

BUSINESS ADVISORY COMMITTEE**TWENTY-SECOND REPORT**

Sardar Hukam Singh (Bhatinda): I beg to move:

"That this House agrees with the Twenty-second Report of the Business Advisory Committee presented to the House on the 27th March, 1958."

Mr. Speaker: The question is:

"That this House agrees with the Twenty-second Report of the Business Advisory Committee presented to the House on the 27th March, 1958."

The motion was adopted.

DEMANDS FOR GRANTS—Contd.*MINISTRY OF TRANSPORT AND COMMUNICATIONS—Contd.**

Mr. Speaker: The House will now resume further discussion on the Demands for Grants relating to the Ministry of Transport and Communications. Shrimati Parvathi Krishnan will conclude her speech.

Shrimati Parvathi Krishnan (Coimbatore): Sir, yesterday when the House rose for the day I was pointing out that as far as civil aviation is concerned, the hon. Minister's speech did not indicate any co-ordinated policy with regard to this matter. To further illustrate my point I would like to place before the House two examples. Take, for instance, the air services to two such areas as Tripura and Assam which are very badly served by other means of transport. On these services you put the oldest Dakotas that are available—planes that may not reach their destination eventually—and the luxury plans that are here, Viscounts, Skymasters and other, more comfortable planes, are made available for journeys from Delhi to Bombay or Delhi to Calcutta where the more privileged and the

more monied sections of the people travel.

Now, it is very important that these outlying areas should be served much better and Government should certainly take more interest in it and evolve a policy by which the civil aviation services for those areas are more adequate than they are at present.

Another aspect of this absence of policy is the manner in which today the non-scheduled services are being given the rights for the traffic services of goods freight in the eastern area. This is a source of revenue and this freight service in the eastern sector is very important. These are given to non-scheduled operators and foreign concerns are also linked with these operators. I fail to understand how the Government can take the risk of allowing foreign interests to be concerned with these non-scheduled flights in the eastern sector when it is a widely accepted fact that civil aviation is the second line of defence. On the one hand you talk of wanting more money for defence and at the same time you allow these foreign investments to play an important part in your transport system. You allow foreign investments in this area, but when the civil aviation employees put forward their just demands you raise a political bogey—you raise the communist bogey—and you give them charge-sheets and show cause notices. There are today eight employees of the Civil Aviation Department who have been given such notices.

It is also most uneconomic because we know that these companies do not contribute anything towards the development of aviation in the country. For instance, what are they doing in the case of training of pilots and technical hands? What are they doing for opening overhaul shops? They are not doing all this but are certainly running away with the revenue. They are elbowing the I.A.C., out of this

area as far as freight traffic is concerned. If the Government want to have a firm policy in this matter, the I.A.C. instead of giving their planes to these non-scheduled operators and helping them to make much profits, should take over this freight service. It will certainly help the I.A.C. at least to make good the deficit that it is facing today. I do not want to go into the past history and into the whys and wherefores of this deficit, but I do want to say that if Government has a considered policy in this matter, they will be able to overcome this deficit and this loss that is coming up year after year.

Another point that I would like to touch while talking about civil aviation is with regard to their attitude towards the employees of this department. Take for instance the question of staff quarters. Last year itself the hon. Minister, Shri Humayun Kabir, who is unfortunately not here today, assured Shrimati Renu Chakravartty that the staff quarters in Mohanbari would be completed by the end of December, 1957. As far as my information goes even the levelling of the ground has not started in that area. I fail to understand why these assurances are given—we are also given some promises—when there is absolutely no action taken in the matter.

The hon. Minister, Shri Raj Bahadur, has also replied to a question as far back as the 3rd April, 1956, i.e., two years ago, when he gave us a long list of the various aerodromes where quarters for Class IV employees would be electrified. As far as my information goes, subject to correction, I do not think even one-third of those quarters for the Class IV employees have been electrified.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): A large number has been electrified.

Shrimati Parvathi Krishnan: Apart from that another very important point is that you do not give City Compensatory or House Rent allowance to the staff as other Central Government employees are given. Most of the aerodromes, as we all know, are many miles away from the city. They are outside the municipal limits and this technical ground is put forward. Of course we know that the Government is an absolute master for bringing up these technicalities which mean nothing where employees and the staff are concerned. It is true that they may be living outside the city limits, but they have to pay the same price for all their bazar products and for their household necessities. Sometimes they have to pay even more because they are unable to go to the city and yet they do not get the City Compensatory Allowance as other employees of the Central Government do. Why do you have this discrimination? Why do you have this caste policy even introduced in your attitude towards your employees? You ask for devoted service, for loyal service, for discipline. But, you are not interested in seeing that their welfare is looked after and at least they are enabled to live in such conditions where they are able to be free from all the harassment that is there now, because of the failure to deal with the various demands that they have put forward, justified demands.

Coming to the question of road transport, here again we find the same story: no integrated policy towards the development of roads. Of course, yesterday the hon. Minister absolutely flooded us with figures as to the road mileage in this country per square mile, and how much it would cost to construct more roads. Then, he said that after all we are heirs of what the British have left behind, we have got such a heritage and we have to carry on. I was not quite clear from the manner in which he spoke whether he was proud or whether he was ashamed of the heritage. Whatever it be, more than a heritage, it is now developing as far as the Government is

[Shrimati Parvathi Krishnan]

concerned, into a hangover. You do not have a road policy at all.

Shri Raj Bahadur: I only described the conditions.

Shrimati Parvathi Krishnan: The hon. Minister took one hour and forty minutes for his forty minute speech. I do not think I will yield. I will go on with what I have to say.

This road policy is really a hang-over that they have got. Take the Estimates Committee Reports and see what they have said. The Government do not seem to take their own committees seriously. We always have a sort of lecturing, preaching, sermonising: We appoint committees; all parties are given representation; it is a democratic way of functioning; we go by what the committees say. Whenever it is something that really they do not want to take up, then, they forget about these committees. They just do not care what the Estimates Committee has said about this question of need for an integrated transport policy in this country. They have said that the Committee are in entire agreement with the following observations of the Technical Subcommittee of the Subject Committee on Transport in its report on future of road transport and road-rail relations which was issued in November, 1948.

That observation reads as follows:

"Our picture of the future of rural India is one in which motor transport will penetrate to the remotest villages connecting them with the main transport system and will play a gradually increasing part in marketing between village and town and villages. Thus the villager will have at his disposal modern means of transport, readier communication with the outside world, medical attention and other social services to

no less a proportionate degree than the town dweller. To attain this result, active development of roads and constructive development of road transport are necessary."

Why is it that the Government do not take up this major recommendation and evolve an integrated transport policy. It is not only a question with regard to roads. It is a question of having an integrated policy whereby your road transport services will help to feed the railway service and will help in many cases also to lessen the bottle-necks that exist today in our transport system. The hon. Minister Shri Lal Bahadur Shastri, when he was the Minister of Railways, had to pilot the first Railway Budget of the Second Plan. At that time, he got up on the floor of the House and he made an impassioned appeal for extra allocation for Railways. Perhaps, now he is feeling a bit bashful and different, having made that plea earlier, not to make that. He does not make a plea for greater allocation for roads. At that time, we opposed it and said that the allocation for the Railways was more than enough. It was a question of mismanagement in the administration; it was a question of setting its house in order and using the funds that had already been allocated properly before asking for more.

Certainly, if at that time he had taken firm steps in the matter, he would have been able to make the Railway Ministry give some more money for allocation for roads. It is not just a question of resources. That is what I would like to stress. It is not a question of so many crores of rupees being necessary for maintenance of roads, so many crores of rupees being necessary for the servicing of roads. First, let us have your policy with regard to transport, an integrated policy. Then, we will be able to see where the priorities lie, where there should be more allocation, where we can certainly economise and cut down. I would appeal

that the Government do take up this matter and seriously consider the recommendations of the Estimates Committee, not piecemeal but wholesale and see what can be done.

Secondly, closely linked up with this question of motor transport is the attitude of the Government towards the automobile industry. We know that permits for the assembling of trucks are given to various firms in our country. We know that there is anarchy in the issuing of these permits. For instance, we have got four different types of trucks. We have got the Dodge, the Leyland, the Mercedes-Benz and the Thornycroft. What happens is, the foreigners who are concerned with the production of these trucks dictate the prices with regard to spare parts and other things. There is no policy in order to progress towards having an automobile industry growing in this country. Why is it that we cannot go in for a truck of a single make in various weights? Then you can have standardised tools being produced in 3 or 4 centres in this country, the first step towards developing an automobile industry itself.

What happens is, either Walchand Hirachand or Tatas or Birlas or some firm comes and hey-presto there is a permit for Dodge or Mercedes-Benz or Thornycroft or God knows which particular make of truck. Here I am touching upon the automobile industry because it is so closely linked up with the question of the development of road transport.

Similarly also, you have the monopoly in the manufacture of tyres. Why is it that a monopoly is given to two firms? Why is encouragement not given for production of tyres to other firms? Why is this encouragement not given? Every time we raise this question of tyres for bullock-carts and so on, we are told that another mission has gone. First one mission goes to one country and it comes back. Then,

we have to find work for another mission to go abroad. In that way, we economise our foreign exchange. Whatever it be, so far as the tyre industry inside our country is concerned, Firestones or Dunlop run away with it.

Apart from this aspect of road transport, there is also the question of taking the workers into your confidence. Why is it that in spite of repeated demands from the National Federation of Road Transport Workers, no representation is being given to the transport workers in the various committees that exist? The Estimates Committee also have made the recommendation that non-official representation should be there in the committees that are being set up. Even then, we find that the Ministry is not moving forward in this matter. They are not considering the demand of the transport workers for a wage board. They are not considering the demand for central legislation. They do not consider the demand for hours of work for transport workers. It is only the Kerala Government that has today guaranteed hours of work to the transport workers. You have your truck drivers or lorry drivers driving over 14 hours or 15 hours because they are made to do so. You find that this will obviously lead to accidents, which is a dangerous thing. Not only does it mean over-work for them; it also means that the condition of road transport itself gets affected because a man who is over-worked cannot reach that state of efficiency which a man who does a proper amount of work as prescribed by even international authorities. As far as the appointment of a wage board is concerned, this demand has been outstanding for a long time. As for standardisation of wages, this demand also has not so far been considered.

I would particularly like to point out that the absence of co-ordination in this Ministry is really remarkable. Take this very report of the Department of Transport, Ministry of Communications. On page 4 of this report in the printed section which has been

[Shrimati Parvathi Krishnan]

corrected with a cyclostyled strip above it, we find this:

"The Estimates Committee (1956-57) in its Sixtieth Report recommended that the Central Board of Transport may be amalgamated with the Transport Advisory Council and the Standing Committee of the Central Board of Transport may be re-designated as the Standing Committee of the Transport Advisory Council."

The next sentence which has been crossed out by red pencil says: "This recommendation of the Standing Committee is under consideration by the Government of India". Then there is a correction slip attached admittedly, but later on in page 46 printed, uncorrected by a cyclostyled slip, you have: "For ensuring proper co-ordination between the various modes of transport on the one hand and Central and State transport policies on the other, the Government of India have decided....". In one report from the same Ministry, you find these things appearing, which goes to prove that apparently one department of the Ministry is unaware of what another department is sending, even though it happens to be about Government policy. I fail to understand how such errors creep into these reports, but certainly it is a telling example of the lack of co-ordination that exists in the Ministry. Apart from lack of co-ordination in the transport policy itself, this sort of mistakes reach in.

Perhaps you feel that M.Ps. do not read these reports, and they are just there so that in the statistics of the Ministry of Parliamentary Affairs they will say reports were given by this Ministry, that Ministry and the other. But, of course, we do read these reports. We do consider that it is necessary to read these reports, because only then can we get a glimmering of the confused and anarchic way in which these departments seem to be carrying on their functions at the present day.

