has got a nice house. Although you cannot ascribe it exactly to irrigation, these are the indirect results. He becomes a buyer in the market; he becomes a seller. He pays all the indirect taxes to the Govern-

ment, which may not come to the irrigation project, but may go to the Finance Department. There you cannot actually point out that these are the results of irrigation; but much of it is the result of irrigation. That means, unless the food production increases all these wonderful results cannot come.

In view of all these indirect results that we get from irrigation, which are far more important than the direct results, you must not really be carried away by the argument that irrigation projects have to be self-paying, that unless they are self-paying we will not really look at them, or encourage them. I am telling this because that kind of feeling which is hardening in this country should not be there.

Then, Sir, many points have been made here, not now, but all these eleven months, about the non-utilisation of available water, That is so. It has not been used for the reasons I am telling you. Besides the fact that things were not streamlined—that is one of our difficulties—our social propaganda that the peasants and all those people who are to be benefited must start taking advantage of it, must start from the very first day. As soon as a project begins, the social services should begin. We must go to the area and tell the people: now water is coming, you must be prepared for it, you must be prepared to pay water cess, betterment levy, etc. But if you do not want to emphasise it keep it apart, but—at least tell them the glorious part of the scheme as to how they are going to benefit, and how they must do it not only in their interest, in the interest of their family, but in the larger national interest.

They must know that is not enough for Andhra that they are a surplus State. I can understand their generosity of being surplus. But if they are surplus it has to be shared by the rest of the country. Therefore all that has got to be done. They must

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not like the industrialists when they do something adopt the attitude that they have got it by their own labour. It is not by their own labour that they have got it; others also have laboured. Circumstances are favourable in their case. The land is good, it is fertile, water has gone for irrigation. For all these reasons land in the four Sircar districts of Andhra State, my hon. friends from Andhra will concede, which was not even worth Rs. 100 per acre now fetches Rs. 5,000 to Rs. 10,000. Now this situation has not come about by a miracle nor is it something which has dropped from the clouds. It has come about because irrigation facilities were made available and people in their own interest wisely used them. Therefore all these omissions on account of which water is not being used we have to solve.

Sometimes it so happens that these social services do not start. All of a sudden the Department goes and says that water is there. People do not know it. It is not their fault. That particularly happened in Tungabhadra. Generally our canals will go in an area which was arid before. There was no population. There was no population, because naturally you take water to places where there is no water. Therefore, generally it will be to places where there was no population.

What is the pattern of India's population and, for that matter, the population anywhere else in the world? Our population pattern always goes and clusters round water, rivers, wherever they are. You will find in the whole of the Middle-East 90 per cent. of the population is round about the river Nile. It is so because the rest of it is Sahara or desert. Similarly people have gone and remained where there was water. Now when you bring that water somewhere else you have got to work from the very beginning, so that they change their habitation, from where they do not get enough to eat to places where they can produce enough. When I come to

the Rajasthan Canal I shall tell the House as to how the canal will go through hundreds of miles where there is no population at all.

If you say that the people must come, fertilise the land and take to agricultural production, how are they going to do it, unless from the very beginning you prepare them whether from Rajasthan or elsewhere, and colonise them by whatever method you like? In Tungabhadra the canal has gone to places where the population pattern was quite different. Therefore, all these things, like social services, etc., have to be taken into consideration seriously. I illustrated the cases of Godavari and Krishna where it took twenty-five years for people to use that water; it happened in the case of Indus also.

I can give the House examples from elsewhere also. In other countries too it has not been always possible to use the water immediately, the Tennessee Valley for that matter, the Columbia River basin, where you have got the Coolie Dam. It took a long time for people to understand and realise the value of it. In the Columbia River basin there was a pattern to irrigate 10 million acres. After five years or ten years they found that not more than 1 million acres not more than 100,000 acres was used. Even then they say that it is a national asset. And what is the money that they had spent on that scheme? Double of what we are spending on the Bhakra Nangal, Rs. 350 crores.

It might perhaps be said that America is rich; they can afford to pay. But I say that the pattern of people everywhere is just the same; the farmer everywhere will be more or less just the same; he will have the same emotions, the same sentiments, the same family relations. Therefore, please do not run away by the idea that unless you do things very quickly, they cannot be done.

So far as power is concerned, we are very happy in that. At one time

we did not know what to do with our power. Now, power as soon as it is generated, perhaps, long before we put the wires, is gone. This country and our people seem to be power-thirsty some way or other, (Laughter) every type of power, leave aside that power. So far as this (electricity) power is concerned in every country they are thirsty.

When Bhakra was taken in hand, the engineers of Punjab were worried over it. The Punjab engineers wrote to the Delhi administration—then we were not there—what can we do with this electricity. The electricity will come and nobody will take it. For God's sake let Delhi take it. There were in Delhi Diesel and steam plants to generate electricity. They actually stopped us from generating this power in Delhi because they thought that power generated in Bhakra would not be utilised. That was how those plants were closed. We got 20,000 kw. Very often Rajasthan is angry and that take up cudgels on behalf of their people and ask: why should this capital, Delhi, come in our way and take these 20,000 kw. and ask for more? If we create more out of impounding the Beas waters etc., say another half a million kws. then, I can right from now tell you, whether I am your Minister or not, that Delhi will require another 100,000 kws. for its needs. After all, India is one. We must not have this idea because if Mysore has got Shirawati—88 miles of it—and they get a million kws. they cannot think that they can have the whole of it. Surely, if the neighbouring States where such facilities do not exist want it, they must also be prepared to give it. I am thinking of the indivisibility of our nationhood. Wherever we have got the best things, we must be prepared to give them to those who have not got not by starving ourselves but there must be give and take. That exactly is the situation that we have got to meet so far as power is concerned.

Take the D.V.C. We wanted to create and we have already created

170,000 kws. of power. Ultimately, when Panchet Hill and one more plant in Bokharo is added, we will have another quarter million kws. Do we know that even today before the 250,000 kws. are produced, we need about 100,000 kws. right now? Industries are coming. Is it not really creditable that these things are happening? We may say that we did not fully plan in a foresighted manner as we should have done. But, that is a different matter. We never knew that our people would be so very responsive and might utilise all the resources that we are creating for them. We have to look forward not to the 6·82 million kws. that we shall be producing at the end of the Second Five Year Plan, but my estimate is that we must be prepared to have about 10 million kwts. of electricity in this country during the next five or six years. Your irrigation will not increase to a great extent because where there are no tubewells, tubewells are to be bored. Other things have got to be done. All that means electricity and it is ultimately electricity that will enable our small and big industries and irrigation to shine. Therefore, all this difficulty has got to be faced. But, we must be prepared for that even from now.

So, I also mention casually about Bhakra. Bhakra, in spite of those steps that we have taken on the one side of the river, we shall be producing somewhere about a 280,000 kwts. of electricity—firm electricity—although it might be 450,000 kws. But, it is not firm, because the water supply may not be always there and so on and so forth. Out of that, a lot of it will be taken by fertilizer, and heavy water and Delhi. Therefore, what remains has to be distributed between Punjab and Rajasthan, my friend's State. He was complaining that he was getting only 50,000 kws. and that too is not coming. (Interruption). But, what I am telling is this. Therefore, for the Punjab and the increasing needs of Rajasthan—Rajasthan is going to be by far the richest part of India in the next 25

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years to come—you take it from me; and, therefore, it is a very safe constituency that he has chosen and it will be a land flowing with milk and honey—for all these purposes, all these things have got to be done. And all that is not possible now because you have no water. Thirty or forty crores more have to be spent in impounding the water of Beas because flow from Sutlej has to be sustained. It has got to be done because it would get one million kws. It means that there would be 360,000 kws. of firm electricity to meet the needs of Punjab and Rajasthan and the needs of Delhi.

All these things are not merely dreams that I am telling you. The dreams have got to be realised in the larger interests of the country and the successful implementation of our Second and Third Five Year Plans.

Now, there is a very ticklish point—I simply refer to this generally—as to how to distribute the expenditure between power and irrigation in multi-purpose projects. How to do it? Sometimes it may appear that we have given a little more for power because power only brings return but irrigation does not. Therefore, the irrigation engineers come up and say, why do you give more to power because they do not want to show that they are working at a loss. They won't like things like that. There is a fight between the irrigation engineers and the power engineers about the allocation of these things. But, let them remember that after all, all these multi-purpose projects are of one family and when one son gets another son gets it also. They are more or less supplementary and complementary. After all, we have got to make them a success. If power is getting something more than what is spent on irrigation it is not a national loss. If irrigation is spending that it is the same thing. More is to be given to power in so far as our village electrification schemes should be com-

pleted. We must not grudge that. Therefore, there is this constant quarrel between them and that generally occurs as to how these things should be distributed.

I do not think that there will be any rough and ready method that I can suggest. If you think that they are supplementary and complementary to each other and that they both belong to the same State, to the same country, the question can be settled ultimately in the larger interests of the country as a whole.

That does not mean that irrigation must not be made to pay as much as it can. Many people say, for irrigation let water be free; give everything free to the peasant. My friend Pandit Thakur Das Bhargava was reasonable. He said he is prepared to pay reasonable charges. And 'reasonable' is a word that nobody has defined. (Laughter). I can quite understand, he himself being reasonable, he will propose something which would be equally reasonable.

But, what I am saying is this. If you see these big projects whether in Punjab, Hirakud or DVC or Tungabhadra, generally, it so happens that the peasant does not want to pay. Who wants to pay? Why blame the peasant? If there is a chance for a Member of Parliament not to pay, do you mean to say that he is going to show a different pattern of conduct than a peasant or anybody else? It is very just and natural. Therefore, I want all your co-operation in this business. The Members of this House do not want to pay any irksome taxes etc. But, we must so manage and tactfully manage things that we must take the maximum out of it. Why? Not because that scheme must pay but only because unless some schemes pay, sometimes, other schemes cannot be taken in hand. Supposing all this money, some thousand crores of rupees that we have thrown on these irrigation schemes, becomes dead stop

and nothing comes out of it, it may be declared a national debt and you will have to liquidate it. But, what about the Rs. 1000 crores or Rs. 2000 crores which we may have to spend if other plans were to be taken up? Therefore, we must do everything in our power to see that these multi-purpose projects, particularly irrigation projects, pay, if not completely at least as much as it is possible. Therefore, what to do?

There are two or three things that are really to be done and I can tell you how they can be dealt with. First is the betterment levy. Why should people fight shy of the betterment levy? If an acre of land which was worth Rs. 50/- becomes worth Rs. 150/- or Rs. 200/- because irrigation water has gone there, is it not an unearned income that the farmer has got? I say do not repay me all that complete income. I am not suggesting that. But, let him make Government a participant in that income. So, if an acre worth Rs. 50/- becomes worth Rs. 200/-, then, let us share this Rs. 150/- half and half; or, let him take 60 per cent. and 40 per cent. come to us. Do something like that. Every farmer does not get the same facility because our schemes have not gone everywhere. Let others also benefit. Therefore, the legislation for the betterment levy has got to be gone through by the State Government.

Sometimes, the State Governments are very clever. They must be clever as everybody is clever. Parliament is not the less clever. What do they generally do? When the elections come in, they think it is a very unfavourable step. Therefore, the Bill becomes ready. The Minister introduces the Bill and then it goes into the waste paper basket until the results of the elections are known. Then, when the results are known, they are in the flush of victory and they do not touch that for a couple of years. Then, there is the next election and they say, 'we shall not touch it because we will have to face the voters and we shall not take risks.' In

the larger interests of the country, our friends have got to take risks. Whether I come or you come, it is a risk for the country. Therefore, if they do not pass this legislation for betterment levy or a cess, it will become very difficult. Sometimes, people do not take water because the rain is there; the farmer says, 'I will wait for the rains; if the rain comes, why should I pay for water?' Therefore, something has got to be done. Take it on as part of the revenue on that land or as some cess, which can be measured by the water he gets.

All these things, whatever they are, have got to be done. I seek the co-operation of every one of the Members in this House. It is not for a particular project only that it should be self-paying, but it is in the larger interests of the country. You want irrigation not only for 5 years, but for 25 years we shall have to go on with these irrigation schemes. It is not merely 86 million acres. Ultimately, your irrigation potential would be somewhere near 150 million acres in this country with the raising population. As I said, we must not be aiming at achieving self-sufficiency; you must be able to export a little part of it; it need not actually be food but products like sugar and things like that. If all this has got to be done, you cannot take this situation in a defeatist or hopeless or in a pessimistic manner. That is the trouble today. What do we find? In Bengal, they fixed a rate of Rs. 8 or 10 per acre. Many people did not pay. I got some wonderful figure from the DVC. For the whole of six months only Rs. 88 or so was collected. The cost of collecting it must be pretty heavy indeed. It is because nobody tried. Now in Bengal at least for a year, water has been made free so that everybody gets free water. That is good. The peasant will get accustomed to it and if he gets it for sometime he can understand the value of that water *vis-a-vis* the agricultural products that he produces or loses. But for God's sake let him not be labouring under the hallucination that it is going to be free for all time

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because somebody has spent the money for it. I say so because these things are very important and our responsibility thereto is very great—responsibility not only of the Ministry but even of the Members of this hon. House.

I now come to the relations between the participating States among themselves and unfortunately the Government of India. I do not say that they are bad; I am not suggesting that. But the relation must be very good. The debtor tells the creditor laughing: 'You are a very nice man; so far as the payment of debt is concerned, you are a nice man. There is nothing beyond that. I am not prepared to pay the money. Sometimes it happens. So, there is not that kind of amity, co-operation and co-ordination as must exist at all times everywhere.

Our control boards are not legal entities as everybody knows. It is an administrative set up. There is no law behind the establishment of control boards. Its decisions have got to be implemented by the respective States. So far as Bhakra is concerned, any order of the Bhakra Control Board has got to be implemented by the Punjab Government and the Rajasthan Government. If an engineer has to be dismissed, the Board has not got that right. In these four or five years, a convention has now been established by the Board. It is because there are eminent representatives of these participating States and surely it has got to be done. But somehow or the other it so happens that there is delay in the implementation and in many cases it is not implemented at all. The result is that it becomes very difficult for the Government of India.

The other day in the half an hour discussion which you were kind enough to allow my friend Shri Mathur raised a very significant point. When you have taken a decision that Rajasthan must be given so much electricity, why that electricity was not given? It is a right thing to ask. Now, helplessly, I have got to say that

the Punjab Government has failed partly in its duty and the Rajasthan Government has failed partly in its duty. It is not very pleasant for me to say so. I am not a ring master or a monitor to admonish everybody in the class and say that they are wrong and I am right. I am conveying to the House the predicament in which one is placed. The Board is composed of two States. Sometimes the Chief Ministers or some important Ministers are members. They have unanimously taken the decisions. But they are not implemented. Then it becomes very difficult indeed.

If I go at this rate, I will naturally take more time. So, I shall refer to only two or three things as they occur to me. They have got to be said. Otherwise, I would not have taken the time of the House. Much talk is there in the air about atomic energy. We heard about the composition of the Atomic Energy Commission the other day. The coming of the atomic energy and the possibility, within the next five or ten years, of commercialising the use of that energy for our purposes are great factors that anybody in this House and elsewhere had to take into consideration. I am emphasising this fact for another reason. When that atomic energy comes, hydel electricity shall continue and must continue. What will be affected is the thermal electricity because it depends upon coal, transport, etc. If anybody thinks that our projects of hydel electricity have got to be losing because of the coming of the atomic energy, he is not right because it is nature's energy that we get in hydel electricity. That will continue. I hope within the next five or ten years the atomic electricity might become an established fact in this country as anywhere else in the world. America has done it in the city of New York but it is a small plant with 3,000 K. Ws. for military purposes. There electricity has been produced at a very terrific cost. But what I am saying is at a cost which can be borne by the citizens of this country. That may take another five

or ten years but that has got to be done.

Now, in the next few days we shall lay the foundation of the Rajasthan Canal. What a wonder will it be! It will be the pride of this country as it will be the longest canal—435 miles. Some fellow asked a question. (An Hon. Member: Some 'fellow'?)... I am sorry; some hon. Member asked a question: "What will be the width of the canal at the beginning and what will be the width at the end?" I gave him figures. (Interruptions.)

Mr. Speaker: There are fellows in university.

Shri S. K. Patil: I at once corrected myself and said 'hon. Member'.

Shri Tyagi: Fellow means a comrade.

Shri S. K. Patil: Let me not take time in this. This Rajasthan canal passed through areas on the border between India and Pakistan which is an arid region. I was told that the density of population in these areas is not even ten people in a square mile. It is absolutely desert. It is virgin land. When this canal runs, it will be really the pride of this country. 435 miles out of which, if we get money, we shall make 200 or 300 miles navigable. We are laying the foundation already. When it will be navigable, whether money will be available or not and how much money will be necessary are all further points. Then we shall have to create some water reserve so that there may be perennial water supply and the supply may be much faster than it will otherwise be. This canal will colonise nothing less than a million people either from Rajasthan or elsewhere and so much of land will be irrigated. There are possibilities of lift irrigation. My friend there, the other day, said that Bikaner and the other places would not get water. We have also to take up the question of more water. We shall have to lift water. There will be several millions, six million acres on the one side and

there will be six million acres on the other side. That could be done. It may take time.

Shri Karni Singhji (Bikaner): I think in the consultative committee you very kindly said that Bikaner City would get water. I had referred yesterday to the blackish water about fifty miles north of Bikaner.

Shri S. K. Patil: I gave the hon. Member more credit than he is prepared to take. Bikaner city is a part of the whole region. We are contemplating for the whole region. It could also be done. What I am saying is this. It is the longest canal in the world. The other day, I read that there was going to be a 640 mile canal in Russia; whenever it comes, that will beat this but until that time this will be the longest canal. It will colonise a million people and perhaps grow a million tons of foodgrains. It would be a boon in the proper place. It will be the border between India and Pakistan. Instead of its being no man's land, you can make it everyman's land in this country.

Then there are projects like the Gandak, Sharavati, Rana Pratap Sagar, Ganga Barrage and so on. They are very much in our thinking. As soon as the times are propitious in the sense that we get the resources to work them, they will be taken up. Some of them have already been taken up. (Interruptions). So also flood control. I do not want to take your time. Every year, floods take a toll of Rs. 40-50 crores. Yet, when the flood control measures are taken, people want to know how much they get out of it. Is it not a fact that the loss of Rs. 30-40 crores will be stopped? It was going into the drain. If that is stopped, the money is saved. Although I cannot attribute to a particular farmer and ask him to give me so much because of the savings on account of the flood control, they have got this much. The Government has spent Rs. 17 crores in the First Plan and in the Second Plan the allotment is Rs. 60 crores. Flood control measures are going on apace.

[Shri S. K. Patil]

My friends here from Gurdaspur or other places have been talking about flood control and ask why more money is not given to Punjab for this purpose. I could say that in respect of places like Orissa or Andhra, which are surplus places, anything that could be done to stop and control the floods should be done because they are our granaries for the rest of India. That is one consideration which should not be forgotten. If Punjab wants more money which it could spend—not merely money to ask it got it and did not spend for one year—it will be easy for us. I hope they will know the art of spending; they know it, I think.