Mr. Speaker: Should they read our reports for this?

Shrimati Parvathi Krishnan: Who read the reports?

Mr. Speaker: The hon. Member reads the reports for this?

Shrimati Parvathi Krishnan: We get a picture of it because we read it. We would read it even otherwise.

With regard to this question of the situation in Cochin, yesterday the Minister waxed eloquent justifying this officer. He was briefed by this officer obviously, because the Minister does not seem to have visited the trouble spot. . . .

Shri Raj Bahadur: I have.

Shrimati Parvathi Krishnan: . . . and has not got a picture at first hand. He said some people are making trouble and he was absolutely fascinated with the word "satyagraha" that he went on talking about satyagraha for five minutes.

And then he said that there were just six people using vituperative language. I am glad he did not use the word "abusive", or "vulgar", but whatever it is, six people demonstrated, and yet he does not lay more figures before the House and point out to us that the union that is concerned in this particular dispute has a registered membership of 1,100 out of 1,400 workers. It is immaterial whether two people or one person or more than that have to put the demands of the workers before the authorities.

Shri Raj Bahadur: That is the usual claim.

Shrimati Parvathi Krishnan: You do not want the whole 1,100 to go marching. I could not understand the argument he made use of, except that he wanted to sort of read out the letters of the administrative officer and give a turn of taking the House into confidence, so that he could have a

side fling at my colleague, Shri Narayanankutty Menon. But what I would request him to do is to go personally here and now and find out what are the troubles there, and remember that just threats are not of any use at all. We are used to these threats. We know how to answer those threats effectively if and when occasion arises for such an answer. Therefore, threats are not going to carry any weight. I would request him to show a more accommodating attitude towards this.

Lastly, just one more point, and that is with regard to the Post and Telegraph Department. Here again we find that the reports that are placed before us, the accounts, the audit reports that are placed before us, are always coming a year or two years late, and then we find we have to discuss the Budget without the audit reports, without the financial review of the previous year. I do not know how we are expected to do it, but we are given figures, and I suppose also the hon. Minister who will be winding up the debate will give us a few more statistics, as though we have not had enough, but these statistics are of absolutely no purpose unless we have a picture, an over-all picture of what is happening.

For instance, when we ask why it is that a particular post office has not been constructed, or why a certain repair has not been done, we are given figures. They say they have been told to cut down all buildings over Rs. 20,000 and so on and so forth. But, take the over-all period of the Second Five Year Plan. You have buildings where you are paying large rents for post offices. For instance, in Howrah you pay Rs. 1,500 a month, and if you calculate the whole amount for five years, what is it going to come to? Why do you not have your own buildings? Why do you not construct your own buildings so that you do not have to pay out these large sums as rent.

For instance, take the Coimbatore Head Post Office. The hon. Minister, Shri Raj Bahadur was there. He

addressed the workers there, and I had the fortune or the misfortune to propose a vote of thanks to him.

Shri Raj Bahadur: Why misfortune?

Shrimati Parvathi Krishnan: He will certainly bear me out when I tell him that that building is in a very decrepit state, and while I was proposing a vote of thanks to him I was constrained to propose a vote of thanks to the building for not coming down on our heads. That was two years ago. Still that building continues as it is, with a few little petty extra constructions. The employees there have to work under extremely hard conditions. The building is not constructed for a post office. Why is it that this delay is going on? Why can they not construct a building of their own, instead of having this old ramshackle building with a few additions which do not, of course, have the air-conditioning system that you have in the Minister's rooms in the Secretariat?

Secondly, with regard to the complaints of the employees, whenever they bring up any complaint now-a-days. . . .

Mr. Speaker: The hon. Member must conclude.

Shrimati Parvathi Krishnan: I am just concluding.

Nowadays whenever there is a complaint by the employees with regard to their wages or their dearness allowance, they are told that the Second Pay Commission is considering the matter, but whenever recommendations come from a committee which operates against the workers, as for instance, the Establishment Standardisation Committee which went beyond the terms of reference that were given to it, then the Ministry is second to none in rushing forward to implement the suggestions of the committee. I would appeal to the hon. Minister that he should reconsider this matter and find out what the employees really

[Shrimati Parvathi Krishnan]

want and how can be settled peacefully and to the satisfaction of all the employees.

These are the few points that I wanted to put before the hon. Minister for his consideration in the very short time that I had.

Mr. Speaker: The hon. Minister.

Shri Manay (Bombay City Central—Reserved—Sch. Castes): You assured me, Sir, that I would be given an opportunity.

Mr. Speaker: I never assure any hon. Member. I would only tell hon. Members that there seems to be a lurking suspicion in their minds that I am calling one in preference to another. There are these bigger groups, the Communists, the P.S.P., U.P.P.G., and the independents who have organised themselves. With respect to the other ones, the Socialists have got only 8 Members, the Ganatantra Parishad have got eight or nine, and then the Liberal Republican Party about eight or nine.

An Hon. Member: Nine.

Mr. Speaker: Let us assume it is nine.

Shri Raghunath Singh (Varanasi): Navagraha!

Mr. Speaker: Then, Jana Sangh three or four, and Hindu Maha Sabha two. Therefore, I am trying to give a chance to Members of these groups one after the other. Two of them I gave to Jana Sangh and Socialists in this. They will be excluded on some other occasion, and the Hindu Maha Sabha, the Republican Party or the Ganatantra Parishad will be given in turn. They cannot load themselves with these figures and say again and again that the Communists have been given opportunities. They are 33 in number. What can I do?

Shri Harish Chandra Mathur (Pali): But you should not ignore the States also.

Mr. Speaker: I am duly giving consideration to States, then groups, then leaders, back-benchers, front-benchers, women, men. All these are considerations in my mind.

Yes, the hon. Minister.

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): The Communications and Transport Ministry have got three major departments, and a few subsidiary ones which are also very important, and it is, therefore, that we do require more time for dealing with the various departments of this Ministry.

My colleagues, Shri Humayun Kabir and Shri Raj Bahadur, have dealt with the achievements and progress of the departments with which they are directly concerned, and I would, therefore, not take the time of the House in going over those matters again, but I shall confine myself to certain general issues of the various departments.

I would like to take up the Posts and Telegraphs Department first. I must say that this Department requires a very careful handling. Some time back, I had held a conference of the Postmaster-General and the General Managers of the telephone systems; and in that conference, I thrashed out several important issues. I would like to say that there are three important things which should be done or which have to be done in case we want to improve the efficiency of the Posts and Telegraphs Department.

The first is a reorganisation of the P. & T. Directorate at the top level; the second is making adequate arrangements for the training of the staff, whether new recruits or those who are already in service; and the third thing which is equally important is a fresh approach in the Directorate towards the workers of the Department; and the workers also have to

create a better and changed atmosphere in their work and in so far as their relations with the officers are concerned.

I shall deal firstly with the reorganisation at the top. It has to be fully realised that posts and telegraphs and telephones are expanding on a very big scale. Post offices, have increased on a colossal scale, and so have the telegraph offices. I do not want to give much of figures, but I hope Shrimati Parvathi Krishnan will not mind if I merely give the total number of post offices up to the 30th November, 1957. The total number is about 60,000, and the number of telegraph offices is over 10,000. The estimated figure of the postal articles that have to be handled by the Postal Department in a year goes up to 3,262 million. The number of telegrams goes up to 34.5 million annually. In these circumstances, when certain complaints are made about the late delivery of a letter or a money order or a telegram—well, I do not want to defend it; I say they are perfectly justified in making the complaint, but—the work and the scope also have to be seen in their correct perspective. If out of 32 crores of letters and money orders, say, one per cent. of it gets sometimes delayed, or a few of them are not able to reach the proper addressee, it should not mean that the whole Department is functioning in an inefficient manner.

Shri Braj Raj Singh (Ferozabad): Nobody says that the whole Department is inefficient.

Shri Lal Bahadur Shastri: I thank the hon. Member for that. But, anyhow, if one telegram reaches late, there is a general accusation of inefficiency. I was told by one of my colleague the other day that one of the staff in the U.S.A. who delivered telegrams was asked to explain why certain telegrams had not been delivered to the addressees, because many complaints were being received. Ultimately, a search was made and it was found that there were seventy-six telegrams in his pocket, which had

never been delivered to those for whom they were meant. Well, I do not want to defend our position here, but I merely want to say that this is the case in regard to a country which is considered to be one of the most efficient countries and which has got enormous resources at its disposal. However, I would not like to deal with that particular matter at length. But I only want to say that the Posts and Telegraphs Department has to deal with a colossal traffic, and sometimes when the staff do not discharge their duty properly, it is bound to result in inefficiency.

What I want to lay stress on at the present moment is that the reorganisation, about which I have mentioned before, of the Posts and Telegraphs Department has become absolutely essential. The organisation at the present moment functions more or less like other secretariat departments. I mean to say, the administrative departments; and the result is that there is constant delay in taking decisions, and there are difficulties always coming in the way from the various Ministries, because the rules and regulations are there with which they are concerned.

An hon. Member opposite rightly suggested that the Posts and Telegraphs Department should be organised on the pattern of the Railway Board. This is not a new suggestion. In fact, I had made the same suggestion at the conference of the Postmasters-General, and I am clearly of the opinion that the Posts and Telegraphs Department should not be hedged with such rules and such stringent financial controls that it is not able to move forward or not able to take any initiative.

The Posts and Telegraphs Department is expected to run on commercial lines, and of course while looking after the needs of its clientele fully well it has also to see that it does not incur a loss or does not run at a loss. If it is so desired that the Posts and Telegraphs Department should run on commercial lines and should be a

[Shri Lal Bahadur Shastri]

profitable concern, it is absolutely essential that more freedom and more autonomy should be given to that Department.

The House is very well aware that besides the post offices, there is the telegraph section and there is also the telephone section. And these are highly technical departments, and they have to make rapid changes, and they have to progress in the background of the changing conditions in the world at the present moment. It is very difficult for a purely administrative machinery to function in a quick manner in a Department like this, and it is, therefore, essential that some kind of Board should be set up at the Directorate level; it may be, or it will have to be, more or less on the Railway Board pattern. The biggest advantages of the Railway Board pattern are two; the first is that the heads of the various departments get an opportunity to discuss matters across the table, whereas in other administrative departments the files go round and move about from one department to another, which usually takes a very long time, and decisions are sometimes held up for months and months. In the Railway Board, the Member for Transportation, the Member for Civil Engineering, the Member for Mechanical Engineering and the Member for Finance all sit down and discuss all the important issues and take decisions then and there. If there is any special difficulty or if there is any problem on which they do not agree, the matter is referred to the Minister and the Minister takes the final decision. I do want that something on those lines should be done so far as the P. & T. Department is concerned.

I have said about the first point that it is a big advantage. But the bigger advantage is that the finance is independent. The Railway Board has got independent finance. The Financial Commissioner is an officer of the Finance Ministry, but he is an officer of a very high rank, of the Secretary's rank almost, and he can discuss

matters in the Board and take decisions then and there. In case there is any big financial matter involved or any major change, the Financial Commissioner has the right to go to the Finance Minister and take his advice. So, there is no difficulty and there is no contradiction. All the departments can function in a co-ordinated and correlated manner even when there is an autonomous Board and a Financial Commissioner who is authorised to take decisions in an independent manner.

Having said that about organisation, I might merely mention that I am glad to say that our personnel, especially technical personnel, are coming up very nicely. I am gratified to say that when I met our engineers who are working in the department, I could see that they were coming up very well. Some of our young officers who are engaged in research work are also doing very useful work and I have no doubt that they will get all the encouragement from the department and the Ministry.