Sardar Iqbal Singh (Ferozepur): May I bring to the notice of the hon. Minister that though the schemes had been sent by the Punjab Government to the Central Ministry, they were not sanctioned?

Shri S. K. Patil: That is now. But in the first year, they did not spend the money. They returned. Now, there is no dearth about it. We are trying to look after Punjab. I am not saying this merely to give a reply. But it is in the larger interest of India that this is done so that the granary of India is really protected.

I do not want to take up much of your time on the difficulties of foreign exchange. Those difficulties may be there. But, as I have explained already, irrigation and food production must be regarded as not only the core, the hard core, but the hardest core of the Plan, because on that the success or otherwise of the Plan will depend. Therefore, I am not at all afraid that the schemes already taken in hand will be really dismissed or thrown out.

Some hon. Member made a reference to the All-India service of engineers. That matter has been taken in hand very seriously. The Cabinet has taken it in hand. They want four services to be made including medical services, education and forestry. There are many advantages if that is done. Some States do not

agree to this—naturally for obvious reasons—because if they become All-India Services, naturally the services of their Chief Engineers and other engineers may not be hundred per cent under their control. I can assure those States that so long as those engineers are under their service they will be hundred per cent under their control, and they should not stand in the way of this necessary progress.

That brings me to soil conservation, afforestation, Hazaribagh and Tilaya. They are all going apace. We want to give equal attention to both so that we shall really conserve our soil and get more yield out of it.

Stations like the Poona and other research stations are also doing wonderful work. Water-logging particularly in the Punjab is being attended to and would receive increasing attention from the Ministry.

Reorganization of the C.W.P.C. is also being attended to. There is a high-power committee just now going into the subject and surely reorganisation will be done in the next three or four months in order that the C.W.P.C. will be in a position to give a better account of themselves than hitherto they have done. But I must say that they have rendered an excellent account of themselves, so also our engineers. I shall be changing my portfolio within the next three or four days but I must say—not because I am changing my portfolio, but I have said so on the very first occasion—that our engineers are second to none in the world. They are men of self-confidence and are painstaking. When they say that they will do this and do that because so much will be saved I become very happy and proud of them. We have today such young people. They are not ostentatious, there is no searchlight of any publicity on them; inspite of that they do a real job of work. They are today laying the foundation; but they are not seen they are under the foundation. The superstructure of our national economic prosperity and peace that we do think of having in the country

rests upon those valiant people who have rendered such an excellent account of themselves.

There are also the officers of the Irrigation and Power Ministry. Unless there was complete liaison and good relations between the two progress could not be made. Progress was made possible just because the administration branch of the Ministry and the engineering branch in the Ministry have co-operated very well.

The last point, perhaps, is the canal water dispute. I need not take up your time on that, but some Members asked why it is so and suggested that we should be strong. What could have been stronger than I am, and how could anybody be stronger than he is? I have already said that this Indus water dispute has been there for the last ten years. India has taken an honourable, consistent and good neighbourly attitude throughout. We have not told Pakistan that we shall not have anything. We shall give 80 per cent of the water contents of six rivers, give us only 20 per cent. We are prepared to pay for link canals etc. The good offices of the World Bank have been used and they are still being used. Although there is no time limit, if any friend wants to do something we do not stand in his way. We read in the papers that Pakistan has accepted something, rejected something and given something. It may be so. I can assure Pakistan as a friend—there is no browbeating about it—that we want to be good neighbours of Pakistan. The interest of the millions of peasants in Pakistan is as much dear to us as the interest of the millions of peasants in this country. Our Prime Minister ran to the rescue of those peasants when the water was stopped for a little while. He said, it shall not happen. He said: "So long as they do not make any alternative arrangement I am not going to allow their fields to go dry". All those stories of dust bowls etc. are only picturesque stories; sometimes they are very very interesting in the United Nations Organisation. They are not true; they are far removed from fact. I can assure them

that what we have said is no warning at all. If I say that 1962 is the last year up to which we are prepared to wait it is not by way of some kind of an ultimatum. It is no ultimatum at all 1962 is the year by which time we shall be ready with our Rajasthan Canal and Sirhind Feeder which are going to get water from these sources. Therefore, after spending Rs. 65 crores on Rajasthan Canal and Sirhind Feeder I have got to say: "Now, wait for another ten years. Even if you do not give water I shall remain without that". Let Pakistan remember that just as the interests of peasants in Pakistan are dear to them equally dear are the interests of peasants in India to us, equally dear is the situation of 380 million people who by having the Rajasthan Canal will get irrigation and have colonisation. Our Lifeblood is there in that Rajasthan canal. Therefore, it is not any kind of threat that we are giving, we are just imploring them. Just as they have done half the work—out of 10 million acre feet of water for 5 million feet they have already built up canals; they are good people—we only say, do a little better and finish the other half of 5 million acre feet of water. Draw that water so that you may draw water from the western rivers and leave the other rivers to us. What little God has given to us or the good offices of the World Bank have given us in the 1954 proposal, we shall enjoy. Therefore, that is the last word so far as the Government of India is concerned. We shall not wait a day longer than 1962. When our canal and the Sirhind Feeder are ready we shall withdraw the water that now goes to Pakistan. I shall implore Pakistan that they should not regard this as any kind of threat. It is a humble request that we are making. We have made it clear again and again that this is not a deadline, but this is merely an accommodation that we are giving. Since they have finished half the work, in 1962 let us lay the foundation that we do not give any water to Pakistan because they do not need it. They were taking some electricity from us in Amritsar but

[Shri S. K. Patil]

we are not giving that now because they have made their own arrangements. That should be the function of a country which really wants to remain in peace, amity and friendly relations which we want to maintain with Pakistan notwithstanding what Pakistan does in the matter.

Sir, there may be many things, but I do not want to take any more time. I have already taken five minutes more than the time allotted to me. A reference was made to the Public Accounts Committee and the D.V.C. and it would be wrong on my part if I do not refer to it, because people will say that I skipped over it. I merely want to say that some mistakes are real and some mistakes are there because we hastily undertook our plans, and the plans go on changing their trends and engineering projects year after year. We all know, Sir, that the Bhakra project was contemplated to cost only Rs. 70 crores, and now it has become Rs. 170 crores, not because the prices have gone up—that is one factor—but because the plans have gone on changing and changing. Today we want it to be of a height of 748 feet, which it was not to be. So also is the case with D.V.C. We want this to be built after the pattern of the Tennessee Valley. That pattern was good for that country because for a similar project they spent as much as double the amount. As I told you, on the Columbia Project they spent Rs. 350 crores which in size etc. will be the same thing as Bhakra. Therefore, those mistakes were made and we are looking into them. I can assure the hon. Members that we shall do everything in our power to see that the suggestions that are made by that august Committee, the Public Accounts Committee, will not only be implemented, but we shall see that similar mistakes are not really made in future.

This could have naturally brought me to the individual criticisms, but I do not want to take the time of the House. I can assure everyone of them

that whatever suggestions they have made will be looked into, even that of my friend Shri Tyagi because he is looking at me. He was so emotional that if I do not take at least one minute I do not know what will happen to him. I am merely saying that he is right. He was referring to the Paonta Dam. He said that some shrine will disappear and some others will disappear. I would like to tell him, apart from this particular project, never to emphasise too much on this 'shrine' business. So far as we Hindus are concerned, there is a shrine every six feet everywhere. Therefore, if we really want to build our projects and see that no shrine will come within them then the shrine of mankind in India will have to be closed for all time to come.

Shri Tyagi: You can talk in that trend because today you are in power.

Shri S. K. Patil: I am saying this not because they are in a minority—Sikhs—they are brave people. I want Shri Tyagi to understand that I am not attacking him. I am agreeing with him, but while agreeing I am merely saying that somewhere else many temples have been submerged. In Nagarjunasagar there is a big monument that is going to be submerged. I quite agree with him in other respects Shrine is not the only one thing. There are 72,000 people who will lose their place. There is emotionalism so far as that is concerned. A lot of fertile land is also being submerged. Therefore, we shall hundred times consider before that is undertaken. I agree that nothing should be done in haste, and he should not believe that I am saying this because, unfortunately or fortunately, I happen to sit on this bench. Even if I were sitting elsewhere I can assure Shri Tyagi that I would have said the same thing that I am saying today, because mere transposition of seat from there to here does not change an individual's mind; if he is good he is good, if he is bad he is bad.

With these words, Sir, I do not want to take any more time of the House. The House has been so indulgent to me and the hon. Members have given so much credit to my Ministry, and a good part of it to me. I shall be changing my portfolio in a day or two, but I can assure the hon. Members that so far as irrigation and power projects in this country are concerned they are going to be my first love in the Administration. No matter where I am, even as Minister of Transport and Communications, I shall have to do a lot in order that these projects are assisted in every manner. Whatever opportunities that God and you give me in order that I should fulfil all the promises that, on behalf of Government, I have been able to make, I shall use those opportunities to fulfil the promises. It shall be my proud day when I could fulfil them and I shall have the satisfaction of a duty rightly performed.

Pandit D. N. Tiwary (Kesaria): One question.

Mr. Speaker: After one and a half hours?

Shri Panigrahi: The Chair said that we could put questions at the end.

Mr. Speaker: I did so, under the impression that the hon. Minister would conclude within 20 minutes. He has taken one and a half hours. He has tried to anticipate the questions.

Shri S. K. Patil: I took one hour and ten minutes.

Mr. Speaker: Yes, I am not at all complaining. The whole House welcomed his speech, and all the doubts must have been resolved. If, in the course of his speech lasting for one hour and ten minutes, he has not been able to convince the hon. Members, I do not think he will be able to convince them at all.

I shall now put all the cut motions to the vote. Those in favour may please say 'Aye'.

Shri S. K. Patil: Aye.

Mr. Speaker: Those against may say No.

Several hon. Members: No.

Mr. Speaker: The Noes have it. All the cut motions are negatived.

All the cut motions were put and negatived.

Shri Braj Raj Singh: The hon. Minister said 'Aye'.

Mr. Speaker: After all, the hon. Minister's voice was just one voice and it was drowned in the 'Noes'. He has been a little too generous to the others.

The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1959, in respect of the heads of demands entered in the second column thereof against Demand Nos 69, 70, 71, 124 and 125.

The motion was adopted.

[The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below-Ed.]

DEMAND NO. 69—MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 18,03,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Ministry of Irrigation and Power'".

DEMAND NO. 70—MULTI-PURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 1,17,40,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Multi-purpose River Schemes'".

DEMAND No. 71—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF IRRIGATION AND POWER.

"That a sum not exceeding Rs. 98,84,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Miscellaneous Departments and Other Expenditure under the Ministry of Irrigation and Power'".

DEMAND No. 124—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 3,86,83,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital Outlay on Multi-purpose River Schemes'".

DEMAND No. 125—OTHER CAPITAL OUTLAY OF THE MINISTRY OF IRRIGATION AND POWER.

"That a sum not exceeding Rs. 5,11,95,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Irrigation and Power'".

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Speaker: The House will now take up discussion and voting on Demands Nos. 84 to 93 and 129 to 133 relating to the Ministry of Transport and Communications for which nine hours have been allotted.

Hon. Members desirous of moving cut motions may hand over at the Table within 15 minutes the numbers of the selected cut motions.

Hon. Members are already aware of the time-limit for speeches.

I should also like to make an observation. Apart from those groups in respect of which lists have been given to me mentioning the names of hon. Members who are prepared to speak and who are set up by the groups, I would like to give an opportunity to those hon. Members who have not spoken at all during this session. So far as those groups who have been giving the names of Members wishing to speak are concerned, it is for them to choose as to which Member should be given the opportunity. With respect to others who have not given me their names, and who have not spoken at all during this session, let there be no misunderstanding. Let them send me a chit showing in legible handwriting their names, their division number and the party to which they belong and indicating whether they have not spoken at all during this session. I shall try to give preference to those who have not spoken at all during this session, as much as possible. This is a matter on which all hon. Members can speak—the Demands under the Ministry of Transport and Communications—since roads run through the whole country.

DEMAND No. 84—MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 70,24,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Ministry of Transport and Communications'".

DEMAND No. 85—MERCHANTILE MARINE DEPARTMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 56,93,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Merchantile Marine Department'".

DEMAND No. 86—LIGHT-HOUSES AND LIGHT-SHIPS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,27,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Light-houses and Light-Ships'".

DEMAND No. 87—CENTRAL ROAD FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,93,24,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Central Road Fund'".

DEMAND No. 88—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 5,53,38,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Communications (including National Highways)'".

DEMAND No. 89—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 57,72,23,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of Indian Posts and Telegraphs Department (including Working Expenses)'".

DEMAND No. 90—METEOROLOGY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,48,01,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Meteorology'".

DEMAND No. 91—OVERSEAS COMMUNICATIONS SERVICE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,07,03,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Overseas Communications Service'".

DEMAND No. 92—AVIATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,47,89,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Aviation'".

DEMAND No. 93—MISCELLANEOUS DEPARTMENTS AND OTHER EXPENDITURE UNDER THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,27,12,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications'".

DEMAND No. 129—CAPITAL OUTLAY ON PORTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,71,25,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital Outlay on Ports'".

DEMAND No. 130—CAPITAL OUTLAY ON ROADS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 13,75,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital Outlay on Roads'".

DEMAND No. 131—CAPITAL OUTLAY ON INDIAN POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 27,58,48,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'".

DEMAND No. 132—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,96,70,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Capital on Civil Aviation'".

DEMAND No. 133—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 10,33,18,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1959, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'".

Shri Muhammed Elias (Howrah): The Ministry of Transport and Communications has got many branches. It would be difficult for me to deal with all the branches. So, I shall confine myself to one or two of its branches which to me are very important in respect of our national economy.

First of all, I want to take the subject of road transport industry. Our country is a vast country with five lakhs of villages, and it is thickly populated. Also, our country is entirely backward and it is predominantly an agricultural country. At the same time, our country has not got sufficient railway lines. Therefore, the road transport industry, in this respect, has a very vital role to play as an industry. Whatever material we produce in big factories, without road transport we cannot sell or utilise those materials.

If we take the mileage of our roads in this country we find that at the end of the first Five Year Plan, the total mileage of roads was 2,22,850, out of which 97,500 miles were surfaced. Today, the total mileage is 3,60,800 out of which 1,21,800 miles are surfaced. The target of the second Five Year Plan is 3,79,000 miles of which 1,44,000 miles will be surfaced. These surfaced roads also cannot be properly utilised until and unless all the bridges which connect the roads are finished.

Today, our railways have got 34,788 miles against which the national high-

ways for inter-State traffic and communication are only 13,800 miles. Even these 13,800 miles cannot be utilised properly because 54 bridges are still to be built, and until and unless we build these 54 bridges, we shall not be able to utilise these 13,800 miles of roads even.

In comparison with other countries, our road position is very unsatisfactory. I can mention some figures. In Great Britain, the mileage of roads per square mile is 3.24; in France it is 3.3; in U.S.A. it is 1.00; in Ceylon it is 0.38. In India it is only 0.25 miles per square mile of territory.

The rail capacity for carrying all the traffic is also not sufficient today. The Planning Commission has said that at the end of the second Five Year Plan, we shall have 81 million tons to be carried by railways.

13.49 hrs.

[PANDIT THAKUR DAS BHARGAVA in the Chair]

The position as it is today shows that we will not be able to carry the whole traffic, these 81 million tons of material, by rail. Therefore, to meet the extra traffic, we find that 35 million tons have to be carried by road. In this respect, we find that our Government is not giving proper attention to develop our road transport industry.

Apart from its unique significance to the national economy, road transport yields considerable amounts of taxes on investment capital. The railway yields 4 per cent of taxes, but, at the same time, road transport yields about 8 per cent of taxes deducting road maintenance and central contribution. Therefore, our transport pays huge amounts by way of taxes. If we look into the figures of other countries, we will see that a vehicle in our country has to pay too much by way of taxes. The tax per vehicle in 1949-50 was Rs. 1,115/-. In 1954-55 it rose to Rs. 1,906/-. In 1956-57 it went further up to Rs. 2,070/-. Our country levies the

highest tax for motor vehicles. For instance, in Australia the tax per vehicle is Rs. 950; in United Kingdom Rs. 1,300, Italy Rs. 1,550 and Germany Rs. 1,200, whereas in our country it is Rs. 2,070. So, we pay too much tax to the Government. Still, Government is not paying proper attention to the development of road transport.

If we look into the number of motor vehicles, the figure for India is very low. It is not increasing. I may quote some figures of motor vehicles per lakh of population in other countries. In U.S.A. the figure is 36,998, in Canada 25,236, Australia 22,939, Malaya 1,385 and Ceylon 903. Even Ceylon has got as much as 903. In Spain it is 808, whereas in India it is only 89 per lakh of population. Therefore, we find that the number of motor vehicles which will help build our national economy is rather hopeless. So, first of all I want the Ministry of Transport to try to develop our road industry, so that we can build up our economy very quickly.

Then, why is it that we are not able to develop our road transport properly? What is the reason? Here I want to mention something about what the Study Group have recommended. They have made five or six suggestions for the removal of difficulties in order to build up a proper road transport industry. They relate to the absence of sufficient length of good roads, low standard of living, expensiveness of the motor transport, high cost of repairs, predominantly agricultural economy of the country, preference of rail to road by the public, lack of proper organisation of the motor transport industry etc. These are the reasons why we are not able to build up a good road transport industry. So, I request the Ministry to give proper attention to this aspect of the matter.

At the same time, there is another reason for this industry not developing properly. The working and living conditions of the workers of this

[Shri Muhammed Elias]

industry, numbering about 4,00,000 are very poor. They are worse off than the workers employed in other modes of transport such as railways etc. Wages paid in this industry to the workers come to Rs. 40—70 per month. Really speaking, there is no dearness allowance for them, though they get a very meagre amount as dearness allowance. Their working hours are also rather horrible. They have generally to work for 9 steering hours per day. Many of the workers have to work for as many as 14 to 15 hours per day.

In this connection I may state that the ILO have recommended that the workers should not be asked to work for more than 7 steering hours. This recommendation of the ILO should be properly introduced in the road transport industry. Further, the workers have got no social security schemes. They have got no provident funds. There is no accident compensation scheme. It was recommended by some committee of the Government that accident insurance scheme should be introduced in this industry. But, still, it has not yet been introduced.

Then, the workers are very often harassed by the police. For instance, in Calcutta I know that very often the police unnecessarily intervenes with the traffic and harasses the workers. That trouble then spreads to the public, with the result that many times the city transport remains standstill for hours together until the representatives of the workers and the Police Commissioner come to the spot and settle the dispute. Very many times, the transport system in the city has gone out of order. That must be looked into.

Then, in the Hamburg session of the ILO last year they have recommended that road transport must have a separate inspectorate, as otherwise it cannot tackle the problem properly. So, I suggest that a separate inspectorate may be formed in order to run this industry. In

other countries they have got road transport inspectorates. But here, in spite of the recommendation of the Hamburg session of the ILO, we have not yet got it.

Mr. Chairman: The hon. Member's time is up.

Shri Muhammed Elias: I will be brief, as the time at my disposal is short. I now come to the port and dock workers. First of all I will refer to the working conditions of these employees. Some five or six days back the hon. Deputy Minister stated in answer to a question that the recommendation of the Choudhuri Committee is going to be implemented very soon and that in Madras and other ports the negotiation is going on and everything will be finalised very soon. But the report says quite a different thing.

We have come to know that on 27th February the whole workers of the Calcutta port and dock went on strike for half a day in protest against the non-implementation of the Choudhuri Committee award. The Federation of dock and port workers have already decided to go on general strike throughout India and they have given notice. If all the workers of the ports and docks go on an indefinite strike we can only imagine what the condition will be. In this matter the workers are not unreasonable. The workers of the Calcutta port submitted their charter of demands in 1954 and negotiations also started in 1954 itself. But all in vain. Up till now no decision has been taken by the Government to implement the recommendation in the Choudhuri Committee report and to mitigate their grievances. I, therefore, appeal to the Government not to complicate the situation existing now in the different docks and ports in India. They should come out and settle the whole dispute.

14 hrs.

In this respect I want to mention another point which we have come to know. It has been brought to our notice that a loan of Rs. 12 crores is to be taken from the World Bank. We have come to know that the interest is much too high and that we shall have to pay Rs. 19 crores as against Rs. 12 crores taken as loan. The terms, which we have come to know, are very much insulting. Therefore we want to know the actual position.

We have also come to know that without consulting the Trustee Board of the ports and docks and without consulting the Chairmen of the Calcutta and Madras Ports, the Government of India have taken this decision and are going to take this loan under the terms which are very much humiliating.

Mr. Chairman: The hon. Member's time is up.

Shri Muhammed Elias: I have only to make one or two points more.

Mr. Chairman: I have warned the hon. Member twice. I warned him two minutes ago that his time is approaching.

Shri Muhammed Elias: I am sorry, Sir, that I did not notice it.

Mr. Chairman: Let him conclude in two minutes.

Shri Muhammed Elias: I want to mention a word or two about the inland water transport. The inland water transport, specially in Eastern India, is operated by R.S.N. and I.G.N. companies. These are two joint companies, which are operating this line from Bihar to Assam. This is a very important line. They carry all the tea and other produce from Assam to Calcutta and other ports of India. Recently, there was a serious labour trouble and they have retrenched many workers. The reason given is that the Government of India have

set down certain things but we do not know what actually has happened over there. We consider this line as a very important line because of the growing oil industry and tea and other industries in Assam. Therefore this very important line should be looked upon properly. These companies are making a profit of about Rs. 7 crores per year but they are not conducting their business and the lines properly. Therefore I want to appeal for the constitution of a sort of a high power committee to go into the working of these companies and try to find out ways and means to improve this line because we consider this line as a very important line.

Shri S. C. Samanta (Tamluk): Mr. Chairman, Sir, the Transport Ministry has a chequered life of its own. It was linked with Railways. Now, it has been separated from the Railways, though the demand was that it should be an independent Ministry, and has been linked with the Communications Ministry. You know well that I pleaded that the Posts and Telegraphs Department should be separated from it. I would have been glad to see if that was done and the rest of the Communications Ministry would have gone to the Transport Ministry.

When we analyse the Communications Ministry we find that if Posts and Telegraphs Department is separated the only thing that remains is aviation. It has some sort of relationship with the Information and Broadcasting Ministry. The Aviation Department moves men and goods by air and the Information and Broadcasting Ministry send out news etc. through the air. So, they have some connection with each other. However, I would expect that in future the Transport Ministry, which is so important, will be an independent Ministry and Posts and Telegraphs Department will be separated from it just like the Railways.

The transport arrangements in the country will carry the country forward or else no. However industrially and

[Shri S. C. Samanta]

socially progressed we are without transport everything will go to dogs. Our Government has given thought to the transport facilities in the country from the beginning, especially when the Plan was to begin, these things were considered by the Planning Commission. I want to speak more on ports simply because it is a door through which we can expect foreign exchange, which will help a great deal in the improvement—industrial, social or otherwise—of the country.

When the country was partitioned, we lost Karachi port and the Government had the courage to establish another port at Kandla. But I would remind the Government at this stage that Calcutta was the first port in India. On the eastern side, Chittagong Port was lost. Government thought that if Calcutta Port was improved there would be no necessity for another port on the eastern side of the country. Government tried to improve Madras Port, Vizag Port and Calcutta Port. We are thankful for it, but before the beginning of the Second Five-Year Plan, laymen from the eastern side put proposals before the Government and the Planning Commission that the navigability of the River Hooghly cannot be such as will make the ships come and go from Calcutta very easily and that transport will suffer heavily. So, one of the laymen one Mr. P. E. Mehta had the courage to survey the western bank of the River Hooghly and submit a report to the Government and to the Planning Commission for the establishment of a mechanised coal and ore port at Geonkhali. Unfortunately, the Planning Commission, on the advice of Shri Mathur of the Railway Board, rejected it. The reasons that were given were heavy capital expenditure—Was not Government ready to incur heavy expenditure on Kandla? Surely, they were—heavy capital cost, expensive dock system, loading and unloading equipments and duplication of the development of Calcutta Port. Was this for the Railway people to say so? Why

did the Transport people not speak against it? None of the industrialists were prepared to have their imports routed through Geonkhali as was pleaded by Shri Mathur. It was done in 1955. In 1956, the Bengal Chamber of Commerce passed a unanimous resolution to the effect "We want Geonkhali" and the gentleman said that none of the industrialists were ready to have their imports routed through Geonkhali. How is this? I would request the hon. Minister to examine the grounds that were put forward by Shri Mathur of the Railways. The Transport Ministry and the Planning Commission would not take it up.

You will be glad to learn that in 1956, the World Bank people came and their report was laid on the Table of the House on 14th August, 1956. Here is a letter written on the 5th of September, 1956 by Mr. Eugene Black, President of the World Bank; here is the text of the memorandum which I am reading:

"Examination of the feasibility of a fully mechanised coal and ore port on the West Bank of the lower Hooghly, in order to relieve congestion in Calcutta and as a possible alternative to the plan for the expansion of ore exports through Visakhapatnam."

Our experts some five months back said that there was no necessity for any port on this side. They settled it. After five months, this has been pointed out. I would beg of the Government to look at the experts. They should come to our standards. Why should not they have the foresight of developing the Calcutta port? Is the Calcutta port for Bengal? No. It is for the eastern part; nay, it is for the whole of India. If the Calcutta port dies, India will be industrially, socially, in all ways handicapped. This Calcutta port has been neglected.

I may cite the examples of three ports in Europe. In Hamburg, the

pre-port is Cuxhaven; in Bremen, the pre-port is Wesermuende. In Rotterdam, there is Hoeck Van Holland and in Nantes, there is St. Nazaire. If that be so, if they can foresee this, why did not our experts foresee that there is necessity for another port established on the western bank of the River Hooghly?

Shrimati Renu Chakravartty (Basirhat): Geonkhali.

Shri S. C. Samanta: It may be Geonkhali, it may be elsewhere. I am coming to that. I have no quarrel if it is established somewhere else on the western side of the River Hooghly. I am not enamoured of Geonkhali. But, I must ask why this proposal regarding Geonkhali has been neglected in this way. There was the proposal. Why did not the Government bring forward any other proposal?

We are thankful to the Government that they had the courage to have experts to examine whether Geonkhali is a suitable place for establishing a subsidiary port or a pre-port or an independent major port, whatever you may call it. The World Bank people came. They tried to avoid all the bars that are there in the Hooghly, that is, 14 bars. From Calcutta to Geonkhali, there are 11 and from Geonkhali to the sea, there are only three. The World Bank people tried to avoid the last three bars also. They proposed that a port be established at Junput beyond these bars, which is a place notoriously known to be in a nodal cyclonic zone. The draft which will be available will be one mile away from the bank. A wharf has to be constructed: not one, but two wharfs, where the ships can be anchored. Because the draft is one mile away, the depth can be only after one mile. Then, the railway has to be taken to the middle of the river. Other things will have to be done. I request the Government to calculate how much money will be necessary at Geonkhali where the draft is from 28 feet to 30 to 40 feet and it is near the

bank. If two or three jetties are constructed and 25 miles of railway laid connecting with the South Eastern Railway, I think only Rs. 15 crores will be necessary; not more than that. What has been said against this? It is said that there will be no return cargo. Is cargo carried by anybody other than the industrialists? If the industrialists say that there should be a port at Geonkhali, the thing stands.

Another thing that Shri Mathur of the Railways said is that there will be the Lילוah bottle-neck. You will be wondering when the Railway officer, the Transportation Member says that you have to connect the railway to Geonkhali from the South Eastern Railway and there is the bottle-neck at Lילוah, which lies on the Eastern Railway. I request the Government to enquire into the matter why such a thing has happened? Why should I, a citizen of India think that the right thing has not been done because of this expertism? The Ministry has to accept the verdict of the expert. They have to do so. Why has this happened? I would like to be convinced that the things that have been put forward by the expert are all right. If not, an explanation should come. However, I would request the hon. Ministers who are present to look into this.

I would refer to the note which was submitted by the Planning Commission. The World Bank said:

“Examination of the feasibility of a fully mechanised coal and ore port on the west bank of the lower Hooghly, in order to relieve congestion in Calcutta and as a possible alternative to the plan for the expansion of ore through Visakhapatnam.”

If Rourkela is connected with Geonkhali, it will be 250 miles. Only 28 miles of railway need be constructed. Why should ore be taken from Rourkela to Visakhapatnam? The distance will be 460 miles, and 150 miles of new railway lines have to be constructed.

[Shri S. C. Samanta]

I am a layman. I feel that the wealth of my country is not properly spent. So, I am giving vent to my feelings. I hope the hon. Minister will take note of the point and go into the matter and have the port established as soon as it is possible. By this time, we would have gained so much of foreign exchange, which we want so badly.

Shri Biren Roy (Calcutta—South West): I thank you for allowing me sometime to speak today, and as the time is very short, only 15 minutes, I shall, as one who has been connected with the light aircraft movement in India since its inception in 1929, concentrate on the aviation part of the Transport and Communications budget.

The light aircraft movement in India started in 1928-29 with the formation first of the Aero Club of India and the four flying clubs in Calcutta, Karachi (at that time in India), Bombay and Delhi, and later in the next year in Madras. We had a subsidy from the Government on the basis of the number of pilots being trained.

I may point out in this connection that the light aircraft movement in England had started only five years earlier, that is approximately in 1923-24, but even then by the time we started, that is within five years, they trained more than 1,000 or 1,500 pilots of amateur calibre, at a time when this movement was only having DH-Moths and small flying machines.

A few of us in India spent most of our time and energy to popularise it throughout India, but many could not take to it because of the high cost of training. It came to Rs. 40 to Rs. 48 an hour, and in some cases of cross-country flights to Rs. 60 an hour. So, we could produce yearly only approximately 100 pilots, but most of them could not keep on their licences because not much of subsidy was available from the Centre.

By the end of 1939, when other countries had progressed very much, producing thousands and thousands of amateur pilots as a base practically for the auxiliary air force in their countries, we had come to the figure of 289 or approximately 300 pilots when war broke out. From that time on, in another seven years, that is by 1946, a period during which the world was stuck in World War II, the number of private pilots was only 300 on the list, and 165 professional pilots had been trained to carry on some of the transport commands, who were helped by the Indian Air Force.

I might add here, for the information of the Members, that practically our Indian Air Force, and the Indian civil aviation of transport flying, started near about the same time, with only a gap of four years. That means, the light aircraft movement people gave the lead in 1928-29, and civil aviation transport started in 1932, and on the 1st of April, 1933, the Indian Air Force came into existence with only six officers and 19 airmen. By 1939, when the war started, they had risen to only 16 officers and 169 airmen, but due to lavish expenditure on them, and the amount of machines that were also brought to them during the Second World War, they made a jump, and today we are proud that they have got thousands of not only trained airmen, but also technicians and pilots.

Even after independence, it was the Aero Club of India which, on its own initiative, organised this popular movement. It started the first national air rally in 1950 and another in 1951 practically from its own funds. The number of pilots trained by these civil aviation centres which have now risen to 12 flying clubs from seven then, with two satellite flying clubs called flying institutions is only 888 or 890 by the end of December, 1957.

Then there is another part of it, that is, we have got nearly 600 professional pilots today, many of whom

were trained by the flying clubs (more than 200); some are foreigners and some others were, of course, trained outside India. But even taking together all these men, even today we have not more than 1,500 civil aviation pilots in India—a staggeringly low figure, and a dismal picture, because we have an adult population of more than 150 million and this figure means one pilot for every one lakh of adult population, whereas even in small countries in Europe, countries which are much smaller than even half of any of our States, the number of pilots is perhaps ten times more.

I would not go for the Eastern countries, I would take only one example, Czechoslovakia; although now it is included in the eastern zone, that means controlled by Communism, there flying or gliding is absolutely free to any individual who can spend the time to take it.

In India, the gliding movement started approximately ten years ago at Poona, and we tried to popularise it through our popular newspapers and so on, but up to 28th February, 1958 only 378 glider pilots could be trained there and in the three other centres which are also controlled by Government, except the one in Delhi. We have got another 130 more trained, also upto 28th February, 1958, of which only 37 were trained in the last two years, in the Delhi Gliding Club, a private organisation. But apart from this Delhi Gliding Club, which has got only a few aircraft or gliders from the Government and a winch and a subsidy of approximately Rs. 14,000 per annum, no other gliding club seems to be allowed to be formed in India because of the principle adopted that all gliding clubs must be Government-controlled. I ask you and I ask the Ministry why this principle was adopted. It should be revoked and private Gliding Clubs allowed to be formed.

This principle was not adopted in respect of the flying clubs. They were all allowed free scope, and the gliding clubs attached to the flying clubs could also be given free scope. If not, they may be allowed as separate entities, and separate subsidies must be allowed. If that is not done, you cannot have a base of N.C.C. and auxiliary air force of the future for the safety of your 360 million people. And gliding clubs can very easily be started.

There is another aspect. We must find out why there is so much less enthusiasm among our people in flying in spite of the fact that today Government help towards flying charges is very much more than in many other Western countries. I am telling you it is very much more. The fact is that we have not got the type of trainer planes which are useful, which are economical and competitive in flight i.e., operationally.

I should not be mistaken, and I hope the Members would forgive me if I state here that in 1948-49 my humble self with two or three other German technicians designed and submitted a plane which could be built at a cost of only Rs. 15,000, out of which only Rs. 5,000 to Rs. 7,000 worth of foreign exchange was required at that time; the rest could have been procured in the country. The foreign exchange part was just because of the engine and some parts. The machine was approved, I mean on the drawing board, by the Ministry of Communications and the technical department of D.G.C.A., by the C.A.B. of England and other places. Its performance figures—even Dr. Niiakan-tan will be able to testify to it—were absolutely equal to those of the HT-2. We are not against the HT-2, but there was a discussion that the HT-2 would have cost Rs. 45,000 at that time; its foreign exchange component—nobody gave thought to it at that time—was Rs. 38,000 and only

[Shri Biren Roy]

Rs. 5,000 to Rs. 7,000 would be the Indian component. Today, the cost of a HT-2 machine is Rs. 85,000. How can you expect a flying club, even if it is subsidised by Government, to have machines at a cost of Rs. 85,000? In 1939 there were at least fifty to sixty private owners who had small machines. But today, the number has been reduced to practically a negligible figure, and many of the existing machines are not available for flying; there were a few surplus machines, of course, which were made available to the Indian pilots, and they did take advantage of that after the war, but those have now become completely useless on account of the fact that the spare parts are not available.

The Minister in charge of Aviation was present, Sir, at the last meeting of the conference of the flying clubs when the question was mooted that there should be no hesitation because small machines could not bring in profit, unless more than one hundred or one hundred and fifty can be built in series but we could still have a co-operative of flying clubs and others interested in it who will not make much profit, and with technical collaboration even with foreign countries, and with steel or other tubes which are available in India, and which will be available more and more in India at cheap rates within the next two years when our steel plants would be going into production, and with fabric and other things, and with only about Rs. 3,000/- to Rs. 5,000 worth of an engine to be imported and a few parts, we can build aircraft for flying training purposes, ourselves and it will be competitive.

I am not talking through the hat, because I know that these things are being done even in advanced countries like Germany and others today, where there is no subsidy at all. As for gliding, in those countries, gliders are constructed by gliding clubs too. The tools are there, the enthusiasm is

great, the jigs are there, and then there are the amateur clubs of the students who are trying to understand things and who design these gliders and planes and learn. It was not the scientists and physicists who brought about the development of these planes, but only ordinary practical men and technicians, even from the time of Orville Wright who brought about the advent of heavier-than-air aircraft that led to modern aviation. Unless you put in that enthusiasm among the young people and among those who are interested in spending time in this, in the universities and in the colleges, and organise lectures through the flying clubs and through the Aero-Club of India, you would not be able to get flying fully developed in India as also create more air-mindedness.

I now come to the aspect of the Indian Airlines Corporation, and I shall just touch it a little bit, because immediately I shall have to go on to the problems of modern aerodromes in the country. The Indian airlines, which came into existence after the war as private organisations, and were nationalised later in 1953, represent a very big institution today. I hope it will carry out much greater improvements, although there is a loss today. But if we have a proper enquiry, we can find out where this loss of over a crore of rupees occurs, because we found out that the contribution to the State exchequer itself in the shape of excise duties and so on was also to the tune of about a crore of rupees. I believe that there is a lot which can still be done, because we have taken the legacy of duplication not only in the matter of mileage in some places which we have cut down now, but even in the matter of personnel. In many cases, even the overhauling is not properly done, and therefore, many of the aircraft are lying idle and rotting and we are not able to utilise them for even two thousand hours a year. The total utilisation of our aircraft is not there. When we have the Viscounts and other highly

costly machines coming in, if they are not properly utilised, then on account of the depreciation fund and other things, we shall be losing much more. So, we have to look into this matter very carefully and thoroughly.

From the published figures, we find that our utilisation capacity has been increasing every year; from 68 per cent it increased to 71 per cent., and this year it has increased to 77 per cent. In any other country in the world, if the utilisation of aircraft is just over 55 per cent., there is break even of costs; but with our utilisation factor, we should not only break even, but we should have made a profit. Yet, why do we not do so? We have to find out the reasons for that. There, it is not the question of utilisation that comes in; the question comes from the other side, namely what our administrative expenses are. Unless our administrative expenses are cut down, and the utilisation capacity goes at present figures of operating costs, to approximately 84 per cent. per aircraft, we cannot cut even—but 84 per cent. is an impossible figure in any aviation industry, and, therefore, we cannot do that, and we have to be very careful.