Of course, we will have to train new people. But still I am not at all disappointed with the personnel that we have at the present moment and I have great faith in them. The personnel being there, the next important thing is the reorganisation of the department. A new faith would be created among the officers of the P. & T. Directorate. I am sorry that faith is lacking at the present moment. Unless a new faith is created, they will not be able to go ahead or do real service to the department with which they are concerned.

I shall say a few words about the decline in the revenues of the P. & T. Department. Mr. A. C. Guha referred to this matter in his speech. No doubt there has been a decline in traffic both in respect of postal articles and telegrams, although the House might have seen that the revenue from telegrams has shown an increase, though the traffic has gone down. There has been enhancement in rates no doubt. But

the fact remains that certain rates applicable in India are among the lowest in the world and the quantum of certain concessions is maximum. I shall give an example regarding registered newspapers. There are no concessions for registered newspapers as compared with book packets or printed papers at all given in U.K. Canada, and New Zealand. Generally 2.5 per cent. is given in the U.S.A., 16.6 per cent. in Australia and 25 per cent. in Ceylon; but the quantum of concession for the initial slab in our country is 75 per cent.

I would not like to deal with it at length, but the causes of downward trend have to be carefully examined and necessary steps taken to stop it. I might say that there is some diversion of traffic on account of the enhancement in rates from the remunerative to unremunerative articles and I would therefore consider it necessary that the department should give thought to some sort of rationalisation and readjustment in rates. We can also find further sources of new revenue which could be explored. Although it looks a small matter, I came to know that in some of the European countries, adequate money is realised by display of advertisements on telephone and telegraph posts. I have no doubt that in a vast country like ours, especially in the urban areas, we can derive a good deal of money if we permit or if we so arrange that our telegraph and telephone posts are utilised for the display of advertisements.

The second matter is regarding training. I mentioned in the beginning that it is important to arrange for the training of our staff. We should have at least one training centre in each circle and refresher courses arranged on a much better scale at the lower level. The training of personnel and the refresher courses are the primary and basic need of the department on which prompt action has to be taken quickly. I am glad that certain new training centres have already started in some circles. A full

residential school is there at present at Saharanpur. A new residential school is going to be opened in Madras State. Almost the negotiations with the State Government authorities are complete and I hope it will be possible to start this school very soon.

For the training of engineering personnel in the department, two procedures are now being adopted. In respect of certain categories of staff whose training does not involve complicated equipment or the need for providing highly trained inspectors, the training is given within the circles in which they are recruited. These include telegraph linemen, telephone linemen, telephone operators and telegraph operators. For other categories of engineering personnel, there is the P. & T. Training Centre at Jabalpur, the Regional Training Centres at Madras and Ambala and the Senior Electrical Engineer's Office at Calcutta. It has to be expanded further and especially the number of candidates who are taken in various institutions has to be raised. For example, in Jabalpur at present the total number of candidates taken is 450. An attempt is being made to increase it effectively.

The third point is regarding the fresh approach. As I said before, a fresh approach amongst the officers and the staff and a new relationship between the Directorate and the Union is necessary. I have said that we have to depend for many matters on other Ministries. Fortunately, my colleague, Shri K. C. Reddy, in charge of the W.H.S. Ministry is here and I hope he will not mind if I say a few words on a matter, concerning his ministry. One of the serious complaints of the employees of the P. & T. Department is lack of buildings, lack of quarters and lack of offices. Shrimati Parvathi Krishnan was just now saying that the building of the post office in Coimbatore is in a dilapidated condition or is wholly congested.

13 hrs.

Shri Raghunath Singh: So also in Banaras.

Shri Lal Bahadur Shastri: Banaras has got a very good building. I have seen it myself.

Anyhow, I am told by Dr. Subbarayan that the building of the telegraph office in Coimbatore is a very imposing one. I have not seen it.

Shrimati Parvathi Krishnan: I have referred to the head post office and not to the telegraph office. The Minister is referring to the telegraph office.

Shri Lal Bahadur Shastri: I was listening. The building for the post office may not be very good. But I must take credit for something which is very good also.

Shri Hem Barua (Gauhati): And discredit for the bad things.

Shri Lal Bahadur Shastri: I have not seen that building myself. But just now Dr. Subbarayan told me that recently a very imposing building has been built for the telegraph office. I hope a building for the post office will also be built very soon.

Shrimati Parvathi Krishnan: But they cannot live on hopes. I want to know when it is likely to be constructed.

Shri Lal Bahadur Shastri: I must say that I have received very good co-operation from the W. H. & S. Ministry since I took over and I would like to pay a compliment to my friend and colleague Shri K. C. Reddy. But this cheering should not mean that I have not had to face difficulties. I feel somewhat hesitant or, I might say, even ashamed that once before in this House I said that it would be possible for the P. & T. Department to spend all the money that has been allotted to them for construction of quarters and other buildings. I regret that it has not been possible to do so. We have not been able to spend the whole money with the result that a large number of staff is put to great inconvenience without any proper accommodation, rather lack of accommodation.

It is, therefore, essential that at least for a short time it should be considered whether some other arrangement could be made. I do not want that any new arrangement should be made permanently. The W. H. & S., Ministry is naturally in charge of building quarters and offices for various Ministries throughout the country. But the P. & T. Department is placed in a peculiar position; firstly, their programme is heavy and, secondly, they are spread out throughout the country, in the far off corners in the villages, in almost every nook and corner of the country. It is not possible for one overseer or executive engineer, who is in charge of looking after the buildings of the P. & T. department, civil aviation and other departments to look after the construction of these new buildings fully and properly. Then, even when the buildings have been constructed, another difficulty arises. They are not properly maintained. They cannot be looked after properly unless a definite staff has been provided, earmarked for the construction work, as well as for looking after the maintenance of the P. & T. buildings.

I was, therefore, suggesting whether it could be possible that a unit for the P. & T. is formed in each circle; or, if separate zones or new zones are made by the W. H. & S., I shall have no objection. But something on these lines has to be thought out, and a separate unit should be formed, at least for the next three years. Our plan for construction is worth Rs. 16 crores; a fairly heavy sum and heavy work too. Unless some engineers, overseers and others are set apart for that work, it would not be possible to spend the whole money, and it pains me the most because, having got the money, we are not able to provide adequate quarters for the staff and they are left in the lurch with the result that they have to face all sorts of difficulties. I would therefore, in all humility appeal to my colleague, because he happens to be here, that this matter deserves very careful consideration, so that we are

able to go ahead with our construction work.

Mr. Speaker: What about help from the State Governments?

Shri Lal Bahadur Shastri: State Governments also. In one or two cases recently I requested the W. H. & S. Minister to permit the State P.W.D. to construct our buildings as the former's engineers were very busy and he gave me permission. But in every case we have to take special permission. So, if the W. H. & S. Minister thinks that his staff is not able to do all the work, they can entrust it to the State P.W.D. or any other private agency. For example, Tata has stated that they are prepared to build our P. & T. quarters in Jamshedpur at the same rates at which Government pay; perhaps a little less. To that also, the W. H. & S. Minister agreed.

Then there is the question of relations between the staff and the officers. As the time is passing very quickly, I shall leave that out. But I would refer to one or two important matters.

I will now come to the formation of the Standing Committee and the National Welfare Board. I was really surprised that one of the hon. Members of this House said that this standing committee has not been formed. It is true that it has not started work. But we have had full discussions with the Federation and they have fully agreed without proposals. It has been decided that the Director General would be the Chairman of the Standing Committee and there will be five members from the Federation and five members of the Directorate. I would like to make it clear that this Standing Committee is not being formed for discussing the demands, but for following up the decisions which have been or are taken in discussion with the Federation, either by the Director-General or by the Minister who dealt with it.

5 LSD-1.

Shri S. M. Banerjee (Kanpur): (I know about the Standing Committee and its function. What I referred to was about the Whitley Council.

Shri Lal Bahadur Shastri: Yes, about the Whitley Council we have got very good names. But let us work in our own conditions. Let us forge our own way. It is not necessary to copy everything. I am not opposed to the Whitley Council. It is a very good organisation. But we have our own difficulties and, in the present context, I personally feel that we can think of ways and means for resolving our problems in our own way. I have met workers. I know their difficulties and I know how to deal with them. Therefore, I do not consider it necessary to copy anything which comes from any other country. But this Standing Committee is there for the time being. Well, if the Government decides that Whitley Council should be appointed in all the Ministries, the P. & T. will follow it. But, for the time being . . .

Shri M. B. Masani (Ranchi—East): Let us have Lal Bhadur Councils.

Shri Lal Bahadur Shastri: I have no doubt that this Standing Committee would be very helpful and whatever decisions are taken . . .

Shrimati Parvathi Krishnan: May I know whether the Standing Committee will only be at the Centre? Or do you propose later on to have it at all levels in other areas also?

Shri Lal Bahadur Shastri: At the present moment, we are setting it up at the Centre. But that proposal is not ruled out. Let us make this experiment here and, if it succeeds, it can be taken up at the circle level also.

As regards the National Welfare Board, I need not say much. This Board is presided over by Shri Raj Bahadur. Our activities in connection with playgrounds, recreation clubs,

[Shri Lal Bahadur Shastri]

etc., have been lagging behind as compared to other Ministries. It is hoped that with the setting up of the National Welfare Board we would be able to do a little more, or perhaps much more than what has been done so far in this regard.

Shri S. M. Banerjee: Does it include representatives of the Federation?

Shri Lal Bahadur Shastri: The Federation as such may not be represented on it. A request has been made that a representative of the Federation should be taken. Our idea is to take those workers who are really interested in games, sports and other forms of recreational activities. I know of a number of members of the Federation and unions who are not at all interested in any kind of recreational activity. I do not want to make the National Welfare Board a purely trade union or a political body. It is meant for providing arrangements for cultural activities, games, sports, etc., and giving both mental and physical relief to the workers. It is therefore, better that it is kept out of all kinds of trade union politics.

Shri Hem Barua: You are going to have on this Committee artists and others. Is the Federation consulted so far as these members are concerned?

Shri Lal Bahadur Shastri: The Federation was asked to give a panel of names and out of this panel artists and others would be considered for this Board.

We have tried to introduce new methods on the telegraph and telephone side. A Telex system has been introduced. This system is functioning between Bombay and Ahmedabad. The number of V. F. T. channels allotted to Telex was increased during 1957. Proposals have been drawn up for expansion of the two existing Telex

exchanges at Bombay and Ahmedabad by 80 lines each and also opening new Telex exchanges at Calcutta, Delhi and Madras. The implementation of the proposals during the Second Plan is, however, subject to the availability of foreign exchange quota.

The work in the trunk cable scheme connecting New Delhi, Calcutta and other principal cities en route is also expected to commence shortly. A new scheme for laying trunk cables between Bombay and Calcutta, linking also Kanpur, Lucknow and Patna, has also been sanctioned to provide a large number of trunk circuits among the cities on the route. The trunk cable will be capable of providing 960 channels on the route. When this cable is commissioned into service the 12-channel and 3-channel system working on these routes will be utilised for providing relief to other routes in India.

The systems of a "single ticketing and "operator dialling" for putting through trunk calls is also being introduced. Efforts are being made to progressively eliminate delays caused by handling of a call by more than one operator, by the gradual introduction of "single station ticketing" procedure by which only the originating station operator has full control over a call. The other operator at the other end has simply to join the called subscriber required.

A beginning has already been made with the procedure of "operator dialling" on direct trunk circuits. Under the procedure an operator at New Delhi can, by dialling over the telephone, get access straight to a called subscriber in Bombay and put through a call, that is, it will not be necessary for the operator at Delhi to call the operator at the other exchange in Bombay. The operator can put through the call direct to the subscriber. This procedure will result in expediting the disposal of all the trunk calls on the route concerned. It is expected that by the end of the Second Five Year

Plan period, the delays on trunk calls on all routes would have been brought down considerably.

In fact, as Mr. Pattabhi Raman pointed out, the operator may sometimes be negligent, or may not attend to the ring in good time. But generally the delays in the call materialising is due to the congestion of the line and hence it takes a long time for a particular call to materialise. But when these steps are taken and when the number of channels are increased, it will take very little time for the call to materialise. I have tried this operator dialling system and I have found that it was possible for me to get a call in a few minutes' time—four to five minutes. I hope these developments will facilitate matters and there will not be much delay.

I would like to say that single ticketing has been introduced on eighteen routes from Delhi on all routes from Nagpur and seven routes from Calcutta. Operator dialling has been introduced on seven routes, namely; New Delhi-Calcutta; New Delhi-Bombay; New Delhi-Lucknow; New Delhi-Kanpur; Bombay-Calcutta; Bombay-Poona; and Kanpur-Lucknow.

I had said last year that scooters would be introduced in Delhi for the delivery of telegrams. I am sorry that the experiment has only been very recently started and I was glad to see some of our telegraph men moving about in scooters and doing their work perfectly well. There is another proposal and the House might be interested to hear it, that we want to have mobile post offices on horse-back and camel-back. I was especially reminded of it because my colleague Shri Raj Bahadur comes from Rajasthan.

Shri Hem Barua: Going back to the good old days!

Shri Lal Bahadur Shastri: If the hon. Member will visit one of the isolated villages of Rajasthan, he will know how long it will take to modernise it, but it is necessary that they should get at least the postal articles,

letters, money orders, etc. If this experiment, which we are considering over, succeeds, I hope it will be possible to carry our dak to the farthest villages in Rajasthan and other areas.

Shri B. Das Gupta (Purulia): In rural areas there should be mobile post offices in bullock carts also.

Shri Lal Bahadur Shastri: It will be conceded that horses and camels will move faster than bullock-carts.

Shri Raj Bahadur: I am glad importance is being given to the camel.

Shri Lal Bahadur Shastri: We have got three workshops in the P. and T. Department, one at Jubalpur, the other at Bombay and the third at Calcutta. I shall not deal with them at great length, but they have to be expanded so that we may become self-supporting in the matter of our telephone and telegraphic equipments. Much has to be done to develop, expand and reorganise the workshops. I shall not take the time of the House by going into details, but one thing I would like to mention, that with great difficulty the principle of introducing the incentive scheme in these workshops has been accepted and agreed to and I hope it would produce good results.

The second important factory of the P. and T. is the Indian Telephone Industry at Bangalore. It is developing very well indeed. The original targets of telephones was 65,000; during 1958-59 the revised targets have been fixed at 85,000; the target of exchange lines has been increased from 43,000 to 54,000; similarly that of the single channel and three channel systems has been increased from 160 channels to 240 channels. The sales for 1958-59 are estimated at Rs. 400 lakhs as against the budgeted sales of Rs. 300 lakhs for 1957-58. This means an increase of about 33 per cent., the corresponding increase in production being about 42 per cent.

If you will permit me I shall merely read out a few appreciative comments

(Shri Lal Bahadur Shastri)

which appeared in one of the Delhi papers—

"Nowhere else perhaps has the concept of public ownership and management worked out so successfully in India as in the case of Indian Telephones. The Managing Director of another Government of India concern described it to me as the jewel of the public sector."

After visiting eight of the biggest such projects I am inclined to agree with him.

"Profit-yielding, ultra-modern, self-confident and managerially aggressive, and singularly solicitous of staff welfare, the factory produced 1,500 telephones within 22 months of its technical collaboration. This was by March 1950. The first telephones were assembled from imported components and much of the work was done in improvised quarters."

Mr. Speaker: Are all the parts manufactured here?

Shri Lal Bahadur Shastri: Most of them, over 80 per cent.

Recently, there was some criticism about the small savings scheme. So far the collection has been less—it has gone down during the last two years. I would like to inform the House that a Small Savings Board has been appointed which, besides the Director General of Posts and Telegraphs, will have on it two nominees of the Ministry of Finance, a representative of the Reserve Bank of India, Bombay, and the Accountant General, Posts and Telegraphs. It has been constituted with a view to improving the service and the facilities at present available at the post office savings bank and evolving a new scheme for bringing the post office savings bank in line with commercial banks. The Board has been vested with the power of simplifying the existing rules and the procedure and also of adopting measures to improve the organisation and administrative efficiency of the Posts and

Telegraphs Department. I hope that the stringent rules which previously existed in connection with our savings bank will be relaxed and our savings drive will make a definite progress.

I would also like to mention that during this year, we have taken great interest in bringing out commemoration stamps on different occasions. Hon. Members might have seen the Rani Lakshmbai of Jhansi stamp to mark the centenary of the first struggle for independence; they might have also seen the Red Cross stamp, then a series of three stamps on the occasion of Children's Day, again a series of three stamps to mark the centenary of the Universities of Bombay, Calcutta and Madras. We are going to print two stamps in honour of Dr. D. K. Karve and the late Sir Jagdish Chandra Bose. Generally, these stamps are not printed for those who are alive, but we have made a special exception in the case of Dr. D. K. Karve, because he is about to complete 100 years in, I think, the next few days and because of the special service he has rendered to the cause of women's education.

The stamps issued on Children's Day have been greatly appreciated. Our idea is to print new stamps next year on the flora and fauna of this country and in honour of scientists of international repute as also of rag and raginis. Our desire is to sell them on a big scale in foreign countries and thus earn foreign exchange also. Recently, on Children's day, 14th November, we held a children's stamp exhibition, which was opened by the Prime Minister. No less than 30,000 visitors, boys and girls, attended it and they fully enjoyed it.

I shall now say a few words about shipping.

Shri Raghunath Singh: Yes.

Shri Lal Bahadur Shastri: He has said 'yes', but I must say that I was somewhat disappointed with the speech of my hon. friend, Shri

Raghunath Singh. He wants to become as fat as our friend, Seth Achal Singh or as stout as Shri Easwara Iyer on the other side in one day. Even if he is fed on butter and milk and perhaps eggs, also, if he takes them, it will not be possible for him to become as stout as Seth Achal Singh or Shri Easwara Iyer, in one day, even in one month, may be even in one year. He wants all the ports to become as good and as major ports like Hamburg or Liverpool of other countries. It is something amazing. I was expecting from him a reasonable speech, because he is interested in this subject. He has been studying it and he has discussed it a number of times here. But I am surprised that a speech of that kind should have been made.

Anyhow, I shall merely say that I am very particular that we should add 3 lakh tons to our tonnage during the Second Five Year Plan. In fact, I had said 1 million tons, but some doubts have been expressed, that even these 3 lakh tons would not be realised in the current Plan period. I shall consider it a dismal failure on our part if we are not able to add 3 lakh tons to our present shipping capacity.

The many important steps taken towards expansion of tonnage have already been recounted by Shri Raj Bahadur yesterday. I shall mention a few other steps that have been taken.

Out of the Yen loan which has been negotiated recently with the Government of Japan, 3 billion Yen are provided for the public sector, and it is hoped that another 3 billion Yen will be made available for the private sector. As far as the public sector is concerned, the intention is to purchase 2 tankers, a cargo vessel and some small inter-island craft for the Home Ministry. If allocation of 3 billion Yen, which is

equivalent to Rs. 4 crores, is approved for the private sector, they would be placing orders for dry cargo vessels.

During the deputation of the Director General of Shipping to Japan, it was found possible by him to hold discussions for obtaining tonnage from Japan outside the Yen credit on the usual deferred payment terms that are available there. These discussions have yielded results as follows: (1) The Government of Japan have agreed to relax their normal deferred payment terms from 40 per cent initial payment and 60 per cent deferred over five years to 30 per cent initial payment and 70 per cent deferred over 6 years; (2) In order to arrange payment of initial 30 per cent of the price of the vessel in foreign exchange, it was possible for the DG Shipping to negotiate with one of the trading companies to obtain a dollar loan to the extent of 1.5 million, which could be used for initial payment and the balance 70 per cent of the price would be earned by the vessel in foreign exchange on account of freight. This facility will be made available entirely to the private sector. A couple of ocean-going vessels could be obtained under this arrangement.

Again, another company of Japan has made an offer of a barter deal for supply of a vessel by the Nippon Kokan Kaisha Yard. The initial payment of 30 per cent will be made by export of manganese ore in addition to the quota imported by Japan, and the balance of the price will be paid from freight earnings. We may be able to get a couple of vessels on that account if the barter deal is acceptable to the concerned Ministries. If all this finally succeeds, it would be possible for us to get at least 10 more new ships.

Of course, we have to purchase ships from abroad, but it is essential that we should have our own shipyards for the additional capacity for making ships in this country. I know

[Shri Lal Bahadur Shastri]

that the House is also very keen that another shipyard should be set up in this country as quickly as possible. I shall say a word about the present shipyard. Some doubts have arisen in the minds of Members and perhaps people outside also, because of the construction of *Andamans*. The House is aware that I did not wait for a single moment. I set up an Inquiry Committee to go into the matter. The Committee has submitted its report and the House will be taken into confidence as quickly as possible. I cannot say exactly, but it seems generally that the responsibility has been fixed on the French consultants, A.C.L. But I must say that it would not be fair to unreservedly indulge in criticism and denunciation of that firm. They have worked with us for five years and we have benefited from them. But they will soon be going away, in about 3½ months, giving place to new consultants.

We are trying to make our country self-sufficient in many matters. The second shipyard normally may be provided perhaps in the Third Plan period. I want that we should get assistance from any quarter and if we get the assistance, I would very much like that the new shipyard should be set up within the Second Plan period itself, or at least we should start work as soon as we can.

Shri Khimji (Kutch): Has the Expert Committee submitted their report?

Shri Lal Bahadur Shastri: They have not submitted their report. They have said that they would submit it by the end of this month. But I am told they might take another month to submit their report. I hope and I do feel that as soon their report is received, we will be able to go ahead, I would rather have foreign participation or foreign help or, as I said, even help from the private sector provided, of course, we

have majority control over the establishment, if we can set up a new shipyard quickly. I might add that there is a possibility of foreign participation in this project and there has been a discussion with one country which is agreeable to this particular proposal. The matter will naturally have to be pursued further and its pros and cons fully examined. I am sure the House will agree with this view fully.

I might also inform the House that we have recently decided to get 3 technical ship-building experts from Germany because our A.C.L. consultants would be going away. So, we have decided to get three technical shipbuilding experts from Germany. It has been decided to have these experts from the Lubecker shipyard and Mr. Thiessen—that is the name of the expert—would be coming soon. He is expected to arrive early in April. We are taking good care to see that the new consultants inspire confidence.

Enquiries made by our Ambassador in Germany have revealed that Mr. Thiessen joined the Lubecker Flenderworks in April 1953, after serving previously in three other well known shipyards. At present he holds the position of Principal Designer of ships at Lubecker Flenderworks in which capacity he has designed practically all types of ships turned out at Lubecker Flenderworks and has had much to do with the construction of ships of *Scindia*. As we are also going to build Lubecker type of ships, it would be very profitable for us to have a man of that experience. He is in that shipyard now and he is held in very high esteem. Our Ambassador says that informed persons and competent sources consider Thiessen as a person of outstanding capacity.

Sir, closely associated with this is the need for providing adequate facilities for ship repairs. And, the House is

aware that we have set up a committee which is going to start its work soon. I may also add that the Mazagon docks and the Garden Reach workshops have offered to manufacture much of the equipment which is being imported at present for the ship repairs. Other engineering firms in this country may also be able to help us in this regard. I have, therefore, decided that the Ship Repair Committee be asked also to examine the possibility of saving foreign exchange on equipment required for shipbuilding at the Hindustan Shipyard by considering the manufacture of this equipment in the existing marine workshops of India.