Coming to the problem of the developments that we are having in the Air India International and also in the Indian Airlines Corporation, we come to the problem of the future of our aerodromes and runways during the next two years. By 1960, the jet aircraft will be in operation, and the Air India International would have got Boeing jet planes. But up till now, we do not have even one runway which can take these jet aircraft. We are still thinking of it, or why even thinking, I have heard that moneys have been sanctioned to the tune of Rs. 4½ crores for extending one runway at Santa Cruz, which is also to cross a river and cut down part of the Ghatkopar hills and so on, in order that the jet aeroplanes can come and land in Bombay. What will happen if we have only that? It would mean that the jet aircraft will

not be able to go right down to the east, because there are no other air-fields on that side.

If we find out what the number of landings is in Dum Dum and at Santa Cruz, we shall see that the number of landings and take-offs on an average at Dum Dum is 26,000 in a year, whereas at Santa Cruz, it is approximately 10,000 to 11,000 in a year; at Palam it is still less, about one-third or so. In Dum Dum, we have two runways; one is about 6,000 feet, and the other is approximately 7,000 feet. I think that even today when land is available at a cheap rate, we can have land acquired for Rs. 60 or 70 lakhs, and one of the runways can be extended up to 8,000 or 10,000 feet, till the other runway can be extended to approximately 10,000 feet to take these Boeings. If we do not do that, then the Air India International will have too much competition in Bombay, because all the other airlines operating jets will come down there and take off passengers. And with one runway over there, you may not have sufficient time even to control these things. And in the case of jet aircraft, you will have to have a lot of other facilities, such as radar and so on to give immediate priority for the plane to land and not keep these waiting round about a hill and flying, for that sort of thing cannot be done with a jet aircraft.

14.38 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

As we have come to know, approximately Rs. 1 crore will be needed immediately to extend the runway and make it fit for jet aircraft at Dum Dum as against the Rs. 4½ crores required in Bombay. I do not know why this matter has not been given precedence. Besides, there is also the other aspect. Even if the sanction is given now, a period of three years would elapse before the runway is finally ready, and that means we shall have to wait from 1958 till 1961. That

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was why I had asked the question before, whether it was the policy that Calcutta or the far eastern side of India would be completely cut off from this kind of fast aviation and with only Bombay over there all the flights of jet aircraft would be only to the west and nothing to the east?

Of course, the problem can be averted, and that is by changing the planes. But I am not in favour of that. If India is going to get ahead then it must have bigger runways at Bombay and at Dum Dum, and Dum Dum should have been given the priority because the amount of landings and take-offs is the largest only there, and nearly 17 airlines land there; besides, the load and passenger capacity at Dum Dum is over 500,000 a year whereas in Bombay, it is only 200,000, and for this 200,000 competition will come from the fast aircraft and from the foreign jet aircraft landing there, and thereby the share of Air India from this 200,000 will be reduced further.

I have no time to speak about my cut motions on tourism. But I would only say that air tourism is expanding. And I hope that our Minister in charge of tourism will find it possible to see that in future, at least from the coming April, Indian tourists are allowed about £25 or £50 or £100 as a kind of basic allowance to travel abroad. Otherwise, if you do not send your own people there, you cannot expect that foreigners will come to our country. Our own people there will be better ambassadors not only of tourism but also of our own country for creation of more goodwill, friendship and so on. That is one of the aspects which will bring more money to our airlines and to our tourist trade and will also create more amity and friendship with other nations of the world.

Shri Achar (Mangalore): I would like to begin by making a few observations on the postal side of the

Ministry. I remember the days when a postcard used to cost 3 pies, that is, $1\frac{1}{2}$ nP. For a postal envelope, the charge used to be 6 pies equivalent to 3nP. Of course, the value of the rupee has gone down and naturally, postal charges must increase. I do concede that. But what used to be sold for 6 pies is now sold for 30 pies (old coinage). After all, the postal department is of a commercial character. I would request the Minister and even all members of the Cabinet to consider this question, because this is a utility service for the common man. Educationally also, the country is progressing. Should we charge so high a rate as 15 nP which is, as I pointed out, five times what used to be the rate a few years ago?

Before I make a few other observations, I would like to refer to what was supplied to us yesterday, *Activities of the Posts and Telegraphs Department*. I wish very much that these reports and literature had been supplied earlier. Probably there are difficulties in the way of making them available early. I am not making much of this point, but I do find it rather difficult to study all these matters in such a short time. This is the case specially with some of us who are rather new to this Parliament. Anyway, that is an aside.

I find on page 2 that the revised estimates of gross receipts have been placed at Rs. 60.69 crores, that is, Rs.1.38 crores less than the budgeted estimate, while working expenses have been estimated at Rs. 59.46 crores, that is, Rs. 1.33 crores more than the budgeted estimate. The surplus has thus been estimated at Rs. 1.23 crores. The most important portion is this:

"The decrease under revenue is mainly due to lesser sale of stamps, smaller realisation of postage and telegraph charges, realisation in cash and less receipts of money order commission".

I would like to draw the attention of the Minister to this. Less stamps are being sold. What is it due to? I would submit that the entire policy lying behind it may not be right. If the rates are reduced there will be an inclination to write more and more stamps will be sold. Probably we have reached a stage of diminishing returns. Probably this aspect has been considered, but the point deserves consideration whether by reducing the rates we cannot have more postal communications and increase in income.

After all, this is not for the purpose of taxation. It is a utility service. If we want more money for the Plan or for any other purpose, of course we have got other budget proposals. The former Finance Minister had introduced a system of taxation which is very elastic. By simply raising some percentage somewhere, whether it be the wealth tax, expenditure tax or estate duty, by a very simple means, just as the western countries by increasing income-tax raise the income, we can get increased income. We have adopted such a scheme of taxation. I do not think the postal charges are for the purpose of increasing income. If that is so, I would request, if it is not too late, reconsideration of this matter.

I find that for some years this has been going on. Anyhow, this is a service which is very much utilised by the villagers also. It will also appeal to their imagination. It will be for the progress of the country that more letters and more communications should be taken to. From that point of view, I would request the Minister to consider whether the rates should not be decreased.

I would like to submit one more aspect of this question. There is considerable difficulty felt by newspapers. I am not referring to the big newspapers, the dailies of Delhi, Bombay, Madras or Calcutta. I am referring to the small vernacular papers. Postage on them used to be very small. It

has been gradually increased and I find that by the simple system of decimal coinage also, without anybody knowing about it, postal charges are increased on these newspapers. The small weekly vernacular papers are feeling it very much. You know that so far as our village people are concerned, they ought to be politically educated. They should be encouraged to read newspapers as much as they can. From that point of view also, I feel that the postal charges, specially on these small weeklies and newspapers are rather too high. I would ask the Ministry to see whether they cannot see their way to reduce those rates.

I would like to refer to another aspect of postal affairs which specially affects the State from which I come, viz. the need for having a separate postal circle for the different States. After the reorganisation of States, Mysore includes territories from different States adjoining it—some area from Madras, some from Bombay, some from Hyderabad and the old Part C State of Coorg. But so far as postal administration is concerned, these areas are now attached either to Madras or to Bombay or to Hyderabad, so that if the State Government wants to introduce any changes in that, they have to approach three authorities—Hyderabad, Bombay and Madras. It is not in favour of administrative convenience. From that point of view, will it not be better to have a separate postal circle for Mysore State. Answers have been given that so far as these postal circles are concerned, they are not based entirely on States.....

Shri Mohamed Imam (Chitaldrug): There is no quorum. All the benches opposite are empty.

Mr. Deputy-Speaker: Can I compel Members of a particular side to be present?

Shri Mohamed Imam: At least as a matter of courtesy, they should be present.

An Hon. Member: The lunch hour is over.

Shri Mohamed Imam: That shows the attitude of the ruling party towards the opposition. They do not care what we speak.

Mr. Deputy-Speaker: The hon. Member is going to have his turn to speak. (Interruption). The quorum bell is being rung—Now there is quorum. Shri Achar.

Shri Achar: I was pleading for a separate postal circle for Mysore. Now, it is said that these postal circles are not organised on the basis of States. But in practice, you find that more or less almost in all areas, we have got, these circles according to the States. I can cite several instances. West Bengal has got a separate postal circle; Bihar, Uttar Pradesh, Punjab and Bombay—almost all the States have got separate postal circles. Hyderabad has got a separate circle. When Andhra was separated from Madras, probably after it was separated, it got one circle. Now there are two postal circles in Andhra. Apart from that, we find that almost in all the areas, each and every State has got a separate postal circle. I would submit that from the point of view of convenience also, it is necessary that a separate circle should be there for Mysore State also.

There is one more advantage also. When certain amenities are needed by the workers or when opening of more post offices is requested or when other grievances are represented, it does happen that these capitals are far away. Of course, I do not say about the influence of any particular State, but it is quite natural that parts which are very far from the capital, are not so well attended to. From that point of view, places like Coorg or South Kanara and even places like North Kanara and places which are very distant from the headquarters, do not get the attention which they ought to receive. From that point of view, I

would appeal to the Minister whether he would find his way to see that a separate postal circle is given to Mysore State.

Then, I would like to refer to one or two small points. They may look very small, but they are of vital importance to the village people. One small point I would like to mention is about the postal seals on envelopes and postcards. They are sealed in such a manner that they are practically smudged. It is done in such a way that one is not able to find out the date when it was posted or when it was delivered. It may look a very small point, but it is very important especially in places where letters are delivered once a week. Often it happens especially in the case of villages from where the post offices are 10 or 12 miles away, their letters are not delivered in time. Sometimes one week is missed; it means that for two weeks there is no delivery and they cannot complain also because it is not clear from the card as to when it was posted or when it was actually received by the post office delivering the letter. So, I would request the postal authorities to see to it that the seals are put in such a manner that the dates can be easily read. From another point of view also, I would submit it becomes necessary, because sometimes these seals are taken to be so very necessary especially in courts, where the date becomes so vital. It is no doubt a small matter, but if it is looked into, it will be of immense use to the public, especially in the villages.

My next point is about delivery in the villages, especially in the areas which are considered to be backward and in the areas which are considered to be *Malnad* in our parts. There is a rule of the postal department that where there is a post office, there must be a population of at least 2,000. Those areas are not very thickly populated, but as we want to advance and progress, I would submit that this strict rule may be relaxed so far as

villages are concerned, especially in backward areas, this rule of 2,000 population may not be adhered to. If possible, we may have post offices for a population of one thousand, especially in places where the houses are not grouped together. When the houses are not in one place and when they are scattered, it is very difficult to find a population of 2,000 in such areas.

I want to say a word about the west coast road, in which I am very much interested. I was under the impression that this west coast road is a National Highway, but I find it is not so. As it has been pointed out several times, this Konkan area from Bombay up to Mangalore has not got any railway connection. When we find that the minor ports are not as yet improved, the only means of communication would be this important road from Bombay to Cape Comorin. I would submit that the work is not progressing very quickly. I would appeal to the Minister to take up this road.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Achar: May I have only five minutes more?

Mr. Deputy-Speaker: Now he has to end with this appeal.

Shri Achar: I would conclude with one point and that is about these waterways. We read in the newspapers that there is a proposal for having a waterway from Calcutta to Mangalore. Of course, I do not know exactly when this will be done. Even if that is not feasible immediately, I would request that it should be developed at least in this west coast. Even now in South Kanara and North Kanara to a large extent, for considerable distances, there are waterways already existing. Even if a railway is not possible, this waterway can easily be improved between Mangalore to Goa. I would appeal to the Transport Minister to look to this.

सुधी नरसिंहेन वटेन (भायब) : उपाध्यक्ष महोदय, कुछ बातों में इस मिनिस्ट्री के बारे में कहना चाहती हूँ। हमारा देश स्वतंत्र हुआ। उस के बाद डाक की सुविधा काफी बढ़ रही है। परन्तु साथ साथ एफिशिएंसी भी उस में रहनी चाहिये, यह देखने की खास जरूरत है। आप डाक की पेटी की मंजूरी देते हैं। उस के बाद कितने सालों के बाद डाक की पेटी गांवों और देहातों में लगाई जाती है, इस की खास पूछ ताछ करने की जरूरत है। जब हम कहते हैं तो कहा जाता है कि पेटियां तैयार नहीं हैं, कंट्रैक्ट दिया गया है। मैं आप को अपना अनुभव सुनाती हूँ। सन् १९५६ में जहां के लिये आप ने मंजूरी दी थी वहां अभी तक एक डिस्ट्रिक्ट कैरा के अन्दर ५०, ६० पेटियां नहीं लगाई गई हैं। इस बारे में भी आप को खास तौर से पूछना चाहिये कि कहां और क्यों नहीं लगाई गई।

आप बड़े बड़े शहरों और नगरों में डाकखाने और तारघर बना रहे हैं। बहुत अच्छी बात है। जैसे हमारा देश आगे बढ़ता जाता है, बड़े बड़े डाकखानों की जरूरत है। परन्तु जो डिस्ट्रिक्ट के छोटे टाउन्स हैं, देहात हैं, उन में आज कल जो मकान हैं उन की तरफ भी देखने की जरूरत है। हर साल १००, २०० और ३०० ६० आप ह्याइट-वाशिग के लिये देते हैं। इस से काम नहीं चल सकता। मुझे ऐसा लगता है कि कई बार वह पैसा बेकार जाता है क्योंकि जो मकान दस या पंद्रह साल पहले या उस के भी पहले के बने हुए हैं, जिन में मरम्मत के लिये पैसे लगाने की जरूरत है, उन में खाली सफेदी के लिये १००, २०० और ३०० ६० देने से काम नहीं चलता। इस बारे में सरकार को देखने की जरूरत है। आप शहरों में मकान बना रहे हैं, उन के पास आस पास कम्पाउंड ठोक रखने के लिये, छोटा सा बगीचा बनाने के लिये, पैसे का प्रबन्ध करते हैं लेकिन डिस्ट्रिक्ट टाउन्स में आप के जो डाकखाने हैं, जो कि आप के

[शुभी मण्डियेन पटेल]

मकान हैं, उन के आगे जो प्रांगण है वह उजाड़ जैसे रहते हैं। उनको ठीक रखने के लिये, उन में दो चार पेड़ लगा दें तो काम चल सकता है। इस के बारे में भी प्रबन्ध होना चाहिये।

बम्बई जैसे बड़े शहरों में मेरा यह अनुभव है कि आप ने चार डिलिवरियों का प्रबन्ध किया है। परन्तु कई बार वह डिलिवरियां दी नहीं जाती हैं। पोस्टमैन आपस में समझौता कर लेते हैं और वो या तीन डिलिवरियों में काम को निपटा देते हैं। इस के ऊपर खाम निगाह रखने की जरूरत है।

यह बात कोई एक दो बार की नहीं है कि एक प्लैट में एक ही सरनेम के कई आदमी रहते हैं। पोस्टमैन घंटियां तो नहीं बजाते हैं वह दरवाजों से चिट्ठियां फेंक कर दूसरी जगह चले जाते हैं। इस से एक आदमी की चिट्ठियां दूसरे के घर में डाल देता है। ठीक से देख कर चिट्ठियां दी जायें। इस के बारे में क्या हो सकता है, यह मैं नहीं जानती, मगर इस के लिये कुछ न कुछ करना चाहिये।

एक्सप्रेस डिलिवरी की चिट्ठियां अब भी आडिनरी डिलिवरी की चिट्ठियों के बाद मिलती हैं। आप कहते हैं कि हम को लिफाफा दो। परन्तु कई बार उन के ऊपर जो सिक्का लगाया जाता है टाकसानों में वह पढ़ा भी नहीं जा सकता है। ऐसी हालत में हम लिफाफा दे कर क्या करें।

इसी तरह से तार के बारे में भी कई बार अनुभव हुआ है कि एक का तार दूसरे के घर में दे दिया जाता है, जब कि खुद वह आदमी घर पर नहीं रहता है, कई बार ऐसा होता है कि जो नौकर घर पर होता है वह पढ़ना नहीं जानता ताकि वह ठीक से अंग्रेजी को पढ़ सके और तार वाले से कह दे कि वह उसके मालिक का तार नहीं है। जब मालिक आता है तो देखता है कि तार दूसरे का है और उस को खोजना पड़ता है कि तार किसका है। तार

जिस आदमी का होता है, जिस को उसकी जरूरत होती है, उस को मिल नहीं पाता।

टाकसानों, तारघरों और टेलिफोन एक्सचेंजों में, मेरा कहना है कि ऐसा प्रबन्ध होना चाहिये कि कर्मचारी के परिवार वालों के लिये नौकरियों का कुछ परसेन्टेज रखा जाय मगर वे लायक हों। ऐसा रिजर्वेशन रखना चाहिये ताकि जो लोग उन में काम करते हैं उनका अपने काम में करने में दिल लगे, उनको कुछ इन्सैन्टिव रहे। मुझे ऐसा ख्याल है कि पहले ऐसा कुछ था भी।

इसी तरह से मैं टेलिफोन के बारे में भी कहना चाहती हूँ। कुछ अजीब बात है कि जब हम किसी से कुछ बात करते होते हैं उसी समय दूसरे किसी का टेलिफोन जाता है और उसकी बात हम सुन लेते हैं। जो आप लोगों के बारे में होता है वह आप लोगों के टेलिफोन के बारे में भी होता होगा। जो भी आप काम करते हैं, उस के बारे में दूसरे लोग सुन लेते होंगे। यह भी होता है कि कभी एक आदमी ट्रंक काल में बात करता है, तो बीच में लड़की कहती है कि काट डालो टेलिफोन, बम्बई से आप की काल है, अहमदाबाद में आप की काल है, मद्रास से आप की काल है। यह बात मेरी समझ में नहीं आती कि क्यों इस तरह से काट डालने को कहा जाता है। कई बार ट्रंक काल की लाईन छः, सात या दस बंटों तक खराब रहती है। इस रविवार को ही मैं ने अहमदाबाद की काल तीन बजे लगाई, रात के दस बजे तक वह लाइन चालू नहीं हुई। इस में कुछ गड़बड़ी होती है, इसे देखना चाहिये।

स्वतंत्र होने के बाद हमारे टेलिफोन की मशीनें यहाँ बनने लगीं। यह बहुत अच्छी और खुशी की बात है। परन्तु हमारी टेलिफोन की मशीनरी में कहीं खामी है, कहीं खराबी है, इसको देख कर उसको सुधारने