Regarding ports, I have merely to say that the recent visit of the Transport Secretary to U.S.A. has given us good results and the World Bank has agreed to give a loan of approximately \$14 million to cover the requirements of the port of Madras. Negotiations for obtaining a loan for the development of the Calcutta Port are still continuing; and I am sure there will be no difficulty and the amount asked for may be given by the World Bank.

I may say a few words on Geonkhali because my friend Shri Samanta was very particular that we should express our opinion in that regard. Firstly, as advised by the team of experts, there should be a deep sea port auxiliary to Calcutta. A technical examination of this problem is in progress and we have made an application to the U.N. Technical Administration to provide two internationally known port experts in connection with this work. The preliminary advice of the Consulting Engineer and the French Harbour Expert indicates that the technical difficulties are not insuperable.

Opinions have been given by experts and they are unanimous that Geonkhali cannot serve ships of more than 26 ft. draft because of the Balari Bar below Geonkhali. What is required is a port with a deeper draft. It

should be possible to locate some other place on the west bank of the Hooghly at a point farther south of Geonkhali. The channel to the new site can take ships up to 30 ft. draft. Here also a new railway link has to be provided at an estimated cost of Rs. 3 to Rs. 5 crores according to whether the link is to Kharagpur or to the nearest point only.

Shri S. C. Samanta (Tamluk): May I submit that I have mentioned in my speech that beyond Geonkhali all the places are in the nodal cyclonic sector?

Shri Lal Bahadur Shastri: The hon. Member should note that we have to depend on experts in this matter and they will naturally bear all these things in mind before locating a particular site. And, what is more important—I mean the most important thing—at the present moment for our country, is to have a deep draft port. And, if it could be located somewhere near Geonkhali, I think, the hon. Member should welcome it. I cannot vouchsafe for the estimate, but, it seems that the cost also is not going to be very high. I mean that if a deep sea port somewhere near Geonkhali or south of Geonkhali could be built in about Rs. 10 crores, I think it should be possible to take up the work within this plan period.

Shri S. C. Samanta: May I know whether a proposal from the Calcutta port has come that out of the allotment made for the improvement of Calcutta port, Rs. 2 crores may be taken and 2 berths may be built at once at Geonkhali?

Shri Lal Bahadur Shastri: The hon. Member is not aware of the latest position. One of the officers of the Calcutta Port had discussed this matter with me and he had this proposal in mind. But the latest proposal of finding a new site in order to set up a new deep sea port with 30 ft. draft would be something new because we will now be getting very big ships in

[Shri Lal Bahadur Shastri]

Calcutta. Therefore, Geonkhali is not going to serve the purpose as it would **have only 26 ft. draft port. I have no doubt that the Calcutta Port authorities would welcome this proposal much more and they are really in touch with us and we will do the needful.**

I am also glad to inform the House that the new incentive scheme which has been drafted by Shri Jeejee Bhai is being accepted by the workers of the ports. The House is aware that **in Bombay, the piece-rate scheme was introduced about a year back and it has produced good results. In fact, the workers themselves have demanded and agreed that it should be introduced for heavy steel and other iron commodities.** Similarly, the Madras Port Union has agreed to the introduction of this scheme from the first of March. Now, Calcutta remains and Shri Jeejee Bhai would be taking up the question of Calcutta port very soon. He had drafted a scheme over which some difference of opinion arose between the Unions and the scheme of Shri Jeejee Bhai. He has very kindly agreed to review the matter and he will be taking up this problem very soon.

And, I would like to take this occasion to thank him for the really very **difficult task he has been able to complete so successfully.** He has really done yeoman service to the ports of India. I must also take the opportunity of mentioning that **I was really shocked to hear the sad news of Shri DeMello, a staunch trade unionist and one of the most prominent leaders of the port workers—that he has passed away.**

I read the news in the papers that a notice of strike had been given. Of course, we have not received any formal notice but some kind of resolution was passed. I have had a long discussion with Shri DeMello. He and his colleagues recently met my colleague Shri Raj Bahadur and had a long discussion and I do not think there

should be any possibility of any kind of strike occurring because we are trying to meet almost all their reasonable demands except certain points. They also agreed that those points are covered by the terms of reference to the Pay Commission. In the circumstances, it was agreed in my presence that those points need not be touched. They are prepared to wait till the Pay Commission submits its report. Other questions were discussed. We were most willing to discuss them. I also handed over a copy of the Chaudhury report to the Federation even when it was not printed. Generally when the reports are printed, they are made public. **I made an exception in that case and got that report supplied to them.** In these circumstances, I cannot conceive that they will think in terms of going on any type of strike. So far as the introduction of the incentive scheme is concerned, while I thanked Shri Jeejee Bhai for producing the scheme, **I should also like to thank Mr. Anthony Pillai, an hon. Member of this House and the General Secretary of the Port Workers' Federation, who took a very helpful attitude and got the scheme introduced in Madras Port.**

I wanted to say something about the lighthouses but I will not do so. They are doing pretty good work.

I would like to say something about the national highways because it was dealt with by many Members of this House, and especially Mr. Masani. I do not want to go into the general matters but there are two things which I consider to be very important. I know that the Planning Commission has said that our mileage should not exceed 13,800 miles during the Plan period.

There has been a reorganisation of the States. There are two or three States in my mind, especially, Mysore, Madhya Pradesh, parts of Bihar and Bengal. Here, new areas have merged in these States and these were areas which were for long in some other part. For instance, in Madhya Pradesh there is no direct

link between Jabalpur and Bhopal, capital of Madhya Pradesh. Many parts of old Madhya Bharat or Vindhya Pradesh are completely isolated from the main part of the State. Similarly in Bihar and Bengal a road has to be built to keep the connection. The part in which there happens to be a road has been merged with Bengal and the result is that there is no common road. That road is also equally important. Similarly, in Mysore we have to connect the various places of that State so that no particular part is left isolated. Especially, places like Manipur, Tripura, some parts of Assam, Himachal Pradesh, etc. are areas where there is no other means of communication. They should certainly be provided with roads. Therefore, it seems essential that we should raise the present mileage of national highways to a minimum of 15,000 miles. But we will take up the matter with the Planning Commission.

I am glad that the Finance Minister in his speech has mentioned that the amount of credit of Rs. 7.34 crores forming the surplus of the cement account of the State Trading Corporation will be utilised on the development of national highways. Further the additional revenue from the rate of increased duty on cement of Rs. 2.24 crores will be utilised for road development. Thus, we hope to get an additional amount of Rs. 11.82 crores or about 12 crores during the Second Plan period and these funds could be spent on national highways and on our other road programmes. One of our proposals is to improve the existing national highways in the most congested areas. We should for this purpose take one or two roads first. The area between Bihar and Bengal which is the so-called industrial belt needs much wider roads so that they could take a much heavier traffic. Similarly, the road from Madras to Bangalore should also be improved and developed to the same standard.

The idea of the engineers is to widen the existing crust in these regions from 12 feet to 24 feet and restrict its

use to fast moving traffic only and then provide two parallel roads 12 feet wide crust on either side of the main road for slow traffic and to upgrade big bridges and culverts. These roads will be called the Express Highways consisting of new thorough-fares made exclusively for fast vehicles, giving additional space to the slow-moving ones. This will help in quick transport of goods and also to a certain extent in lightening the burden of the other means of transport.

Shri Masani spoke of one or two points. I do not want to deal with them. There is lack of time and I do not want to annoy him. But I may inform the House that the Nagpur Plan of road development which was drawn up in 1943 envisaged a total mileage of 3,31,000 as the target. This target is expected to be achieved fully by the end of the current Plan period. As I have said before, a number of rivers will, however, remain unbridged. Mr. Masani mentioned one of his experiences at the Moradabad bridge over Ramganga. I wonder if he had ever an opportunity to pass over the Garmukteshwar.

Shri M. R. Masani: I did have it.

Shri Lal Bahadur Shastri: I had to pass over that place a number of times and last time—Mr. Masani would be glad to know that he was not the only sufferer—I had to wait for four hours at that place. In view, however, of the vast changes that have taken place since the Nagpur Plan was drawn up, a committee of Chief Engineers is preparing a new All India Road Development Plan which would be adequate for a period of 20 years from the close of the current Plan. The report is almost ready and would be submitted soon. The rough plan will be circulated to the States shortly. This plan envisages increasing the total road mileage from 3.7 lakhs to 6.5 lakhs.

I shall not be doing justice to myself if I do not mention about the

[Shri Lal Bahadur Shastri]

rural roads because I am greatly interested in this subject. I would like to inform the House that for sample surveys we sent a special officer to visit Madras and U.P. to undertake the study of rural roads. The question of cheap and low cost roads is also engaging the attention of the engineers. I wonder if there is any other country which is so badly in need of improving its rural roads. It will help us much if a separate Rural Roads Fund is established. The Taxation Enquiry Commission has also made a similar recommendation for contributing a substantial sum to this fund. This House will have to consider whether a small charge in the form of betterment levy could be introduced in some shape or form for finding money for the improvement of these roads spread throughout the vast rural areas of our country. This levy could perhaps be abolished after a prescribed period. The same practice may have to be adopted for building new bridges also. Anyhow, this matter would need further consideration of the Ministry as well as of the House.

I have dealt with the roads and the national highways. I may say a few words about road transport now.

The question of ceiling on taxation was referred to by Shri Raj Bahadur. I cannot conceive that any State would in the present context think of raising it above the Madras ceiling. I also hope that before long the principle of double taxation will be completely eliminated between one State and the other. All the States have agreed to this principle. Only the State of Shri Masani—Bombay—, Madras and, last but not the least, my State also—Uttar Pradesh—have yet to fall in line.

An Hon. Member: Shri Masani is from Bihar.

Shri Lal Bahadur Shastri: The nationalisation of passenger transport is going ahead with a fast speed, and I would not like to come in the way

of nationalisation of passenger transport. But I would very much like that those who are engaged in goods transport should know what our policy is going to be in the near future, so that the expansion of goods services is not retarded in any manner. I would like to acquaint the House of the fact, that with the concurrence of the Planning Commission we have decided that the moratorium on the nationalisation of goods transport is extended till the end of the Third Five Year Plan period. I am glad that the representatives of State Governments who were consulted at the conference of State Transport Commissioners held at Mussorie in October, 1957, expressed in favour of the proposal, except Bombay as it has already nationalised goods transport.

I might say a few words about the setting up of a few committees or councils in connection with the problems of roads and road transport. Up till now there has been a transport Advisory Council. It will now be renamed as Transport Development Council, and this body will be composed of the Minister of Transport and Communications, Minister of Commerce and Industry, Minister of Railways, Minister of Shipping and Transport Ministers of all the State Governments. This Council will advise the Government of India on all matters of policy relating to road transport and inland water transport. With the appointment of this Transport Development Council, the Transport Advisory Council—the old body—and the Central Board of Transport will cease to function.

I wish also to announce that in order to associate non-official opinion in the formulation of Government policies, it has been decided to appoint a Road and Inland Water Transport Advisory Committee to assist the Transport Development Council. This Committee will be composed of 15 non-official members and

15 official members and will be presided over by the Minister of Shipping. The names of the members will be announced very soon.

It has also been decided to set up the Central Transport Co-ordination Committee to deal with the day-to-day transport problems facing different Ministries of the Government of India. This Committee will start functioning with immediate effect.

It was also proposed some time back to appoint a Committee to enquire into the Transport Administration set-up of the States and put them on a more rational and uniform footing. It has now been decided to appoint an *Ad Hoc* Committee under the chairmanship of Dr. Subbarayan with 7 to 9 other members comprising of representatives from the Parliament, State Governments, I.R.T.D.A. and private operators also.

Now, I wish to say a few words regarding the inter-State Transport Commission. There has been certain criticism regarding its delayed appointment, and I am prepared to accept that the criticism is a justifiable one, but we are only partly responsible for it. In order to avoid further delay, I considered it advisable to announce the present Commission which could perhaps be termed as an interim Commission. It was therefore that the names of only three officials were announced. I would like to inform the House that Government have taken a decision in principle to enlarge the membership of the Inter-State Transport Commission, the formation of which was recently announced, by inclusion of a non-official of high standing, who may have knowledge of the problems concerning road transport industry. The name of the non-official member of the Commission will be announced very soon. Moreover, it is our intention to appoint a wholetime Chairman of the Commission.

Sir, Shri Hem Barua is not here and, therefore, perhaps I should not touch matters concerning civil aviation although I wanted to say some-

thing on the points he had referred to. I am reminded by my colleague that Shrimati Parvathi Krishnan also said something on the same subject. I shall only deal with two or three general issues. With regard to the question of non-scheduled operators, our policy on that matter is quite clear. Aviation is in the public sector and it will remain so, but we do not want to impose any kind of ban on all non-scheduled operators. I know that there is not much scope for the non-scheduled operators. As the capacity of our Airlines Corporation is not being fully utilised just at the present moment, we will naturally try to expand and cover new areas and new routes. Still, if some non-scheduled operators want to open up a new area where we do not propose to go, they are welcome to do so. It is not wise, I think, that they should not be given freedom to open up new areas and, of course, when new areas are opened up and the increasing demand is not fully met naturally the Airlines Corporation will have to go over there. But this time-lag is there, and during this time lag it would not be advisable to prevent all openings for them. And, how many are the non-scheduled operators? What is the number of their aircraft? The total number of their aircraft is perhaps, not more than 19. The hon. Member was referring to some foreign investment. I do not know whether it is an Indian company; perhaps she was referring to the Indamer. I might merely inform her that the licence of even Indamer has not been renewed; it is yet to be renewed. My colleague, Shri Humayun Kabir is a very strong person—sometimes he takes very bold action—and I do not know he will do before he leaves office.

As regards the employees and staff, Shri Kabir already said yesterday—in fact, he expressed great satisfaction—that the relations have recently been very good. If there is any particular matter, of course it is to the workers to come and

(Shri Lal Bahadur Shastri)

meet the authorities, meet the Minister.

Shrimati Parvathi Krishnan: With regard to non-scheduled operators, may I know what steps are Government going to take in order to protect the employees, because most of the operators are going against the conditions they have agreed to?

Shri Lal Bahadur Shastri: In fact, we have been very careful in this matter during the recent months and we do propose to be so. We have taken or we propose to take action against some of them. We also propose to see to it that our rules are strictly enforced.

Then, Sir, I would like to say about one or two policy matters. The Estimates Committee had suggested that there should be a common board for the two Corporations. I might inform the House that at present there are 8 members in the A. I. L., and 9 members in the I. A. C. Board. Out of this, 7 members are common and this has helped to ensure that the two Corporations act in close co-operation as far as possible. When the Boards are reconstituted the question of common membership will, no doubt, be kept in view. I might also inform the House that in the I. A. C., after the appointment of a wholetime General Manager there will, in future, be only a part-time Chairman and, I think, he would preferably be a non-official.

Another policy matter which has been raised in this House is about the grant of exemption from payment of customs duty on fuel. I would merely say that we have been considering this matter, and it would be taken up with the Finance Ministry so that the Air Lines Corporation's working may be stabilised.

14 hrs.

Another question which is under

conveyance of mails by the I.A.C. The Director-General, Posts and Telegraphs, has been asked to examine this question.

I would have liked to say a few words on the inland water transport, especially regarding Bihar, but I have taken a very long time, and I do not think it would be possible for me to deal with it fully. I would only say something with regard to one suggestion that has been made that a Corporation should be set up in order to operate the service from Rajmahad to Patna and beyond. If the Bihar Government would like to set up a Corporation we will gladly welcome it and make our Contribution. Besides that, the Inland Water Transport Board set up by us is also operating a small service with push-tugs and barges in a restricted area. Formerly, our idea was to operate this service from Patna to Buxar and beyond Ballia, but because of less movement of foodgrains and because of draught in that part of the country, this service is being operated at the present moment between Patna and Chapra, and the start is quite good. If the Bihar Government and the people there will help us and co-operate with us in providing more traffic, I think this experiment could be further extended.

In this connection, I would also like to mention about the Buckingham Canal. The Government has set apart in the Second Five Year Plan a sum of Rs. 115 lakhs for the development of Buckingham Canal. The State Governments were requested to prepare detailed estimates of the cost of improvements. As the canal passes through the States of Andhra Pradesh and Madras it was also considered necessary that there should be proper co-ordination of the two estimates, and we have also been advised to make a careful assessment of the traffic po-

fact, it has already been undertaken, and we expect to get the traffic survey report by July, 1958. In fact the improvement of this canal, from our point of view, is very important and we should attend to it as quickly as possible.

I would also like to say that it was about two years or two years and a half ago when I had suggested that an Inland Water Transport Board for Madras, Andhra and Kerala should be set up. But there was some difficulty and it was suggested to us that all the three States will have their separate Inland Water Transport Boards as it was not possible to have a composite Board as we had conceived of before. So, in case these Boards are set up, the Government of India will make their own contribution to the working of the Inland Water Transport Boards of those States as we are doing in the case of Bihar.

I shall now conclude. I have said nothing regarding tourism.

Mr. Speaker: It is past 2 O'clock.

Shri Lal Bahadur Shastri: Yes; I would not say anything more. I am grateful to you, Sir, for the consideration you have shown to me. As this is going to be my last speech in so far as the Ministry of Transport and Communications is concerned, I would like to take this opportunity to thank my two very able colleagues, Shri Raj Bahadur and Shri Humayun Kabir, for the immense help they have given to me. I would also like to thank the officers of the Transport and Communications Ministry and the officers of the Directorates who have been very co-operative. I have sometimes done things in an unconventional manner and they might not have liked it, but still, I was glad to find that they tried to enter into the spirit—into my spirit, if I may say so. I very much like that. Ministers come and go, but the officers represent the permanent services and they have to remain there. Naturally the country expects very much from them. So,

they have not to care for the favour or the disfavour of anybody. They must carry on their duty in an upright and straight manner and that will raise the morale of the services as well as raise the moral stature of the country. Thank you very much.

Shri Manay: May I have one clarification? I want to know whether the rules governing the service conditions of the Posts and Telegraphs employees are statutory or not.

Shri Lal Bahadur Shastri: It is a very ticklish matter, and I cannot answer it in one or two minutes. They are Government servants and still they have the right to form associations and unions. Associations apart, they are members of trade unions, and what their exact statutory position is, it is difficult to say. But they are Government servants. In certain matters we have given them the liberty of participating in trade union activities.

If you will permit me, Sir, I would like to thank the Members of this House also. I need not say that they have been extremely good and kind to me and I am very grateful to all of them.

Shri Manay: The hon. Minister had replied in the same way last year, on the 18th July. The reply was very vague. Maybe that vagueness may be a small one for him, but that vagueness is a question of great interest to the employees. Therefore, I very earnestly request the hon. Minister to say specifically whether the rules governing their service conditions are statutory or not.

Shri Lal Bahadur Shastri: Of course this is not a matter which could be discussed here. If the hon. Member so desires,—of course, I would not be there—he may discuss it with Shri Raj Bahadur who will be there. Shri Raj Bahadur will be very glad to discuss it.

Shri Manay: It is unfortunate that we have been time and again

[Shri Manay]

requesting the hon. Minister to give a specific reply and we have been asking for it in every session.

Shri P. G. Sen Purnea): The post office is charging an amount which is beyond what is mentioned in the rules in respect of insurance. There is a strong objection from the public. The post offices are charging 12 annas, and it is mentioned most probably on the envelope itself that it is none annes. There seems to be some sort of local charge or so. On enquiry I learn that the extra charge is for the stationery. But there should be some sort of receipt given of there must be a mention on the envelope about the amount that is to be realised May I enquire how far this is correct and how they would rectify it?

Shri Lal Bahadur Shastri: If the hon. Member let me know a specific instance or some specific instances, certainly we look into the matter.

Mr. Speaker: I will admit a question on that point.

Shri Manay: I am so sorry that no satisfactory reply has been given to my point. I wish I was given an opportunity to speak so that I would have made that point in my speech. It is a very important point. The hon. Minister is trying to leave it.

Mr. Speaker: Even if the hon. Member had an opportunity, ultimately, if the Minister has not answered it,—well, he has not answered it. That is all. Therefore, the hon. Member's speech does not make a difference. If, for one year, nothing has been done, in two minutes nothing can be done.

Now, I shall put all the cut motions to the vote of the House.

All the cut motions were put and negatived.

Mr. Speaker: 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. 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 129, 130, 131, 132 and 133."

The motion was adopted.

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

DEMAND No. 84—MINISTRY OF TRANSPORT AND COMMUNICATIONS

"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—MERCANTILE MARINE DEPARTMENT

"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 'Mercantile Marine Department'."

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

"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

“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)

“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)

“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

“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

“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

“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

“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

“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

“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)**

"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**

"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 OUT-
LAY OF THE MINISTRY OF TRANSPORT
AND COMMUNICATIONS**

"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'."

**MINISTRY OF WORKS, HOUSING AND
SUPPLY**

Mr. Speaker: The House will now take up discussion and voting on Demands Nos. 94, 95, 96, 97, 98, 134, 135 and 136 relating to the Ministry of Works, Housing and Supply for which 4 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.

**DEMAND NO. 94—MINISTRY OF WORKS,
HOUSING AND SUPPLY**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 51,98,000 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 Works, Housing and Supply'."

DEMAND NO. 95—SUPPLIES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,49,29,000 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 'Supplies'."

DEMAND NO. 96—OTHER CIVIL WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 23,02,96,000 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 Civil Works'."

**DEMAND NO. 97—STATIONERY AND
PRINTING**

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,59,70,000 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 'Stationery and Printing'."

DEMAND NO. 98—MISCELLANEOUS DEPARTMENTS AND EXPENDITURE UNDER THE MINISTRY OF WORKS HOUSING AND SUPPLY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 81,18,000 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 'Miscellaneous Departments and Expenditure under the Ministry of Works, Housing and Supply'."

DEMAND NO. 134—DELHI CAPITAL OUTLAY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 5,82,82,000 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 'Delhi Capital Outlay'."

DEMAND NO. 135—CAPITAL OUTLAY ON BUILDINGS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 5,24,42,000 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 Buildings'."

DEMAND NO. 136—OTHER CAPITAL OUTLAY OF THE MINISTRY OF WORKS, HOUSING AND SUPPLY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,28,10,000 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 Works, Housing and

Shri Balmiki (Bulandshahr—Reserved—Sch. Castes) rose—

Mr. Speaker: Has the hon. Member not at all spoken till now?

श्री बाल्मीकी : जी नहीं ।

Mr. Speaker: Not even during this Session?

श्री बाल्मीकी : जी नहीं । ग्रन्थ महोदय, मैं आपका हृदय में धन्यवाद देना चाहता हूँ कि आपने मुझे बोलने का अवसर दिया है ।

14.11 hrs.