की बन्दगी है ताकि बार बार हमारा टेलिफोन बंद न हो ।

एक और प्रजीव बात है । यहाँ की जो टेलिफोन की किताब है, डाइरेक्टरी, उसे देखिये । उस के अक्षर देखिये और बम्बई में जो टेलिफोन डाइरेक्टरी है उस के अक्षरों को देखिये । यहाँ के अक्षर इतने छोटे हैं कि आप को भी देखने में तकलीफ हो । ऐसे बारीक अक्षर छापने का क्या कारण है, इसको जरा देखना चाहिये और पता करना चाहिये कि इस की मंजूरी किस ने दी । एक और बात है । इस बार जब मैं बीच में अहमदाबाद गई तो मैं ने टेलिफोन की डाइरेक्टरी हाथ में ली । अब तक जिस भाषा का प्रयोग होता था उर्मी भाषा में उस के आंकड़े रहते थे, लेकिन इस बार मैं ने देखा कि जनवरी की अहमदाबाद की टेलिफोन डाइरेक्टरी तो गुजराती में छपी है, लेकिन उस के आंकड़े अंग्रेजी में हैं । यह किम का दिमाग है और क्यों ऐसा हुआ, यह मेरी समझ में नहीं आता । वहा के टेलिफोन वाले ने पूछा तो वह भी बेचारा कहता है कि मुझे नहीं मालूम कि यह कैसे हुआ । यह किस ने किया और क्यों किया यह देखने की जरूरत है ।

आप ने भ्रान्त और टेलिफोन की स्क्रीम बनाई । लेकिन एक बात मेरी समझ में नहीं आई कि हर जगह पर इस के सिवें २००० रु० लिये जाते हैं और कानपुर के बारे में यह पक्षपात क्यों किया गया कि वहाँ घटा कर १००० रु० ही लिया जाता है । आखिर यह क्यों ? अगर आप को घटाना है तो सब जगह घटाइये । सिर्फ कानपुर के लिये ही इस को घटाने का क्या कारण है । क्या कानपुर में आप को टेलिफोन बढ़ाने की जरूरत है, क्या कानपुर के लोग ज्यादा गरीब हैं ? क्या कारण है कि कानपुर में वह सस्ता लगता है । हम को भी बतलाइये कि कानपुर के साथ इतना पक्षपात करने का क्या कारण है ।

एक और बात है । हम स्वतंत्र हुए । उस के बाद करीब दो साल तक तो दिवाली प्रादि के प्रसंग पर लोगों को तंग नहीं किया जाता था पर अब फिर से टेलिफोन वाले, तार वाले, डाक वाले, लोगों को तंग करने लगे हैं । डाक और तार तो मामूली प्रादमी के घर भी जाता रहता है, उनको भी बम्बईस के लिये तंग करते हैं । और कोई प्रादमी जिस के पास इतना साधन न हो और बार-बार आना, घाठ आना देना चाहे तो वह राजी नहीं होते हैं और उनको तंग करते हैं । इस के बारे में आप को कुछ सोचना चाहिये और कुछ करना चाहिये । पहले दो साल आप ने कुछ कहा होगा, इस के बारे में आप काफी स्टिकट रहे होंगे । तो उम वक्त कोई नहीं सताता था । अगर कोई खुशी से कुछ दे दे वह तो समझ में आ सकता है, पर अगर कोई न दे तो उसको तंग किया जाये और उसको ठीक से डाक डिलीवर न हो, यह तो कोई अच्छी बात नहीं है ।

अब कुछ में शिपिंग के बारे में कहना चाहती हूँ । आप को मैं ने पिछले साल भी कहा था कि बम्बई और रत्नागिरि के बीच स्टीमर से व्यवहार होता है और वह स्टीमर काफी पुरानी हो गई है । अगर आप नये स्टीमर लाने का कुछ प्रबन्ध नहीं करेंगे तो हजारों प्रादमियों को, मजदूरों और छोटे कर्मचारियों को जोकि रत्नागिरि से बम्बई अपनी नौकरी चाकरी के लिये आते हैं, काफी मुसीबत का सामना हो जायेगा । स्टीमर के दाम पहले से काफी बढ़ गये हैं और स्टीमर में काम करने वाले जो कर्मचारी हैं उनकी तनक्वाह भी बढ़ गई है । आप ने टेलिफोन के दाम बढ़ाये हैं, पोस्ट के दाम बढ़ाये हैं, रेलवे के दाम बढ़ाये हैं, एयर सर्विसेज के दाम बढ़ाये हैं, परन्तु इस स्टीमर सर्विस का दाम बढ़ाने नहीं दिया जाता है इसका क्या कारण है । इसे देखना चाहिये । अगर इसे नहीं बढ़ाने देना है तो गवर्नमेंट को कुछ सबसिडी देनी चाहिये ।

[सुन्धी मण्डिबेन पटेल]

परन्तु इसका कुछ रास्ता तो निकालना चाहिये और इसकी जगह जल्दी दूसरा स्टीमर लाने का कुछ न कुछ प्रबन्ध होना चाहिये। नहीं तो जब यह सब स्टीमर दो चार साल में खतम हो जायेंगे तो बम्बई और रत्नागिरी के बीच में व्यवहार चालू रखने में बड़ी मुसीबत हो जायेगी।

भाज विजाग के बन्दर की कैपेसिटी का पूरा उपयोग होता है क्या? भाज हमारे पास पैसे की तंगी है और बन्दर बनाने का सोच रहे हैं। भाज प्लान ही करते हैं, उस के लिये जमीन देखते हैं तब तक ठीक है। परन्तु जो विजाग बन्दर की कैपेसिटी है उस का अभी पूरा उपयोग हो नहीं रहा है।

क्या आप इसका भी हिसाब लेते हैं कि यहाँ पर हमारे लोगों को पूरी ट्रेनिंग दी जाती है। क्या हमारे लोग स्टीमर बनाने के सब काम में तैयार किये जाते हैं? शिप-यार्ड में फारिनर जो काम करते हैं वह हमारे लोगों को ठीक से सिखाते हैं क्या? क्या आप उस के बारे में बार बार पूछताछ करते हैं कि हमारे लोगों को सिखाया जाता है या नहीं, कितना सिखाया गया है, इस का आप को हिसाब लेना चाहिये। मैं ने सुना है कि जो स्टीमर तैयार हुए हैं उन में कोई ऐसी खामी निकली है कि उनको चालू करने के पहले उन में कुछ रिपेयर करनी पड़ेगी या उनको कुछ बदलना पड़ेगा। तो ऐसी बड़ी गलती कैसे हुई, किस से हुई, क्यों हुई, इस के बारे में भी काफी जांच करनी चाहिये।

आपका एक नागपुर प्लान है। आप को यह देखना चाहिये कि इस प्लान के मुताबिक सब जगह सड़कें बन रही हैं कि नहीं। हालांकि यह विषय राज्यों का है, तब भी आप को पूछताछ करते रहना चाहिये और इस में रस लेना चाहिये। अगर इस

के मुताबिक सब जगह सड़कें बनें तो भाज हमारे देहात वालों को कुछ सुगीता हो जायेगी। शहरों में अगर भ्रम का भाव दस या १५ रुपये मन होता है तो जहाँ सड़क नहीं है ऐसी देहातों में भ्रम का भाव ५ रुपये मन हो किसान को मिलता है। इसका कारण सिर्फ यही है कि वहाँ से शहर तक भ्रम नहीं जा सकता। वहाँ पर इतना भ्रम है कि अगर उसको उठाया जा सके तो किसान को कुछ मिलेगा। मगर शहर के लिये रास्ता नहीं है। इसलिये वह बेचारा सस्ता बेचना चाहता है। ऐसी हालत में उसको ज्यादा भ्रम पैदा करने का उत्साह कैसे हो। किसान को ज्यादा भ्रम पैदा करने का उत्साह तो तभी होगा जबकि उसे ज्यादा पैसा मिले और उसे वह समय पर बेच सके। लेकिन इस के लिये अच्छी सड़कों की जरूरत है। अगर सड़कें अच्छी हों तो भाज ज्यादा बढ़ेगी, तो ट्रांसपोर्ट का काम सरल हो जायेगा। रेलवे पर भी बोझ कम हो जायेगा। इसलिये नागपुर प्लान के मुताबिक सब जगह सड़कों का काम होता है या नहीं इसके बारे में भी काफी देखने की जरूरत है।

कुछ और छोटे छोटे बन्दर हैं। उन के बारे में कहा जाता है कि उनकी उन्नति करना प्रदेशों का काम है। यह ठीक है कि यह राज्यों का काम है। परन्तु अगर मडोच, सूरत, लम्बात जैसे छोटे छोटे बन्दरों को रिवाइव किया जायेगा तो ऐसा करने से वह पुराने शहर भी ताज़े हो जायेंगे और हमारा जो ट्रांसपोर्ट का मामला है वह भी हलका हो जायेगा। इसलिये इस के बारे में भी कुछ सोचना चाहिये।

हमारा जो इंटरनल रिवर नैवीमेशन का प्लान है उस के बारे में भी जल्दी से जल्दी कुछ करना चाहिये। जो हमारी बड़ी बड़ी नदियां हैं जैसे कि नर्मदा है, ताप्ती है, गंगा है, इन सब नदियों में अगर व्यवहार भ्रम सके तो काफी सामान का हेरफेर हो

सकता है जिस में रेलवे का काम हलका हो जाय ।

भास्कर में मैं हवाई सरविस के बारे में कुछ कहना चाहती हूँ । वह यह है कि आप हम से दाम तो लेते हो एअर सरविस का लेकिन काफी जगहों को एअर सरविस का लाभ नहीं मिलता है, वहाँ दो दो तीन तीन दिन में डाक पहुँचती है । आप कहोगे कि उन जगहों के लिये हम को पूरा ट्रीफिक नहीं मिलता । मैं कहना चाहती हूँ कि अगर आप अपनी सरविस का समय ठीक रखें तो आप को काफी ट्रीफिक भी मिल सकता है । और मेरा और भी एक सुझाव है । मैं ने सुना है कि कुछ देशों में ऐसी भी हवाई सरविस है जिस में हवाई जहाज में कुछ खाने को नहीं दिया जाता है और इसलिये टिकट का दाम भी कम रहता है । हमारे यहाँ तो हर जगह एअरपोर्ट पर खाने का इन्तिजाम रहता है । तो मैं चाहती हूँ कि हवाई जहाज में खाना न दिया जाय । ऐसा आप कुछ लाइनों पर करें जैसे दिल्ली-अहमदाबाद, अहमदाबाद-राजकोट, राजकोट-भावनगर । ऐसा करने से सरविस का दाम कम हो जायेगा । मेरी विनती है कि अहमदाबाद-दिल्ली-राजकोट सरविस शुरू कीजिये और उस में अच्छे हवाई जहाज लगाइये, हेरोन जैसे रद्दी न लगाइये । अगर आप ऐसा नहीं करेंगे तो आप यही कहते रहेंगे कि हम को काफी पैसिजर नहीं मिलते इसलिये हम सरविस चालू नहीं रख सकते ।

जो मुझे आप ने समय दिया उस के लिये धन्यवाद ।

Shri Khadlikar (Ahmednagar): Mr. Deputy-Speaker, in our Plans I find that road development and road transport have been receiving less attention than they deserve. When one studies the Plan, one finds that the total needs of the population for communication and transport were not either properly assessed or the Plan, as it is, is, so far as transport

is concerned, conceived in a way for helping industry and commerce and neglecting that part of the economy which is inevitably bearing the burden, in a way and oppressive burden of development but is substantially deprived of the fruit—I mean the parts of the country where there is no communication at all.

When I tried to study the Plan, I felt that our engineers—who are quite competent—and social engineers—I mean the planners—have both prepared a Plan, so far as transport is concerned, in a very lopsided manner and they have completely neglected that aspect of the Plan in our present economy which is going to meet the need of the people. Unless by developing transport and communications we prepare the ground for greater social and economic mobility, the development tempo that reaches to the corners of the villages would affect them adversely but they would not be allowed to participate in the development and reap a little benefit out of it. This is the net result. Let me examine the Plan from this aspect. When I try to examine it, unfortunately, what do I find? So far as the road development and road transport is concerned, we are told that we have based our plan on the so-called Nagpur Plan which was devised in 1943. Certain targets were placed before the country for road development and road transport for the coming 20 years. And, what would be the result at the end of the Second Five Year Plan? I will not tax you with many figures. In 1943-44 surface mileage was 86,000 and unsurface mileage was 1,32,000. At the end of the Second Plan period surface mileage will be 1,44,000 and unsurface mileage will be 2,35,000. Thus, if we look at it what would be the picture before us? We find that the mileage of surface road in 1913—when the figures of that date were available—was about 30 per cent. and after two years of the Second Plan and 20 years after the 1943 Nagpur Plan it will be hardly 38 per cent. This is the story.

(Shri Khadilkar)

This is important because with a growing economy we do realise that there are limits to railway expansion, there are limits to our coastal communication and overseas transport, and though we are talking about jet planes—my friend just now said something very nicely and very ably about it—still our economy mainly is being run by the bullock-cart. In 1943 it was estimated that there were about 8 million bullock-carts and today it is estimated by the engineers with the Government that the number may be about 10 million. I do not know exactly what is the number, but the total load carriage that is undertaken by the bullocks is much more than the requirements that we could meet by developing either the railways, the sea transport or the air transport. Therefore, I would humbly submit that our Transport Ministry must concentrate on evolving a plan which would meet the requirements of roads and road transport of the people who are affected and touched—sometimes externally and sometimes in the very heart of their economic life—by lack of communication in the far-flung parts of the country.

Then there is the question of National Highways. Some targets are fixed, and they are very important in our development. But, unfortunately, when I look at those engineers and planners who have planned the National Highways, I feel that their vision was terribly benumbed, perhaps their vision was of a by-gone, and they were planning for a National Highway. When I was in Germany I found that what is surviving Hitler in Germany is the autobahn. You must see how it serves. It not only serves as the artery of economy in the whole country, but it serves the defence needs for emergency. We will have more aircraft in the country soon, but when there is bad weather for emergency landing these autobahns are used as for

defence purposes. They are really helpful in times of emergency.

What are our roads, I mean national Highways here? We are talking of tourism. We get some foreign visitors and we show them some places here and there. But I am confident that if at least five or ten National Highways are built on the pattern of autobahns with two line carriage ways, rest houses by the side at suitable places, telephones and break-down services, it will meet at least partly the present needs of the people. You are calling them National Highways; I do not know what other term you should use, but so far as the present planning of highways is concerned, it is very very narrow. It has no double line carriage way anywhere, no good service, no rest houses, no communication, no break-down service and things like that. If you will go to Germany you will find how the autobahns serve there. Why not take good things and plan your National Highways on that level?

This is planning for the future. What is the story now? In 1943 we had decided as the target that our National Highways should be about 25,000 miles. The Central Government has so far taken over about 13,800 miles. And, how have they finished it? There are 56 bridges missing and other minor bridges are also missing. There is double carriage way only for 2000 miles and on the rest there is a possibility of clash between one vehicle coming from one side and another vehicle from the other side resulting in immediate break-down and what not. This is the condition of our National Highways.

In this connection I would like to place before the Ministry concerned a particular problem of the western coast. As I said, the road requirements of the country were not properly assessed, analysed and priorities determined. If it had been done,

I am confident that the west coast line would not have been left with no feeder road inside from Bombay to Mangalore downwards, and Bombay to Kutch on this side. This is an absolutely important artery of communication, because we cannot develop big ports and there are only very minor ports. Six lakhs of people from the countryside in that area—the incoming Minister comes from that area and fortunately, though he had developed a certain sort of hysterical obsession for Bombay, he has not lost his roots in the villages from where he comes—depend for their livelihood on Bombay. Recently I read that a commission of experts came to advise the Government on development of ports. Regarding Bombay, in order to reduce the congestion, that Commission has advised—if the Press reports are correct—that either you must have a parallel railway line on the coastal side—which is not feasible for the time being because of lack of funds—or have a big highway and connect small minor ports and the people who are cut off from centres of communication, centres of commerce and centres of industry. As the hon. lady Member pointed out, they come to Bombay to earn their bread and once in a year when they go back they lose one month's salary because the rates for steamers are very high.

Bombay is a congested city. We talk of slums, we shout at slums but when we come to the concrete problem it cannot be solved by men shouting. The only way is to create channels of communications to fan out the population round about the city instead of keeping them cut off, when the labourers on one side and people living on the Marine Drive on the other side. This sort of division of Bombay must cease. The only way to meet the needs of Bombay, to lessen the congestion in that port and at least give fresh air to those who are serving in the offices and mills, is to open this big national road on the western coast. It will help the defence of the country as well.

So far as the National Highways are concerned, I would request the Transport Ministry to give serious thought. For want of finance (as we see) it is difficult to have a railway line. All right. But at least complete that road. Only some patches are made here and there. Today the planning is by patches. There is no integrated view of planning. That is the main drawback. They plan by patches and leave the bridges apart. From the other side a man cannot come to this side and he simply shouts. So, I would request the Transport Ministry to give up this patch-work planning and come to a planning which has got an integrated view, continuous flow of communication, and that too assured for all seasons, so far as the national highways are concerned.

Let me come to the other aspect of the situation. As I said earlier, road transport is the most neglected aspect of our Plan. Why? Because the poor people who operate their trucks on the roads come from lower strata, and they are half-educated, unorganised, and have no pulls with the Government. If something goes wrong in an organised industry all the Press howls and ultimately, one after the other, the Government gives them concessions and looks to their needs. 48,000 operators are working in this way, if my figures are correct. The needs of these people have to be met.

As we all know, we are developing a sort of mixed economy. We give assurances to certain people, but so far as these operators on the streets are concerned, there is no assurance. I do agree that so far as the passenger transport is concerned you have taken a great step, that is, you have nationalised it. But why not have a little innovation? I would suggest this to the Transport Ministry. Let them examine the experiments carried out in Israel. They have carried out on a co-operative basis the business of national transport by road for passengers, and from

[Shri Khadilkar]

what I know it is more than a success. Why not make that experiment, instead of having State Transport Corporations in every State? Try that experiment at that level and see.

But the other aspect is very important. Let us decide once for all and let the Transport Ministry decide once for all whether goods transport on the roads is to be nationalised or not. Otherwise, the sword is hanging; there is a talk of nationalisation. They are not organised. They are financed by money-lenders or others who claim interest which is far beyond the limits of the law. And in such a situation, when they operate, they do not know what is going to happen? Therefore, my very humble and earnest suggestion to the Ministry is, let them appoint a Road Transport Commission and find out what the needs of the people are, and how the road transport which carries the burden of transporting 50 million tons of goods is to be improved.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): 18 million to 20 million tons are carried by road.

Shri Khadilkar: I accept it, because the figures which I quoted are borrowed and I cannot vouchsafe that they are correct. Whatever it is, they are carrying the burden. So, if you give them directions, if you bring about co-ordination and co-ordinate them in small groups on a co-operative basis, and form small limited concerns and make financial arrangements for them, make credit arrangements for them and regulate all the inter-State flow, it will be very good.

The other day the Transport Minister announced appointment of the Inter-State Transport Commission. By setting up this Commission certainly, the hurdles which were experienced would be removed. But the basic problem still remains. Though the

trade is in the hands of uneducated, half-educated people, let them participate in the development of the Plan and the development of roads. Then, you will see that the present needs of development, so far as transport is concerned, will be definitely partly met if not completely altogether.