[MR. DEPUTY SPEAKER in the Chair]

सदन के सामने आज निर्माण, आवास और उपलब्धि मंत्रालय की डिमांड पर विचार होने जा रहा है और पहला अवसर मुझे ही दिया गया है। इसमें कुछ आशा बंधती है कि मैं अपने कुछ विचार आपके सामने रख सकता हूँ। यह बात जरूर है कि पिछले वर्षों में भी इस मंत्रालय का कार्य बड़ा कठिन रहा है किन्तु जो कुछ भी काम हुआ है उसमें अभी उतनी विशेष उन्नति नजर नहीं आती है जितनी आनी चाहिये। इस मंत्रालय के अन्दर जो सबसे बड़ा शिकायत का कार्यालय सी० पी० डब्ल्यू० डी० है वह भी है परन्तु मैं उसकी तरफ नहीं जाऊंगा। मुझे एक दो और प्रश्नों पर विचार करना है। मैं आवास के ऊपर कुछ विशेष बातें कहना चाहता हूँ। यह बात जरूर है कि पिछले जमाने में भी और मध्य काल तक हम देखें तो, रहने के लिये मकान बनाने के सवाल को हमारे देशवासियों ने बहुत जरूरी नहीं समझा। किन्तु लिये इमारतियाँ यहाँ का आदमी आत्मा की परवाह करता था और आत्मा के दर्शन की परवाह करता था। इसी लिये वह कहता था :

"देह, गेह, नैह जान जैसे धन दामिनी"

लेकिन फिर भी यहाँ भी, जब कि दुनिया के अन्दर श्रीयोगीकरण हुआ, श्रीयोगीकरण

[श्री बाबूजी]

के साथ साथ रहने के प्रश्न को कुछ बढ़ावा मिला । जो पिछली दूसरी सड़ाई थी उसके बाद में यह आवास का प्रश्न बहुत गम्भीर होता गया और उसकी गम्भीरता आज विशेष तरीके से महसूस की जाती है । यह देखा जाता है कि आवास का प्रश्न भी, जैसे कि अन्य बड़े प्रश्न हैं, खाद्य का प्रश्न, वस्त्र का प्रश्न, उन्हीं की तरह से महत्व का प्रश्न है । लेकिन आज भी जितना प्रयत्न किया गया है इस मंत्रालय के द्वारा, उसमें शहरीकरण अधिक दिखाई देता है, ग्रामीकरण की ओर विशेष ध्यान नहीं दिया जाता है । हमारा भारत आज ग्रामों में रहना है, लेकिन ग्रामों में आज भी जो दुर्दशा नजर आती है, उसे देख कर दुःख होता है । मैं विनोबा जी के शब्दों में बनवाना चाहता हूँ कि उनकी कितनी कष्टमय अवस्था है । वे कहते हैं :

“आज इन देहातों में किसी को कुछ आकर्षण ही नहीं है न यहाँ कोई मजा है, न यहाँ कोई सिनेमा है और न कोई सभा है । यहाँ कुछ है ही नहीं । शहर का आदमी यहाँ आता है, तो कहता है यहाँ कुछ सुखता ही नहीं । देहातों में से भी बुद्धिमान लोग शहर में जाकर रहने लगे हैं । अगर कभी देहात में आते हैं, तो उनकी जो कुछ स्टेट यहाँ पड़ी होती है, उनको देखने या यहाँ से कोई चीज उठा ले जाने के लिये आते हैं । लेकिन अपनी सारी अकल वह शहर को समर्पित कर देता है । अगर इस तरह देहात का घन, देहात की अकल शहर में चली जाय तो हमारे देहात कंगाल हो जायेंगे और मिट जायेंगे ।”

देहात से आदमी आ आ कर शहरों में बसते जा रहे हैं और शहरों की आबादी बढ़ती चली जा रही है । इसलिये आपका भी ध्यान शहरों की ओर विशेष रूप से जाता है, देहातों की तरफ नहीं । मैं चाहूँगा कि आप अपनी तरफ से यह सोचें कि आपने देहातों के लिये

बहुत कम धन रखा है । आपने पंचवर्षीय योजना में करीब १२० करोड़ २० लक्षा है आवास के लिये । उसमें से ११० करोड़ तो शहरों के लिये आता है और केवल १० करोड़ देहातों के लिये आता है । यह जो धन रखा गया है बिल्कुल कम है । हम ममाजवाद की बात कहते हैं, समाजवादी ढंग से समाज की बातें करते हैं । यह बात हम जानते हैं कि हमारा देश दुनिया के अन्दर एक विशेष स्थान रखता है । दुनिया में ममाजवाद औद्योगिकरण की गन्दगी से पैदा हुआ, लेकिन हमारे देश के अन्दर ममाजवाद, ग्रामीण ममाजवाद जिसे हम कह सकते हैं, वह भूदान की भावना से, सर्वोदय की भावना से, ग्रामदान की भावना से उ पध हो रहा है । लेकिन मुझे बहुत अफसोस के साथ कहना पड़ता है कि इसको देखते हुये ग्रामों की तरफ जितना ध्यान दिया जाना चाहिये था, उतना सरकार की तरफ से नहीं दिया जा रहा है । अगर कुछ थोड़ी बहुत उन्नति हो रही है तो केवल शहरों और शहरों के चारों तरफ ही की जाती है । आज जो पांच लाख गांव हैं उनकी ओर ध्यान नहीं है । आज गांवों का जो रूप है उस रूप को बदलने की जरूरत है । जब हम नई दिल्ली को देखते हैं, दूसरे बड़े नगरों को देखते हैं तो उन नगरों के अन्दर जो गगन-चुम्बी अट्टालिकायें बनती जा रही हैं उनको देखने से हमें विदेशों के नकले नजर आते हैं । वहाँ की बिल्डिंग के नकले नजर आते हैं भारत की शिल्प-कला के नकले उनमें नजर नहीं आते हैं । जब हम नई दिल्ली में खड़े होते हैं तो वहाँ की बिल्डिंगों में भारतीयता नजर नहीं आती । हम डिजाइन और प्लैनिंग में रिसर्च की बहुत सी बातें करते हैं, नेशनल बिल्डिंग आगनाइजेशन इस काम को विशेषकर कर रहा है । अगर मैं जानता हूँ कि भारत ने भी गृह-निर्माण के अन्दर दुनिया में अपना एक स्थान बना रखा है । यूगसियम पीरियड में विशेष रूप से यहाँ खड़ी बड़ी बिल्डिंगें बनाई गई हैं । वे बिल्डिंगें

इमारतें हमें आज भी विशेषकर आखों के सामने ताज महल के रूप में और लाल किले के रूप में बनी नजर आती हैं। लेकिन जब हम ग्रामों का जिक्र करते हैं तो हमारी आखों के सामने कुछ झोपड़ियों का प्राचीन चित्र आ जाता है। यह बात जरूर है कि इन श्रृंखला व मन्तों की झोपड़ियों ने सदियों तक हमारे यहां के राजमहलों और लाल किले पर राज्य किया है जिसकी हमें बड़ी प्रसन्नता होती है। मैं कहना चाहता हूं कि मुगल काल के अन्दर भी शिप्रा नदी के किनारे, उज्जैन के पास एक जदरूप नाम का बड़ा संत रहता था। जब यहां अकबर राज्य करता था, जहांगीर राज्य करता था, वे दोनों वहां जा कर झोपड़ी में नमन धरती पर उम सन्त के सामने बैठते थे। तुजुके जहांगीरी में जहांगीर ने साफ तौर से बताया है कि जब उम सन्त के दर्शन करने के पश्चात् मैं उज्जैन के बाजारों में गुजरा तो मैं बहुत खुश हूं कि मैंने एक बड़े भारी मन्यामी के दर्शन किये, उम वीतरागी मन्यामी के जो आत्मा के ऊंचेपन को समझता है, और हम प्रकार खुशी में ३००० अर्शियां दोनों हाथों में उस झोपड़ी में बिखेरी। यह जान थी झोपड़ी की। उस झोपड़ी की बनावट का जहांगीर में अपने तुजुके जहांगीरी में जिक्र किया है, उसे देख कर आप समझ लें। हम यहां सीमेंट की कमी की शिकायत करते हैं, कांक्रिट की शिकायत करते हैं, बिल्डिंग मैटीरियल की कमी की शिकायत करते हैं, लेकिन जब हम ग्रामों को सामने रखते हैं तब सोचते हैं कि हमें गहरों की ओर न जा कर ग्रामों की झोपड़ियों का नक्शा अपने सामने रखना चाहिये जिसमें न सीमेंट की जरूरत है, न किमी बाहरी बस्तु की। वहां की मिट्टी से, वहाँ के बास से और वहीं की लकड़ी से, वहीं के श्रम से, वह तैयार हो सकती हैं। हमें इस तरह ध्यान देने की जरूरत है।

दूसरी बात जो मैं कहना चाहता हूं वह है जोस और में गन्दी बस्तियों के हटाने के

सम्बन्ध में है। जहां तक गन्दी बस्तियों का प्रश्न है, यह बात जरूर है कि गन्दी बस्तियों के साथ साथ स्वीपर्स हाउसिंग, भंगियों के आवास का नाम भी द्वितीय योजना की पुस्तक में आना है। लेकिन आपकी रिपोर्ट के अन्दर और दूसरे कागजों में जो विवरण दिया गया है उसमें भंगियों का नाम भी गन्दी बस्तियों के साथ छोड़ दिया जाना है। यह ठीक है कि समाजवाद की प्रति भावना और जातिविहीनता की भावना के कारण वह बात आप छोड़ते हैं, लेकिन मैंने हाउसिंग मिनिस्टर्स कान्फ्रेंस में इस प्रश्न को उठाया था और यहां भी कहता हूं कि भंगियों के आवास की तरफ जितना ध्यान दिया जाना चाहिये उतना नहीं दिया जाता है। हमारे मंत्री महोदय स्वयं नाम धन्य हैं और नाम में प्रवचन R-E-D-D-Y हैं लेकिन वास्तव में उनकी रेडीनेस—जागरूकता को मैं पहचानता हूं। इसलिये मैं कहना चाहता हूं कि माननीय मंत्री जी हिन्दी तो समझते नहीं हैं, इसलिये उपमन्त्री बन्दा साहब, जो थोड़ी-थोड़ी हिन्दी जानते हैं, मेरी बात को उन तक पहुंचा देंगे—भंगियों के आवास के प्रश्न में यह गन्दी बस्तियों को हटाने का काम शुरू होता है, लेकिन राज्य सरकारें इस प्रश्न को लेकर उतना हन नहीं करती हैं, उसे टालने की कोशिश करती हैं, यह मैं कहने के लिये तैयार हूं कि चूंकि यहां गन्दी बस्तियों का प्रश्न उठा कर भंगियों के रहने के प्रश्न के साथ शामिल कर लिया जाता है इसलिये राज्य सरकारें इस और अधिक ध्यान नहीं देती हैं। इसी लिये देश के भंगियों का भला नहीं होता है। मैं चाहता हूं कि जो २० करोड़ रुपया इस बात के लिये रक्खा गया है, उसमें भंगियों के आवास और गन्दी बस्तियों दोनों के लिये जो अनुदान है उसके बीच में एक लाइन होनी चाहिये। मैंने वहां मैसूर में भी इस बात को जाहिर किया था कि गन्दी बस्तियों को हटाने और भंगियों के आवास की योजना चलाना चलाना है। उनको चलाना चलाना लेना चाहिये।

[श्री बाल्मीकी]

प्रसन्नता की बात है कि माननीय मंत्री जी के प्रयत्नों में हाउसिंग मिनिस्ट्रों की कानफरेंस में एक प्रस्ताव भी पास किया गया था। मैं चाहता हूँ कि आप इस तरफ ध्यान दें ताकि इस २० करोड़ में से कम से कम १२ या १४ करोड़ भंगियों के लिये रखा जायें।

दिल्ली में इस में कोई प्रगति नहीं हुई है। मैं नै देश के अन्य भागों में भी जाकर देखा है। यू० पी० में भी कुछ काम हुआ है पर रिपोर्ट में दूसरे रूप में दिया है। मधुरा, मैसूर इन्दौर व कानपुर में कुछ हुआ है। उत्तर प्रदेश की सरकार ने एक रिपोर्ट निकाली है जिसका नाम "शहरों में नागरिक सुविधा" है। उसमें उन्होंने कहा है :