There is another aspect to this problem. We will have to look at it from another angle. How much capital is invested in this industry? According to my figures the total investment of capital in railways, shipping and all other means of communications comes to about Rs. 1,350 crores. So far as transport by road is concerned the investment comes to about Rs. 1400 crores. These are the figures. I do not know exactly whether they are correct.

Shri Raj Bahadur: I do not remember them.

Shri Khadilkar: I have got them from reliable sources. The Minister could verify them. Now, I want to stress another point. In our economy at the present stage we find that we are creating an industrial base and in this transition period, take-off period, whatever you call it, there is not enough employment potential along with industry. Therefore, in order to meet this situation as a stop-gap arrangement, you are investing some money on Ambar Charkha because it gives employment. In a sense, it is *dole-cum-employment*, not real or economic employment. Let us be very plain about it. After ten years, what would happen to the Ambar Charkha, except that it will be placed in a museum, I do not know. This would be the fate of the Ambar Charkha, as I see it, with the coming in of atomic energy and other things. But from the point of view of employment potential and capacity, road transport and road development are so important that they should be properly utilised in this transition period.

We know that when we build up the factories with modern techniques, more and more investment is needed for capital goods and less and less avenues are opened for employment. For instance, look at the refinery. The total investment and the employment potential may be compared. Between them there is a big gap. This is the law of economics and the law of all industrial development. Therefore, in our country, it is absolutely essential to look to avenues where the people from the countryside who are half-engineers and who have a little capacity to work in such fields should be enabled to find avenues of employment on road transport.

If at all you want to devote some-time to this aspect of our economy, certainly you are faced with another difficulty viz., the question of taxation. In our country unfortunately, as I said, these people are taxed; they are taxed at the central level; at the State level; at the borough or municipal level. At every level they are taxed. Nobody is prepared to listen to their pleas. What is the tax structure in the road transport industry? Just look at the figures, as I do not want to tax the House any more about it. If you study the economics of road transport and the tax burdens, you will find that in 1934-35, the average tax per vehicle, including motor-cycle, was Rs. 567. In 1939-40 it went up to Rs. 808. In 1949-50 it went up to Rs. 1,115. In 1954-55, it has been Rs. 1905. After 1957, a new levy has been put in, and so it must be much higher. This is the position.

But if we look at the western countries, the story is otherwise. We here have got hardly a vehicle per mile of road. In the west the ratio of vehicles is much higher. But here the taxation level is much lower, and the repair and cost of maintenance is also much lower. The average taxation per vehicle in European countries comes to about Rs. 1,192. In India it comes to about

Rs. 2,070 or a little more. The average expenditure per vehicle in European countries is Rs. 1,356 and in India it is Rs. 1,552.

What is the reason? I am told that there was a Government study and some report was prepared. The Study Group of the Government of India have come to certain conclusions. Why is there stagnation in this particular sector of economy, the economy of road transport and village communications? In the Nagpur Plan it was laid down that by the end of the 20-year period no agricultural village would be more than five miles away from some sort of road communication. But has this target been brought anywhere nearer, I would like to ask the Transport Minister. To my knowledge and to the knowledge of the incoming Minister, who belongs to the Ratnagiri district from where six lakhs of people go to Bombay, this has not been achieved. I come from that district. Even now, from my home to reach a bullock-cart road I have to walk five miles; to reach a motor car road I have to walk eight miles. The interior is completely cut off. That is the position.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri Khadilkar: Therefore, I would humbly submit that so far as this stagnation of road communication is concerned, it has resulted in keeping certain pockets in the interior cut off from the economic development, in not giving an opportunity to them to develop and have that social and economic mobility and in not permitting them to participate in the growth of economy. As the hon. lady Member has pointed out, they have been made victims of the market economy in their own villages, without getting the benefits of the market economy in return, because they have no means of communication. Their's is a very pitiable lot.

[Shri Khadilkar]

Therefore, without giving more figures—I have got them from another report; I find that Government have ample material in their possession—I would request the Government to apply their mind to the creation of an authority. I know this is a Concurrent subject. But you will have to coax or force the States to fall in line. Just like the Railway Board, there must be a Road Transport Commission or authority, whatever you call it. That commission can co-ordinate the activities. The present anarchic condition, the disorganised condition should be done away with and a sense of cooperative effort should be brought into it.

Before I conclude, I would like to say another word. As another hon. Member stated, after partition we thought that our plans regarding communication needed review. Unfortunately, after the reorganisation of States, this aspect of review was completely neglected. We used to talk in terms which carried very little meaning. We talk of emotional integration. But when you fail to bring about even a physical integration in the newly constituted areas it has no meaning. Small areas which have gone from one State to another are completely cut off from the rest of the State. For instance in the new Bombay State the Marathawada is a small patch of land of the Nizam's territory, which now forms part of Bombay. It is completely cut off from the new State. If we exercise vision, if we devote a little more time, we will find that with very little investment we can open channels of communication in those areas. There is a place known as Niwasa where there is the *samadhi* of the great saint Ganeswara. If you construct one bridge there on the river Godavari, you can have direct communication. Now to reach that area you have to go in a roundabout way. Still, this has not been done.

Therefore, I would submit that the Transport Ministry should review the position and bring the various parts of the country closer by opening channels of communication and transport in those areas which have been brought into the new State after reorganisation. That is a very important problem. If this is not done, the people of those areas will feel neglected and backward, and the talk of emotional integration will not reach their mind.

As I said in the beginning, I repeat that the Plan frame has shown complete disregard for the road development aspect of our economy. It has remained stagnant. Fresh thought has to be given to this aspect and, let us hope, the new incumbent will show a little dynamism which he has shown in some other field . . .

An Hon. Member: From river to road.

Shri Khadilkar: . . . and will bring about a planned development. Let us hope that he will adopt a new approach to the road development, so that it would remove the oppressive burden of growth of economy on the neglected part of the country and bring them in line, slowly but surely, with the general pattern of economic growth in other parts of the country.

Shri Thirumala Rao (Kakinada): Mr. Deputy-Speaker, the Ministry of Transport and Communication is an important wing of the Government, extending its ramifications on land, water, air and also ether, considering its waves in wireless communication. By controlling the posts and telegraphs and telephones, apart from playing a very important part as a wing of the Government in catering to the needs of the economic growth, it also helps towards the emotional interchange of feelings among the people, guaranteeing secrecy about their communications by telephones. The Ministry is at crossroads, more or less, because

there is a change of horse in the mid-stream and two of the Ministers have packed up their baggage to find their places in a new Ministry and the new incumbent has just now shaken up the dust of his outfit only this morning....

An Hon. Member: Has he?

Shri Thirumala Rao:.....and has come here just now to listen to what the Members of this House have to say about the department of which he is going to assume control shortly.

15.46 hrs.

[**SURI C. R. PATTABHI RAMAN** in the Chair.]

An Hon. Member: Very creditable.

Shri Thirumala Rao: But his slow and steady friend, Mr. Raj Bahadur keeps an even keel, as he is in charge of Transport Ministry, and I hope he will steer his Ministry to the safe waters with the clear eye and the experienced mind that he has developed all these years when in charge of this Ministry.

It is difficult to deal with this Ministry within the short period of 15 minutes allotted to members, when I find there are so many departments under its control with so many loopholes creeping out at every stage. It is such a difficult job. But I want to deal with a certain aspect of the Ministry with which I am intimately connected as representing a particular constituency in Andhra Pradesh. I do not want to indulge in an ambitious programme and go about roaming over the whole field, trying to advise the Ministry how to improve their activities in all these departments. It is beyond my scope at present, and the time allotted is short.

Shipping is one of the most important activities of this nation and it has played a very great part in the development of this country. As long as we were under the thumb of the foreigners, shipping was completely under their control; foreign

trade, shipping, freight structure everything was skilfully and credulously designed to continue the economic dominance of the foreigner over this country. If you see the reports of the previous committees set up under the British regime, you will find that they have always been favouring European vessels to carry merchant shipping in this country. In 1928 we were reading as young men the famous Haji's Coastal Shipping Bill where he wanted the Indian coastal shipping reserved for Indians only. But that was obstructed. That was not allowed to pass through the then Legislative Assembly. But whatever might have happened then, now today if you see the shipping industry's last year's figure you will find that 27 million tons of cargo has been carried into and out of India. And what is the shipping owned by the nation? It is hardly six lakh tons. We have not yet reached the figure of nine lakh tons. It is the target that has to be achieved by the end of the Second Five-Year Plan. In the First Five-Year Plan we wanted to achieve six lakh tons and we have fallen short of the target by 18000 tons. And we hope to complete the nine lakh tons by the end of the Second Five-Year Plan. But, what is the money allotted for the development of shipping? A paltry Rs. 40 crores in a Five-Year Plan of Rs. 4800 crores. Is it commensurate? Is it proper? Is it proportionate to the needs of this country when we see the whole Plan? I think the Planning Commission has suffered from the lack of proper perspective in devoting such a small amount of money to the development of shipping.

Merchant shipping is the second line of naval defence of this country. That is the history of every country. Let alone the British nation, which has been a maritime nation for centuries and which has built its own empire on maritime strength, apart from the defence wing of the Navy, by merchant shipping which owns thousands of small ships. See the

[Shri Thirumala Rao]

history of Japan. Today it owns some several hundreds of merchant shipping—I could not get the latest figures. I have got some old figures—and even they compare very favourably with Western shipping. If we are to compare these figures with the present state of affairs in our country we find how long it will take for us to at least have a sort of parity with our neighbours for the achievement of our strength with regard to merchant shipping.

Now we have to consider how best to utilise our existing material and develop our ports. Last year, there was so much congestion in our ports. We have got only four major ports—I mean Bombay, Calcutta, Madras and Visakhapatnam. Cochin is the fifth in order and Kandla is the latest addition to the major ports, which has yet to establish its claim and keep abreast with the expectations that were roused when it was first sanctioned and brought into existence. Therefore if you see the congestion that prevailed during last year—how many ships were waiting in these ports? At times a ship had to wait for 19 days outside the harbour waters to be called in to the quayside. How many lakhs of rupees were given by way of demurrage?

Shri Tyagi (Dehra Dun): About Rs. 2 crores, I understand.

Shri Thirumala Rao: My friend will give the figures in his reply. I could not get them.

Crores of rupees had to be given by way of demurrage and ships had to be diverted. The figures for the major ports are given here and Visakhapatnam was one of the worst congested ports. Now it is time that we have vigorous free-thinking as to whether we have to develop other major ports on the coastline of India or not. The whole coastline is 3,500 miles long and I plead for my area, which gives you a very good opportunity of relieving this congestion.

Andhra has got more than 400 miles of coastline extending from Ichapur right down to Nellore and beyond—a few miles from Nellore. We have got only one major port in the whole area, i.e., Visakhapatnam, which is highly congested. There are several other minor ports. I would like to refer to one of the reports submitted by Mr. Nanjundiah in the year 1950. Mr. Nanjundiah is an experienced Port Officer in Visakhapatnam, whose opinions, knowledge and experience are very much respected in Government circles and in the Port circles. He has submitted a report wherein he has said that hitherto there were only two varieties of ports—major and minor ports. He has suggested that there should be a reclassification by introducing an intermediary port of one lakh tons clearance. If a port has got capacity of handling one lakh tons of incoming and outgoing cargo it should be considered as an intermediate port. How many ports he has scheduled? I am coming to my place, Kakinada. It is considered as one of the intermediate ports in the Nanjundiah Report. He is very harsh on Kakinada, but it stood his test. My friend, Shri Raj Bahadur has seen it. Several other distinguished members of Government, including the ex-Finance Minister, Mr. Deshmukh, and my friend, Mr. Alagesan, an ex-minister, and the present hon. Minister, Mr. Raj Bahadur, have had the honour of being our guests in Kakinada and seeing the port for themselves.

What I am telling you is this that it is no use depending on Visakhapatnam alone on the east coast for all your work because Visakhapatnam is already overcrowded. It is a port where you are importing all the heavy machinery and other articles of necessity for the Bhilai Steel Plant. It is a port of export for iron ore and manganese ore. It is a port for exporting several other goods from that area and it is so highly congested that, if not today, you must think of

relieving congestion of Visakhapatnam Port and developing another port on the east coast.

Here I will give you the figures given in the Nanjundiah Committee Report about Kakinada. In 1936-37 the total imports were 21,88,254 tons and the exports were 75,80,624 making a total of 97,68,878. I think it even compares favourably with Cochin or Kandla port with regard to these figures. The prosperity of Kakinada has been artificially throttled on account of the Second World War. They closed the port for traffic. They closed the port for commerce and converted it into a training ground for amphibian operations—land and water operations—of the British troops where at one time during the war they had stationed 20,000 troops for training them in amphibian operations. Since then the prosperity has declined, but now it has again come up. It has got a natural spit, Godavari spit it is called, which is a natural protection against the winds and against the high seas for all the steamers that come into the harbour. There were reports by experienced and well-known Port Officers of Madras 25 years ago which said that Kakinada is the only port on the east coast that gives the best protection and has got all the natural advantages.

Now I want to say a few words about the difficulties in Visakhapatnam. You are now entering into an arrangement with Japan to export two million tons of iron ore. The Japanese Mission that has visited all the iron ore areas has gone to Kakinada and has also visited Visakhapatnam. They have for the present chosen the Bailadila iron ore mine in Madhya Pradesh, which is on the border of Andhra Pradesh near Bastar. The line that connects to the north eastern main line....

Mr. Chairman: The hon. Member's time is up.

Shri Thirumala Rao: My friend, the previous speaker, has had 35 minutes.

Mr. Chairman: We have got a long list of speakers. So, we have to keep to 15 minutes time limit.

Shri Thirumala Rao: I should be shown a little consideration because I do not want to say anything which is irrelevant except for the purpose of my argument with regard to this point. I have got so many things to say about roads, small crafts and all that. I will be finishing in two or three minutes.

Visakhapatnam is so congested and you can develop Kakinada at less cost. You can connect the new line at Tunu which is between Kakinada and Vizagapatam on the North East line, which is 180 miles from the mines. The other ports are more than 400 miles. They have all been rejected in favour of connecting the iron ore areas to the north east Calcutta Madras rail line, covering a distance of 181 miles. If you want to avoid the congestion there—I have the detailed information here—if you want to fulfil the programme of exporting two million tons of iron ore, "Madras is too far to the south of the mines. Calcutta, on the other hand, is handicapped by the tides on the Hooghly (to which my friend, Shri Samanta, referred in his speech),

"which limit the size of the ore carriers to 10,000 DWT and 30 feet draught (modern one and oil carriers tend to be at least four times that size). Calcutta's docks are also crowded with other shipping and are not expected to be able to handle more cargo without considerably adding to the present congestion."

16 hrs.

With regard to Vizagapatam, am giving these facts to be considered. Vizagapatam is situated midway on the coast.

Mr. Chairman: If you are reading from any document, you will have to give the source.

Shri Thirumala Rao: I am giving the difficulties.

This is the relevant point I am making.

"The Vizag harbour needs considerable improvement and expansion. The Russian ships which have been calling here since August, 1956, bringing equipment for the Bhilai steel plant have highlighted this need. Often, because of poor heavy-lift facilities and lack of berths, many of these ships have had to lie out on the roads for as much as a fortnight. At one time, as many as fourteen ships had to queue up to discharge, as besides handling Bhilai cargo, the port has also to take manganese ore carriers....

— The port can handle only ships with a maximum draught of 28 feet; the narrow entrance and the hair pin bends in the channel rule out the entry of ships of more than 515 feet length. There is no night navigation for the same reason.

You have also provided Rs. 10 lakhs for night navigation and other equipment.

Dredging is tricky as the bottom here is rocky, but the acquisition recently of two modern rock-cutting-cum-suction dredgers by the port should help to solve the problem."

This is the difficulty there I shall finish with a little quotation from an authoritative Engineering survey of the Kakinada port.

"Kakinada Port, though defined as an Intermediate Port is in fact an open Roadstead port where shipping operations are carried on by lighterage from ship to shore and where steamers anchor in the Bay usually in 6 fathoms of water or less according to their draft. The singular feature about the Port is that the anchorage....

anchorage is probably the best minor port anchorage on the coasts of India, being at the entrance to Kakinada Bay, which is a natural formed Bay northward of the estuary of the Godavari River. Further, there are no rocks in the vicinity which is a significant feature when dredging and deepening is to be considered. In addition, owing to the proximity of the River Godavari, the "holding ground" which is comprised of sand, mud and clay is the best to be found anywhere in the world being unequalled for the safety of vessels that anchor. The words "holding ground" being a loose nautical expression indicating the nature of the bed of the bay in so far as it grips the steamer anchor."

That is the description given.

This matter has been considered in the National Harbour Board at its meeting held in Kandla in September, 1957 and it has been decided that there should be a programme of investigation and priorities fixed for development of intermediate ports into major ports. This description of Kakinada comes under this category. I would request the Government to order an investigation. There should be a thorough and scientific investigation of the possibilities of this Port, so that it may be developed into a major port. With a very much less cost, it will add greatly to the facilities of trade and commerce on the east coast. This is one of the very few ports which can very well favourably compare itself with other ports that have newly come into existence. It has got a very rich hinterland covering the rice bowl of Andhra, the four districts of Andhra. Also, the Nagarjunasagar dam is coming into operation. Masulipatam can never aspire to be a competitor to

Kakinada. If you see the technical reports by impartial officers who are highly qualified for that job, you will see that this is the only place that can be developed into a major port.

I do not want to take more of the time of the House. I only wanted to bring to the notice of the Government the very legitimate and reasonable proposition which is backed up by technical reports, and request them to go into the matter and do what is necessary.

Mr. Chairman: The following 63 selected cut motions relating to various Demands under the Ministry of Transport and Communications may be moved subject to their admissibility:—

Demand No.	No. of Cut Motions
84	861, 886, 913, 914, 923, 924, 925, 976, 984, 985, 986, 987, 988, 989, 997, 998, 999, 1000.
85	467, 468, 469, 470, 1001, 1002.
87	471, 472.
88	887.
89	473, 474, 475, 638, 639, 758, 759, 760, 761, 888, 889, 890, 926, 927, 951, 990, 991, 992, 993, 994, 995, 996.
90	201.
92	155, 202, 203, 204, 402.
93	642.
129	917, 918.
130	929, 930, 931.
132	919.
133	920.

Policy in regard to the development of Road Transport

Shri M. B. Masani: I beg to move:

“That the demand under the head ‘Ministry of Transport and Communications’ be reduced by Rs. 100.”

Need of developing Paradip as a major port

Shri Surendranath Dwivedy: I beg to move:

“That the demand under the head ‘Ministry of Transport and Communications’ be reduced by Rs. 100.”

Need for construction of a big State hotel like the Ashoka Hotel in Calcutta for tourists.

Shri F. K. Deo: I beg to move:

“That the demand under the head ‘Ministry of Transport and Communications’ be reduced by Rs. 100.”

Need for construction of a State hotel at Bhubaneswar to encourage tourist traffic.

Shri F. K. Deo: I beg to move:

“That the demand under the head ‘Ministry of Transport and Communications’ be reduced by Rs. 100.”

Need to make the Mahanadi navigable all the year round

Shri F. K. Deo: I beg to move:

“That the demand under the head ‘Ministry of Transport and Communications’ be reduced by Rs. 100.”

Need for improving the East-Coast Canal in Orissa and extending it to join the Buckingham canal at Madras.

Shri F. K. Deo: I beg to move:

“That the demand under the head ‘Ministry of Transport and Communications’ be reduced by Rs. 100.”

Working of Hotel Standards and Rate Structure Committee

Shri F. K. Deo: I beg to move:

“That the demand under the head ‘Ministry of Transport and Communications’ be reduced by Rs. 100.”

Need for utilising the revenue collected under the provision of Motor Vehicles Act, 1956 on improvement of roads.

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to meet the demands of the Posts and Telegraphs employees with regard to up-gradation of Delhi, Kanpur, Madras and Agra as 'A' and 'B' class cities.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to establish more Posts and Telegraphs offices in villages

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to finalise the report of the Telegraphs Inquiry Committee

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to remove the discrimination between the service condition of the industrial workers of telegraph workshops at Jabalpur, Alipore and Bombay.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to establish negotiating machinery in Posts and Telegraphs Department.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to improve the service condition of the industrial workers in telegraph workshops.

Shri S. M. Banerjee: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to give full amount sanctioned for the construction of Bombay Goa Road.

Shri Assar: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Failure to meet demands of Posts and Telegraphs employees

Shri Assar: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Irregularities in Postal and Telegraph services

Shri Assar: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Need for Telephone Exchanges in Chiplum, Mahad and Malvan in District Ratnagiri.

Shri Assar: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs. 100."

Defective mode of recruitment of Seamen.

Shri Ghosal: I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

Failure to remove the defects of medical examination of Seamen before employment.

Shri Ghosal: I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

Failure to redress the grievances of Seamen.

Shri Ghosal: I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

Failure to take over Raja Begam Dockyard from Joint Steamer Companies.

Shri Ghosal: I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

Failure to construct new ship-building yard in Vijayadurg port of Ratnagiri District.

Shri Assar: I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

Failure to dredging ports in Ratnagiri District

Shri Assar: I beg to move:

"That the demand under the head 'Mercantile Marine Department' be reduced by Rs. 100."

Failure to aid States for the development of rural roadways

Shri Ghosal: I beg to move:

"That the demand under the head 'Central Road Fund' be reduced by Rs. 100."

Failure to permit plying of Buses on the national highway of Howrah-Amta.

Shri Ghosal: I beg to move:

"That the demand under the head 'Central Road Fund' be reduced by Rs. 100."

Delay in the progress of work in the National Highways in Orissa

Shri Sunrendranath Dwivedy: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs. 100."

Failure to fulfil the demands of the Posts and Telegraphs Department employees.

Shri Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to instal phone-connections in Calcutta in spite of depositing the amount of Rs. 2,500 by the intending subscribers.

Shri Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Delay in repairs and other services in Calcutta and Howrah

Shri Ghosal: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to eliminate irregularities and inaccuracies in postal and telegraphic deliveries.

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department (including working expenses)' be reduced by Rs. 100."

Non-delivery of Telegram and money orders etc.

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department (including working expenses)' be reduced by Rs. 100."

Need of splitting up the Sambalpur Posts and Telegraphs Division

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for having one Branch post office at every Gram Panchayat area in the State of Orissa.

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for increase of sub-postal staff in Orissa

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for reversion of telegraph engineering and telephone staff including Jharsuguda Repeater Station in the District of Sambalpur from the control of Bihar circle to Orissa.

Shri P. G. Deb: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Injustice done to Oriya students by discharging them in the middle of their training at Jubbulpur.

Shri Surendranath Dwivedy: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for shifting the headquarters of the Orissa Circle of the Post and Telegraph Department to Bhubaneswar.

Shri Surendranath Dwivedy: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Inadequacy of quarters for the staff of the Office of the Director of Posts and Telegraphs, Cuttack.

Shri Surendranath Dwivedy: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Defective telephone and telegraph service in Orissa

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for ameliorating the pay and service conditions of the staff of the Posts and Telegraphs Department.

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for recognising an extra departmental employees organisation for representing their grievances.

Shri B. C. Mullick: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to include employees representative in the R.M.S. Reorganisation Committee.

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to give adequate protection to R.M.S. staff travelling during the night in R.M.S. vans.

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Inadequate protection measures resulting in death of three R.M.S. employees near Tundla on the 12th March, 1958.

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for separate arrangements for carrying insured articles as suggested by All-India R.M.S. Workers Union.

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for providing new and bigger R.M.S. van in T9 section of Trivandrum Express in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure to provide work for N.D.T.Os. in Madras on basis of past service

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Need for increasing the interim relief awarded to Extra Departmental staff of Posts and Telegraphs.

Shri Tangamani: I beg to move:

"That the demand under the head 'Indian Posts and Telegraphs Department' be reduced by Rs. 100."

Failure of the Meteorological Department of Calcutta in forecasting weather correctly.

Shri Ghosal: I beg to move:

"That the demand under the head 'Meteorology' be reduced by Rs. 100."

Failure to introduce air service for Cooch Behar, West Dinajpur and Jalpaiguri.

Shri Ghosal: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Failure to bring down the rate of charge of air travel

Shri Ghosal: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Failure to introduce air service between Calcutta and West Dinajpur, Cooch-Bihar and Jalpaiguri.

Shri Ghosal: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Failure to compensate for the lands acquired for Dum Dum aerodrome

Shri Ghosal: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Failure to improve air transport to Andamans and Nicobar Islands

Shri Ghosal: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Delay in construction of buildings for Post Offices in Orissa

Shri B. C. Mullik: I beg to move:

"That the demand under the head 'Miscellaneous Departments and Other Expenditure under the Ministry of Transport and Communications' be reduced by Rs. 100."

Delay in the construction of a major port at Paradip on the Orissa coast

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100."

Need to investigate the possibility of a major port at Dhamra on the estuary of the Brahmini.

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Ports' be reduced by Rs. 100."

Need for making National Highway No. 6 connecting Calcutta and Bombay, all-weather.

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Immediate necessity of constructing road bridges on the Mahanadi, on the Calcutta-Madras National Highway passing through Orissa.

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Need to allocate more funds to Orissa for road development

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Roads' be reduced by Rs. 100."

Replacement of Dakotas by Viscounts in the Indian Airlines

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Capital Outlay on Civil Aviation' be reduced by Rs. 100."

Defective construction of M.V. Andamans in the Hindustan Shipyard

Shri P. K. Deo: I beg to move:

"That the demand under the head 'Other Capital Outlay of the Ministry of Transport and Communications' be reduced by Rs. 100."

Mr. Chairman: The above cut motions are now before the House.

A list indicating the numbers of the selected cut motions will be put up on the Notice Board and will be circulated to Members to-night for their information.

Shri Sambandam (Nagapattinam): Mr. Panel of Chairmen, Sir, I rise to speak a few words on Transport and Communications (*Interruptions.*) . . . 16 hrs.

Some Hon. Members: Mr. Panel?

Shri Sambandam: Mr. Chairman, Sir, . . .

Mr. Chairman: The hon. Member can go on.

Shri Sambandam: Regarding Communications, first, I want to draw the

attention of the Government to the fact that the Extra-departmental postal workers have not been taken care of for a very long time. I thank the hon. Minister who has come forward to inform the House that a one-man committee will be appointed to go into the question in detail and that all steps will be taken to improve the condition of the extra-departmental postal workers. When I gave the memorandum to the one-man committee, that is Shri C. V. Rajan, I gave copies to hon. Members also. Some Members have asked me who are these ED workers and what is the fundamental work that they are doing. These extra-departmental postal workers are working in the villages and for the past 30 or 40 years, they are working in the same scale of pay, that is, a meagre pay of Rs. 20 per month.

There are four categories among the ED workers, that is, extra departmental Branch postmasters, ED sub-postmasters, ED delivery agents and extra-departmental mail carriers. All these people are getting a nominal pay of Rs. 20 a month. Even during the first Pay Commission, the Government accepted the CPC recommendations with regard to the pay scales of the regular P. & T. employees, but the recommendations made so far as the extra departmental workers are concerned, were completely ignored. Anyhow, I thank the Government for having come forward to appoint an one-man committee.

With regard to the ED delivery agents, they are working the whole day, but they are considered to be only working four hours in a day and they are considered as part-time workers. But, throughout the day, they are working in the villages. Especially, so far as the ED mail carriers are concerned, they have to go to the station in the morning, get the mails and then in the noon, afternoon and evening, the whole day, they have to attend to postal work, with the result that they are working the whole day with a remuneration of only Rs. 20 a month.

Not only this. The ED delivery agents as well as the mail carriers, though expected to have a daily circuit of not more than 10 miles including unfixed villages, are asked to effect delivery in villages covering a longer distance, that is, 20 miles and so on. On the other hand, a postman is expected to cover only 15 miles. The so-called postman is working eight hours a day. He covers only 15 miles. On the other hand the extra-departmental mail carriers, as well as the extra-departmental delivery agents cover more than 20 miles. The branch postmasters are expected to keep open their offices throughout the day to sell stamps and other things. There is no time for them to attend to any other avocation.

Then, so far as security of service is concerned, many instances can be cited. As regards branch postmasters, they have to work in many branch post offices in order to upgrade it into a regular departmental post office. As soon as it is converted into a departmental post office, these workers are left out. They are not attended to, they are not given any posts.

Then, they are not given leave. In the case of the extra-departmental sub-postmaster, if he goes on leave, the departmental employee is arranged to relieve him, but in the case of the extra-departmental branch postmaster, he has to depute his own nominee. He is handling all official work—V.P.P., parcels, insurance, savings bank, national savings certificates and so on and so forth—and a departmental reliever is not given, with the result he has to depend upon his own nominee. For that he is not given any pay or any other thing.

Though the extra-departmental system was introduced at first with the object of combining both service and economy by entertaining part-time employees to work in the extra-departmental post offices, due to expansion in work in the extra-

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departmental offices, this object is being defeated. The branch postmasters and the extra-departmental delivery agents have to remain late in the post office, and they work more than what we expect of them.

A large section of the unemployed men in the villages take up the extra-departmental system of work as a full means of their livelihood without any other alternative source. The Government also knows this position, as has been pointed out by the hon. Shri Raj Bahadur at the All-India Convention held at Madras under the presidentship of Shri K. R. Sambandam on 30-7-1957. Contrary to principle, there are many who have taken up extra-departmental work with their eyes open because of unemployment. The problem before them now is how best to improve their service conditions. Under these circumstances, rationalisation of the wage structure of the extra-departmental employees on the basis of the present pay conditions is imperatively called for. If the Government is not in a position to increase their salaries, at least some of the allowances may be given to them, so that they can get living wages by means of allowances.

For example, though it would be very difficult for the department to defray the full rental value of the office accommodation, it is just and proper that the extra-departmental branch postmaster be given a house rent allowance of Rs. 5 because he is having an office in front of his house.

Then there is yet another category, the extra-departmental sub-postmaster. He is maintaining a sub-office. In his case he has to maintain a big office, and for this purpose he can be given a house rent allowance of at least Rs. 10. Then, so far as the supply of stationery is concerned....

Mr. Chairman: Are these matters before the commission?

Shri Sambandam: Yes, Sir.

Mr. Chairman: In that case, I think he can give all the information to them, and go to some other subject. It will be very useful for the commission.

Shri Tangamani (Madurai): This matter is not before the Pay Commission. There is a special committee appointed for this purpose.

Mr. Chairman: That is why I hesitated to ask. I think the Jagannatha Das Commission has taken it up.

Shri Tangamani: The Rajan Committee.

Shri Sambandam: I also request the hon. Minister to give an opportunity to have a talk over the report given by the one man committee.

Then, considering the transport facilities, the eastern coastal road must be taken into consideration. It is a long-pending one. It was taken up even during the First Five Year Plan, but I do not know why they have left it. At least during the Second Five Year Plan it can be taken into consideration and given effect to.

During the cyclone and flood, the inhabitants of the coastal area undergo a lot of difficulties, as they did during the last cyclone period. So, this road is important not only for defence purposes. If we really want to improve the condition of these inhabitants of the coastal areas, we can do so very well by taking a pucca road there. This connects nearly six districts. It starts from Cape Comorin and ends at Madras City.

Also, in the coastal area, there are many salt factories. These factories find it very difficult to bring the salt produced in that area. In the coastal area many fishermen are living and they find it difficult to send the salt

to the nearby cities. For 20 to 30 miles they have to take it on their heads or in bandis, and in the sandy areas the bandis also will not run. So, they have to take it on their heads to the cities, with the result they are poor still because of lack of transport communications. So, I request the hon. Minister to take into consideration this important road and finish it as early as possible.

Shri Mohamed Imam: Within the limited time at my disposal, I am afraid I cannot go into details.

It is agreed that a well-developed and efficient system of transport is absolutely necessary and vital for the economic growth of the country. It is also vital for the growth and development of industry and business.

It is true some substantial achievement was effected in the course of the First Five Year Plan and a policy was laid down of converting many important roads into national highways. In the Second Five Year Plan, a sum of Rs. 1,375 crores has been set apart for the development of transport, out of which about Rs. 900 crores will be consumed by the railways. A sum of Rs. 266 crores is set apart for the development of roads, Rs. 100 crores for the development of shipping and harbours, and about Rs. 43 crores for communications and telephones. I do not know how much of this amount is going to be spent, and whether the target will be achieved.

The hon. friend to my left just now remarked that the Planning Commission has not bestowed as much attention as it ought to have done on this important Ministry. I entirely agree with him. But I am doubtful whether even this amount that has been earmarked will be utilised fully on account of the present financial and other difficulties. We are anxious that the entire amount should be spent at least in cases

where foreign exchange does not present any difficulty.

Transport includes various facets, such as road development, shipping, harbours and ports, posts and telegraphs, civil aviation etc. It is necessary that there should be a co-ordinated effort to develop all these means of transport. It is only then that there will be an efficient system of transport.

I shall first take shipping. It must be admitted that our transport through shipping is still in its infancy, when compared with what it is in other western countries. The total haulage we effect every year through our five major ports is only about 20 million tons, as compared with a haulage of 217 million tons in England through their half a dozen major ports. Of course, I am not finding fault with Government. We have to develop our shipping transport. We must be in a position to see that our entire export is carried through our own ships, and similarly the imports also come through our own ships. This is the best way of earning foreign exchange, and this is the only way how the foreign exchange problem can be solved. The amount set apart for this is meagre. Of course, a time may come when our shipping transport will develop to such an extent that we shall not need the assistance of foreign vessels or foreign ships.

This leads me on to its corollary, namely the development of harbours and ports. India has a long coastline of more than 3,500 miles, and a number of ports and harbours are studded all along our coast. But we have only five major ports, and I think recently Kandla has been added. There is no judicious distribution of these ports. I know that a substantial provision has been made for the existing ports like Madras, Bombay and Calcutta. Calcutta alone claims Rs. 20 crores, Bombay claims another Rs. 20 crores, I think, and

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Madras about Rs. 8 crores. But what I would submit is this. In order to make shipping transport effective, it is necessary that every State which has a coast-line along with it must have an important and well-equipped port. At present, we have got only five major ports, and I think Kandla will make the sixth though it is not fully made use of or it is still not as useful as it is expected to be. If we take into consideration all these ports, we shall see that Gujarat has a port, Bombay has a port, Madras has one, and Kerala has a port in Cochin and so on. I think the two States that have been neglected in this respect are the States of Orissa and Mysore. So far as Orissa is concerned, I think the Paradip port was under contemplation. Of course, promises are made, and assurances are given, but the promises are rarely kept and the assurances are rarely fulfilled.

So far as the Mysore State is concerned, it is not the old State of Mysore. It is now a big State with a long coastal strip. There are a number of places which are eminently suited for conversion into very good harbours, such as Karwar, Malpy and Bhatkal. I am sure the new Minister for Transport and Communications would have formed a good idea of this port just as he has formed a good idea of the Sharavati project, of which I am proud, because I was associated with it.

Regarding Karwar, I may just quote the opinion of some eminent engineers, and I make the claim that this requires the first preference. This is what has been said in the report which has been given to me by the Madras Government:

"In the words of Sir Arthur Cotton, Commandant of Engineers, who was the first to recommend the development of Vizagapatam, I think we may safely say there is scarcely a harbour in the world that has a

more remarkable collection of advantages than this should have, considering its position in respect of sea and the country—its security, its accessibility, its improvability, its climate, its connection with internal communications, its sanatorium, its freedom from drawback. That such a harbour should be blessed by such an opening in the ghats leading to such country with internal communications is most remarkable and it would seem madness to neglect so great an advantage."

There are many other reasons, but I have not the time to quote them. If this port is properly developed, then on account of its natural advantages, it will be a much better port than any of the existing major ports.

There is a proposal to start a second shipbuilding yard in the country. The committee set up for this purpose visited this place recently and has seen this place. The Government of Mysore also have been urging the Government of India to locate this second shipbuilding yard in this area in the south either at Bhatkal or at Karwar, preferably at Karwar which is suited for starting such a shipbuilding yard. It will not only be technically sound, but I would even say that the South also must be given preference; when you have got one somewhere at the centre, it is but reasonable and equitable that the second shipbuilding yard should be located at Karwar, and thereby that area given a certain amount of prominence.

In this connection, I may also invite the attention of the Minister to the inland water transport. I would not like to go into it in detail, but I am only concerned with the large number of tragedies and accidents that have been happening in the course of river navigation, whereby hundreds and hundreds of lives have been

lost. Recently, we had some tragedies on the Godavari, on the Krishna and also on the Ganges. Some leaky boats or perhaps some unriverworthy boats collapsed, and hundreds and hundreds of lives were lost. This shows that the Central Government or the State Government are not very vigilant regarding the nature of the boats and their use. It must be on account of the faultiness of these boats, or perhaps because they were unfit to be used or perhaps because they were overloaded, that these large number of accidents have happened. Government should take care to see that such accidents do not happen; they must tighten their vigilance. They must see that all these boats are subject to close investigation before they are actually put into service. That such a large number of tragedies should happen is a serious matter, and I am sure Government will take this into consideration.

I now come to the posts and telegraphs. Before proceeding further, I entirely agree with my hon. friend Shri Achar who pleaded for the formation of a separate postal circle for the State of Mysore. The present circle is rather curious. The State of Mysore is cut up into three or four parts, and each part is thrown into one circle, which has been causing a great deal of annoyance and nuisance not only to the postal employees but also to the private persons. I think it must be the policy of Government to see that the jurisdiction of the postal circle and its activities correspond with the jurisdiction of the State itself. Every State has a circle. Not only the employees of the Posts and Telegraphs Department, but even the Government of Mysore and others have been urging the formation of a postal circle for the State of Mysore. This will be very advantageous administratively, and it will be very convenient for the public also, for we do not know at present to whom we have to address the complaints. I hope that this urge which has come from all quarters will be taken into consideration, and Government will form a separate circle for the State of Mysore.