"हाल ही में राज्य सरकार का ध्यान नगर पालिका के बेहतरों की आवागमन समस्या की ओर गया है और उनके लिये भी कई शहरों में मकान बन चुके हैं और अनेक अन्य नगरों में यह कार्य प्रगति पर है। अब तक राज्य के ३७ जिलों में बेहतरों के लिये २,१५० क्वार्टर बन चुके हैं।"

उत्तर प्रदेश में जो कार्य हुआ है उसमें मुझे केवल थोड़ा सा संतोष हुआ है परन्तु पूरी संतुष्टि नहीं हुई है।

आपने जो राज्यों में भंगियों के आवागमन की स्कीमें मांगी हैं, वह कुछ राज्यों ने भेजी हैं। बंगाल की सरकार ने जो २ करोड़ रुपये की स्कीम भेजी है उसका मैं स्वागत करता हूँ। मैं ने थोड़ी बहुत बहानों की हासत देखी है। कदां इस कार्य की बहुत जरूरत है। मैं यह नहीं चाहता कि इस काम में म्युनिसिपैलिटी या गवर्नमेंट का कोई दखल न हो, पर मैं चाहता हूँ कि यह काम ठीक तरह से होना चाहिये। मैं यह देखता हूँ कि जिस ढंग से यह कार्य होना चाहिये उस ढंग से नहीं हो पा रहा है।

नई दिल्ली में जब बापू जी रहते थे तो कुछ बस्तियां भंगियों के लिये बनी थीं। अब उसके बाद से एक आध नई बस्ति बनी है। पुरानी दिल्ली में कुछ काम नहीं हुआ है। मुझे भरोसा है कि जो नया कारपोरेशन बन रहा है वह इस तरफ ध्यान देगा। दिल्ली में यहाँ पर भंगियों के रहने का ठीक प्रबन्ध नहीं है।

एक बार यह प्रश्न उठा था कि दिल्ली में भंगियों के जो पुराने जददी हक हैं उनको समाप्त किया जाये। लेकिन मैं इस प्रश्न में नहीं जाना चाहता। क्योंकि यह बहुत जटिल प्रश्न है। आज सब से बड़ी जरूरत उनको प्लाट देकर बसाने की है। वे आज भी भयंकर अवस्था में रह रहे हैं। छोटी आमदनी वालों के लिये मकानों की भी स्कीमें हैं। मैं उनका स्वागत करता हूँ। यह जरूरी है कि यहाँ जो मजदूर उद्योगों में काम करते हैं और जो छोटी आमदनी वाले हैं उनके लिये आवास का प्रबन्ध करना चाहिये। इसके लिये सब से जरूरी बात यह है कि इन लोगों को प्लाट बनाकर दिये जायें तास तौर से दिल्ली में और दूसरे बड़े नगरों में।

मैं आपका ध्यान सी० पी० डब्ल्यू० डी० की तरफ खींचना चाहता हूँ। सी० पी० डब्ल्यू० डी० सरकारी इमारतों आदि के बनाने का काम करती है, जैसा कि रिपोर्ट में दिया हुआ है :

"The Central Public Works Department is responsible for the construction and maintenance of Central Government Buildings, Civil Aerodromes and Roads including some National Highways of the Central Government."

जैसा मैं ने पहले भी कहा था, इन कामों में डिजाइन बड़े धजीब ढंग से तैयार किये जायें हैं। फिर भी बहुत कुछ काम होना है और

इमारतें इमारतें करती हैं। आपका ध्यान इमारतों की तरफ रहता है। आप स्वयं घंटाने की भी कोशिश करते हैं। आप बहुत सी बड़ी-बड़ी इमारतें तो बनाते हैं लेकिन उन पर काम करने वाले बिल्डिंग मजदूरों के रहने का प्रबन्ध नहीं होता। यहाँ पर बिल्डिंग मजदूरों की गन्दी बस्तियाँ हैं। आपको उनके रहने का प्रबन्ध करना चाहिए। यहाँ पर कई हजार की तादाद में बिल्डिंग मजदूर लोग हैं। अगर आप उनके रहने का उचित प्रबन्ध करे तो स्वयं घट सकते हैं। खासतौर से मैंने बंगलौर में देखा था कि वहाँ पर भी बहुत सी बड़ी इमारतें बनी हैं। हमारे मंत्री जी एक सुन्दर राज्य मैसूर के रहने वाले हैं जो शोभा सम्पन्न है। वहाँ की प्रकृति की शोभा देख कर बड़ा आनन्द प्रतीत होता है। मेरी उम्मीद है कि उनके प्रयत्नों में सारे देश में ऐसी शोभा फैल सकेगी। लेकिन मैंने देखा है कि बंगलौर में छोटे छोटे स्लम हैं जिनको ठक्कर बापा ने रैट होल्स कहा था। वे आज भी मौजूद हैं। मैंने इस और वहाँ की सरकार का ध्यान दिनाया था और इस सरकार का भी ध्यान उस और दिनाया चाहता हूँ कि उन लोगों के रहने की व्यवस्था की जाये। जहाँ आप बड़ी इमारतें बनाते हैं वहाँ बिल्डिंग मजदूरों के लिये भी अलग मकान बनाने चाहियें।

जहाँ तक क्लास ४ के कर्मचारियों के क्वार्टरों का ताल्लुक है मुझे बड़ी भारी प्रसन्नता है कि यहाँ पर इस दिशा में काफी उन्नति हुई है और मैंने देखा है कि कहीं कहीं इन बस्तियों में बिजली भी आ गयी है और कुछ जगह हारटीकल्चर की तरफ से पास और पेड़-पौधे भी लगाने की कोशिश की गयी है। लेकिन उन लोगों की मज से बड़ी शिकायत यह है कि उनको जो एक टिनेमेंट के घर दिये गये हैं वे बहुत छोटे हैं उनको कम से कम दो टिनेमेंट के घर दिये जान चाहिए। और यह शिकायत वाजिब भी है।

फिर सी० पी० उन्वय डी० के मेहतर कर्मचारियों के रहने का सवाल है। उसके पास अपने मेहतर कर्मचारियों के लिये पूरे पूरे क्वार्टर नहीं हैं। मैं इस के बारे में आप से शिकायत करना चाहता हूँ। इसी तरह से जहाँ मैं इस वकन बोल रहा हूँ यहाँ के भी क्लास ४ के मरबेन्स, वह किसके अधीन हैं या नहीं मैं इसमें नहीं जाना चाहता, के रहने का कोई ठीक प्रबन्ध नहीं है। मैं उनकी तरफ से शिकायत नहीं करता। लेकिन उनके रहने का भी प्रबन्ध होना चाहिये। इस तरफ मैं आपका ध्यान दिनाया चाहता हूँ।

यहाँ पर बहुत सी बड़ी बड़ी इमारतें बन रही हैं। अशोक होटल की बहुत बड़ी इमारत बनी है। मुझे भी आजकल डिप्लोमैटिक एनक्वेव की तरफ मकान मिला है वहाँ पर हारटीकल्चर वालों का कोई ध्यान नहीं है। उस तरफ कुछ मेम्बरों को फ्लैट्स दिये गये हैं। हारटीकल्चर का ध्यान उन फ्लैटों की तरफ न होने की वजह से बहुत दिक्कत होती है। घाम, हैज व फूल पत्तियाँ नहीं लग पाई हैं। मैं चाहता हूँ कि आप इस तरफ ध्यान दें।

हमारे जिले के लोग जब यहाँ आते हैं तो अशोक हॉटल को देख कर बहुत खुश होते हैं। यह इतनी बड़ी इमारत खड़ी की गई है जो कि अपने ढंग की निरगनी है। हमारे प्रधान मंत्री जी ने कहा था कि इस हॉटल की यहाँ विशेष तौर से जरूरत है क्योंकि यहाँ बड़े बड़े महामहिम बिदेसी मेहमान आते हैं। उनकी सुविधा के लिये इस की जरूरत है। लेकिन इस हॉटल में जो कर्मचारी मंगी, थोबी आदि काम करते हैं उनकी अपनी दिक्कतें हैं। उनके घरों की तरफ भी आप ध्यान दें। खास तौर से धोबियों की तरफ ध्यान दें। धोबियों में से कुछ को तो वह काम के लिये रख लें और कुछ को निकाल दें। इस तरह से उनकी दिक्कत होती है।

[श्री बाल्मीकी]

मैंने पहले भी कहा था कि सी०पी० डबल्यू डी० में सप्लाय प्राइड में आक्शन था जो ठीक दिये जाते हैं उनमें कुछ अप्टाचार नष्ट करना है। मैं यह कहना चाहता हूँ कि जब हम बुनिया के मामले ऊंचे उठना चाहते हैं तो हमारा नैतिक स्तर उठना चाहिये और हमारे देश में जो काम हों उन में नैतिकता दिखायी दे। अप्टाचार चाहे वह छोटे कर्मचारियों में हो या बड़े कर्मचारियों में हो उनको रोकने का प्रयत्न किया जाना चाहिये।

अन्त में मैं फिर कहना चाहता हूँ कि मुझे आशा है कि आप बल लगाकर हाउसिंग मिनिस्टर्स कानफरेंस में जो प्रस्ताव पाम हुआ है उसके अनुसार भंगियों की आवास समस्या की और विशेष ध्यान देंगे और इस काम के लिये बारह चौदह करोड़ रुपया खाम तोर पर मे अलग रखेंगे। तभी उनके लिये काम हो सकेगा। मैं आशा करता हूँ कि आप राज्य सरकारों को भी दिनावे की कोशिश करेंगे कि वे भी भंगियों के लिये कुछ कार्य करें। और इस कार्य में तेजी आ सके।

मैं इन शब्दों के साथ मंत्री जी को धन्यवाद देता हूँ कि उनकी दक्षता और वाक्यदृता से इस मंत्रालय का महत्व बहुत बढ़ा है और आशा है कि धीरे धीरे वह अप्टाचार का भी उन्मूलन कर सकेंगे। मैंने हाउसिंग मिनिस्टर्स कानफरेंस में कहा था कि ईमान इस मंत्रालय में शतान बन गया है। लेकिन आशा है कि मंत्री जी की सद् कोशिशों से शतान का रूप बदल कर फिर देवता का रूप हो जायेगा। और इसमें ईमान तथा मत्पना का समावेश हो सकेगा। इस के लिये यह मंत्रालय नामवरी हासिल करेगा।

इन शब्दों के साथ मैं आप को धन्यवाद देता हूँ।

सरदार ए० सि० साहगल (जंजीर):
माननीय उपाध्यक्ष महोदय, बर्क्स, हाउसिंग

और सप्लाय के मंत्रालय की जो डिमांड्स हाउस के मामले रखी गयी हैं उनका समाधान करने हुए मैं मंत्रालय से इस बात की प्रार्थना करूँगा कि ५० मैकड़ा जो कि हमें लोन दिया जाता है उसका कम से कम यदि वह बढ़ायेगे और ३० से ३५ मैकड़ा पर ले जायेंगे तो ज्यादा अच्छा होगा।

उपाध्यक्ष महोदय : बाकी मांगवार की मही। अब तान प्राफिजियन विजनमें नेंगे।

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

EIGHTEENTH REPORT

Sardar A. S. Saigal (Janjgir): Sir, I beg to move:

"That this House agrees with the Eighteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 26th March, 1958."

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Eighteenth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 26th March, 1958."

The motion was adopted.

RESOLUTION RE: RESETTLEMENT OF EAST PAKISTAN DISPLACED PERSONS—contd.

Mr. Deputy-Speaker: The House will now resume further discussion of the Resolution moved by Shri Tangamani on the 14th March, 1958 regarding resettlement of East Pakistan displaced persons.

Out of 2 hours allotted for the discussion of the resolution, one minute