Last year we discussed the Demands of Posts and Telegraphs under the shadow of a threat of strike. I happened to speak at that time also. I was one of those who urged that Government should take every measure to see that the strike did not materialise. I am glad the strike was averted. I think I must congratulate both the employees and Government on averting the strike and averting a disaster to the public. In my opinion, whenever there is a threatened strike in a public utility service with which the public are intimately connected, Government should see that such a thing does not happen, that the strike does not materialise. They must take every preventive measure to see that strikes, not only in posts and telegraphs but in every concern of public utility, are averted. I am glad the strike was averted. I am glad a Commission has been appointed to look into their grievances. I am glad that they have been given some interim relief.

Shri Tangamani: Five rupees!

Shri Mohamed Imam: The Commission is still considering the matter. I am sure Commission will do the needful; I am sure they will take into consideration their living conditions, their wants and grievances and do everything possible to satisfy them, especially in the matter of associating them with the concern's management.

There was a proposal that representatives of labour should be associated with the management in all concerns. There was a good deal of talk about that. I do not know at what stage it is. I think if that scheme is properly worked and if there is intimate understanding between employers and employees, such nasty strikes and such awkward situations will be avoided.

Recently there were three murders in the mail van in Tundla. It is rather astounding how these mail sorters can be murdered in a running train. Either the carriage must be defective and therefore, not proof against burglars, or there must be some other reason. Anyhow, it calls for serious attention. If this is the case, I do not

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think the employees of the postal department can work with safety.

Therefore, it is necessary that well-protected mail coaches are supplied. I understand that only rickety coaches are supplied to the postal employees. They are so rickety that they are not secure against intruders. In areas ridden by dacoits, it is necessary to give the postal staff necessary police protection.

Again, housing accommodation and other amenities have to be made available to these employees. There are various grievances which for lack of time I cannot detail. I am sure the Commission will look into all these matters and see that no occasion for a strike will arise.

I will now refer to telephones and telegrams. Sometimes there is inordinate delay caused in the transmission of telegraphic messages and also telephone calls. Sometimes it takes one or two days. I do not know to what it is due. I have got my own personal experience. On August 24, I sent a telegraphic message to my place intimating that I would be arriving there. The message arrived after I reached my place; after two days!

Shri Narayanankutty Menon (Mukandapuram): That is all!

Shri Mohamed Imam: I suppose there is a lot of lethargy which has to be whipped up. Similar is the case with regard to telegraphphone trunk calls. When we come here, we are anxious to speak to our people in our places. We book calls. But we have to wait for hours and hours, sometimes for one day.

Shri Esawara Iyer (Trivandrum): The call is not registered.

Shri Mohamed Imam: This is deplorable. This must be looked into. I have had personal experience of booking such calls in England. If we book a call to a place 300 miles away, we get the line in two or three minutes. But here we have to wait for hours and hours which is nauseating. It

takes away our patience. I think we cannot stand it.

Something must be done. They must see that at least within half an hour, our calls materialise. We have got a number of lines. I do not know how they work. This is a matter which must be looked into. We pay very heavily and in spite of it, if we do not get response in time, it will be very disheartening.

As regards telephone bills, there are arrears of nearly Rs. 72 lakhs. I do not know how such amount was left to be accumulated. I think the authorities must see that the amounts are collected in time. I am sure those who have to pay will readily pay if they get the bill. But there is delay in the submission of bills and other things. All these are matters which have to be looked into.

Regarding civil aviation, I will mention two points. This is the modern age and aviation is the quickest means of communication in the present age. I think everybody is air-minded. But I am rather disheartened to read that there was a serious accident near Kathmandu day before yesterday in which 17 valuable lives were lost. They were flying in a Dakota.

What I want to submit is this. Our civil aviation has doubled. I am not entering into the technical side of it, which has been ably expounded by my hon. friend, Shri Biren Roy; I am looking at it from the commonsense point of view. All our Dakotas are out of date. Many of them are very old and one will be a bit nervous to fly in them. In spite of this, I understand Government have purchased second-hand Dakotas. For example, they recently purchased one from the Jam Saheb of Nawanagar. They purchased second-hand Dakotas. For example, This will mean purchasing second-hand Dakotas which may have some hidden or other defects in them.

Shri Esawara Iyer: Fuel leakage also.

Shri Mohamed Imam: Government are buying things from the Jam Saheb of Nawanganar just as they purchased the Ashoka Hotel.

Shri Narayanankutty Menon: They are to be sold through the Disposals Directorate.

Shri Mohamed Imam: Figures are given in the Report. There are 61 Dakotas. They are out of date. As soon as possible, all these Dakotas must be replaced by Viscounts, Sky-masters and other aircraft so that safety is ensured, and people can travel in safety and comfort.

Regarding the financial position, it is rather discouraging that the IAC has, after it was nationalised, been running at a heavy loss every year. In 1955, it sustained a loss of nearly Rs. 98 lakhs, in 1956 the loss was Rs. 117 lakhs and last year also, I think the loss is considerable. I am glad that Air India International is working at a profit. But the financial position of I.A.C. must be looked into. Every time we see that all the Dakotas are full and when we go to purchase tickets, all seats are booked. In spite of that, I do not know how they incur such losses. There must be something wrong.

One hon. Member pointed that there is top-heavy expenditure. Too much is spent on administration. On labour, they spend about Rs. 50 lakhs. I do not know what are the material reasons contributing to this loss. I am sure the private companies taken over by Government to form the I.A.C. were not running at a loss, but when it comes to being run by Government . . .

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): They were running at a loss.

Shri Mohamed Imam: Not to this extent. I am not sure. I stand subject to correction.

Anyhow, we have got the monopoly. When we have got the monopoly and

there is no competition, that is all the more reason why we should make it profitable. Maybe that if we enhance the rates, we may get more income; or if we reduce the rates, we may get more passengers and consequently more income. All these matters should be looked into.

I understand that recently a Council was appointed to report on this. I do not know if the report is submitted and if so, it is going to be placed on the Table of the House. Anyhow, I would request Government to look into this matter. We cannot allow ourselves to sustain such heavy losses every year, and then spend the wage-earner's money.

Lastly, I am going to refer to road development as compared with other countries. I had occasion to look at the system of road development in England. There you have got 2 miles of road for every sq. mile, whereas in our country we have one-fifth of a mile for every sq. mile. That shows that the country needs opening up. Especially in rural areas if you open up a road, you will be throwing power and joy in that area.

Our country is a land of long distances. I admit that Government has done a lot towards improving and developing the roads, especially the national highways which were once very much neglected not only by the States but by the local bodies also. They are really very good. But, I must say that the roads that are maintained by the local boards and the village panchayats need a good deal of attention; they are thoroughly neglected and many of them are obliterated beyond recognition.

I do not want to say anything more. It has been ably advocated by my friend, Shri Khadilkar and others. The Government must devote as much attention to road development as to other aspects. And, I am sure, with the development in the various aspects of transport, our country will stand to gain a good deal and it will be the basis for the development of our in-

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dustry, commerce and our economic growth.

Shri S. M. Banerjee (Kanpur): Mr. Chairman, Sir, I am very thankful to you for having very kindly given me some time to speak on this most important P. & T. Department. I shall confine my speech to the various cut motions which I have moved. I know much has been said about roads and other things. Without dwelling much on those points, I shall speak something of the P. & T. employees and the promises which our hon. Minister made, if I am not mistaken, in the same House on the 8th August, 1957.

You remember, Sir, that in 1957, when the P. & T. employees, nearly 8 lakhs of them, decided to go on strike, the Prime Minister and the Minister of Communications handled the situation, I should say, very sensibly and honestly; and, the net result was that the strike was called off. But, certain assurances were given.

I may remind the hon. Minister that he promised two things. One thing was the appointment of a Standing Committee, not to discuss the grievances of the employees but just to see whether some assurances which were given in the past, either by the Director General or by the hon. Minister were implemented. This Standing Committee has not yet been formed. May I remind the hon. Minister that at the time of realignment, the then Director General of P. & T. said:

"It has been my cherished desire to associate workers in the administration of this great public utility department. This whole-hearted co-operation of the Unions has offered me an opportunity to fulfil that mission of my service in the department. I do hope that the P. & T. unions and the staff will now enthusiastically implement these instructions in the larger interests of the staff so that the next step of

establishing Whitley Councils may be taken up."

May I remind the hon. Minister that this was written in the year 1954 when the realignment took place. All those unions under the P. & T. merged into one strong federation, the National Federation of P & T. employees. I wish to know what has happened to that Whitley Council. Are they having it in the P. & T. if not, what are the reasons therefor? The Standing Committee is no substitute for Whitley Council. So, I wish to know from the hon. Minister whether the P. & T. employees, who definitely feel that their demands can be redressed or heard or discussed in the Whitley Council, are going to have it or not. It may be a matter of opinion. I want to know from the hon. Minister whether this is being granted to them because participation of labour in management is a very important thing when we are thinking in terms of the successful implementation of the Second Plan. In the 15th Labour Conference, we have decided that a scheme of participation of Labour in the management should be introduced in the public sector. I wish to have some reply from the hon. Minister.

We are having meetings. The P. & T. employees are having meetings at various levels—monthly meeting with the Director-General and bi-monthly meeting with the hon. Minister. I do not say that no problem is solved. But I would like to mention that only two items are discussed in the monthly meetings with the Director-General. Five items with restricted time are discussed with the hon. Minister with the result that certain grievances—may be genuine, or fabricated or half genuine—do not come up and these are accumulating. It has become a problem now as to how to solve these matters. I say with all humility that the hon. Minister Shri Shastri and the Deputy Minister Shri Raj Bahadur... (An hon. Member: Minister of State) ... I am sorry—the Minister of State, Shri Raj Bahadur have always given a patient hearing.

Shri Raj Bahadur: I do not mind.

Shri S. M. Banerjee: I would only like to know that when we are having a negotiating machinery at three tiers in the Ministry of Defence—top level, middle level and the lowest level—, when we are having the negotiating machinery in the Ministry of Railways, why cannot we have this Whitley Council or a committee like that to discuss our problems at the ministerial level in the P. & T.? It is a matter which should be considered immediately.

My other point is about the various committees. May I remind the hon. Minister that a Telegraph Enquiry Committee was appointed. A union representative was to be taken in this committee. What happened is this. The union representative was not taken as a union representative but he was taken in his individual capacity. I may read out a sentence from the letter:

“It has been decided not to include a representative of any union or section of the union as a member of the Committee. Shri M. L. Gour, telegraphist, has been appointed as a member of the committee in an individual capacity.”

What is this individual capacity? As a telegraphist, he has no place in the union. He was the general secretary of that particular union. That is why he was treated as a representative of the union in the Telegraph Enquiry Committee by the union.

16.48 hrs.

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

We did not accept him as a union representative because of pressure from the employees. I could not follow this ‘individual capacity’. In another committee—the R.M.S. Enquiry Committee—another union representative has been taken. When the P. & T. employees and the Minister or the Ministry or the Director-General have such harmonious relationship between them, between the employees and the employers, why are these things tak-

ing place? It provokes the employees and gives the feeling that there is no proper appreciation of their co-operation. I wanted to know from the hon. Minister why these representatives were not accepted in these committees.

A third committee which has also to submit a report is the extra-departmental committee. It was formed some time back and some dearness allowance was given to these people. I think it was Rs. 2; it was very meagre. The hon. Minister says that it is still going into the service conditions and their various aspects and that a final decision will be taken later on. The history or tradition of these committees in this country is peculiar. In these committees, the minutes are noted and not the hours—that is the old tradition—with the result that hours are lost and ultimately it becomes days, months and years. So I am afraid, because I have a bitter experience of the various committees appointed. All the reports must be published at the end of the financial year or, if that cannot be done, at least 30th April should be taken as the date on which every report should be published.

Then, Sir, we talk of economy. The National Federation of P. & T. employees submitted a memorandum—if I am not wrong, an exhaustive memorandum—stating how certain economy measures could be taken. The rates for envelopes have been increased from time to time but, I think, Sir, you will be surprised to learn that a subsidy of Rs. 50 lakhs—perhaps, more—is being paid to the Air Corporation in addition to the actual freight because this Corporation is running at a loss. I do not know what sort of economy is this. So, let us take the Federation into confidence. Let us not accept all their suggestions, but let us accept those suggestions which are sensible, which have some force behind them. If their suggestions are accepted, I am sure there will be some economy which will not only be in the interests of the employees but in the larger interest of the country, because it will give

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us some money for the successful implementation of our Second Five Year Plan.

I now come to the question of quarters for the employees. I had been to Bihar recently. I was in North Bihar, especially in Muzaffarpur. There the hon. Minister—I do not know which of the Ministers—made a promise that 400 quarters will be constructed for the employees. The employees came to me and told me that in Muzaffarpur they had no place to live, in one house at least four families were staying together. They wanted to know what has happened to the promise made by the Minister. When they put this question to me, as a Member of Parliament I told them that I would immediately transmit it to the hon. Minister and try to get a reply. Therefore, I want to know what has happened to that promise. As you know, Sir, Bihar—especially North Bihar—is a flood-affected area. Every year they have to face this menace of flood. They should have some accommodation to live, otherwise it is not possible for them to work efficiently in their department. That is a matter which the hon. Minister must consider.

About the pay scales and other things I need not tell anything because the whole matter has been referred to a Pay Commission, but I must say something with regard to certain amenities like co-operative societies and dormitories. Their number should be increased. I have seen that there is no place in the Telephone Exchanges. There is some much congestion and there are dormitories where sometimes only one bed is there. Sometimes somebody sleeps there because he has no other place to stay. This must be improved in the larger interest of efficiency of the employees. If we cannot possibly give them these things it will not be possible for the employees to give their best in the work.

Then I want to mention about the R.M.S. employees. You know, Sir, there was recently murder of three persons at the Tundla Station. These R.M.S. people who carry so much money with them must be properly protected. The Railway Protection Force is useless because it cannot protect anybody. I know it. These R.M.S. people should be properly protected. Today we know that three people were murdered. The door of that particular bogie was only opened and they were actually murdered, and nicely murdered. How can we possibly protect their interests?

An Hon. Member: How nicely?

Shri S. M. Banerjee: Nicely because they were sleeping in their proper places in that bogie.

Mr. Deputy-Speaker: Is that the result of the *post-mortem*?

Shri S. M. Banerjee: Before *post-mortem*; I do not know what was the result of *post-mortem*. They were sleeping actually on the berths. That was the report in the press. So everything should not be decided after *post-mortem*. In this country let something be decided before *post-mortem*. That is my suggestion.

Mr. Deputy-Speaker: The hon. Member's time is up.

Shri S. M. Banerjee: Lastly I would read a wonderful letter. I wish to take only two minutes. The House may remember that when the strike was about to be started some volunteers, some nationalists, offered themselves as volunteers to save the country against the disaster. Those people gave their names. At that time we also said that they were considered by us as black-legs, though it sounded bad to some people. We may have some differences of opinion, but what happened after that? Even after the P. & T. employees peacefully withdrew the strike notice,—they never wanted to harm the country

after the assurance of the hon. Prime Minister and the Minister of Communications—a letter was issued. I want to read that very small letter which was issued on the 14th November, 1957 to all Heads of Circles.

Mr. Deputy-Speaker: The hon. Member knows that such things will have to be placed on the Table of the House.

Shri S. M. Banerjee: I will place it on the Table.

Mr. Deputy-Speaker: If he had intended to place it on the Table he ought to have brought it to my notice so that I could have seen what it is about.

Shri S. M. Banerjee: I shall certainly place it on the Table. I shall read only certain extracts from it. The letter says that those people who volunteered themselves for this noble cause will be given concessions even after the strike. It says:

"The maximum age limit is relaxed to the extent of five years.

A pass in all the four prescribed subjects in the Matriculation Examination or equivalent examination is not to be insisted upon, but a candidate should have passed in English in the Matriculation Examination.

The total marks secured by a candidate in the Matriculation Examination will be reduced to a figure as out of total of 400 and a bonus of 25 marks will be given to him."

The letter further says:

"A list of such volunteers trained for the P. & T. work must have been prepared by the Divisional Officers and copies thereof sent for record to the Circles and Administrative Offices. . ."

And then:

"The above concessions may be brought to the notice of such persons and applications invited from

them by the 15th December, 1957, if they are willing to be considered for appointment in the Department in the current recruitment for vacancies arising in 58."

Mr. Deputy-Speaker: The hon. Member takes all the responsibility for the authenticity and the authority of this letter.

Shri S. M. Banerjee: I have read certain portions of it.

Mr. Deputy-Speaker: This letter should be placed on the Table of the House.

Shri S. M. Banerjee: I will place it. [See Appendix VI, Annexure No. 13-A.] There is truth in it. They agree.

So, I would respectfully and humbly ask our national leaders who are in power today, "Have you forgotten your glorious, or rather, revolutionary traditions? Is it not a fact that you also condemned those black-legs who came in during the strike? Why do you create this conflict among employers and the employees?" You took advantage of the unemployment in the country and took this army of unemployed people from the Employment Exchanges and wanted to use the black-legs against them. I may remind the Minister who is also a national leader. . .

Mr. Deputy-Speaker: Is that all directed to the Chair?

Shri S. M. Banerjee: I would request our national leaders to realise that this gives a bad taste, and the employees, specially the P. & T. employees, are pained at this. They are loyal employees; they are true to their country; though they gave notice of strike, they withdrew it merely on the assurance of the hon. Prime Minister who is considered to be the beloved Prime Minister of the country.

May I remind the hon. Minister not to issue such letters and not to have an army of black-legs in the

[Shri S. M. Banerjee]

country. We have got many black-legs in the country who come from the family of Mir Jaffar. Let us not increase their number any more.

Some Hon. Members rose—

Mr. Deputy-Speaker: I am to call Shri Jangde. The others have to wait till tomorrow.

श्री जंगड़े (बिलासपुर) : उपाध्यक्ष महोदय, सब से बड़ी खुशी की बात यह है कि जबकि पहले सड़क यातायात महकमे को रेलवे मंत्रालय के साथ रखा गया था, अब उस को रेलवे मंत्रालय से अलग कर

दिया गया है और इससे नुक़्से नष्टर जाता है कि यातायात महकमे पर शासन का विशेष ध्यान आ रहा है—और यह ठीक आ रहा है, क्योंकि देश में रेलवे तो शहरों की आवश्यकताओं की पूर्ति करती है और सड़कें देहात की आवश्यकताओं की पूर्ति करती हैं ।

उपाध्यक्ष महोदय : मेम्बर साहब अपना भाषण कल जारी रहें ।

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, the 27th March, 1958.