

[Shri Humayun Kabir]

Shri Y. R. Malhotra, Chief Inspector of Accidents of the Civil Aviation Department has already left for the site of the accident.

I deeply regret to add that from a message received from Kathmandu at about 4 P.M. on 26th March, 1958, it appears the ground search party has intimated that there are no survivors.

Shri Biren Roy (Calcutta-South West): Can anyone ask questions, Sir?

Mr. Speaker: No; not now.

Shri Joachim Alva (Kannara): Here so many people had crashed. Government had a proposal to automatically insure passengers by an extra payment. May I know how far that scheme has proceeded and whether passengers can be insured by extra payment?

Mr. Speaker: Hon. Members will elicit all this information by separate questions. After a statement, I do not want to make a departure by permitting questions.

Shri Biren Roy: Cannot anyone even ask why this aircraft went 15 miles off the route on a 20 minutes to flight?

Mr. Speaker: These are all separate questions. When an hon. Minister makes a statement, hon. Members will kindly look into the statement and put supplementaries not now, but by way of separate questions.

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. Out of 9 hours allotted for these Demands, 5 hours and 44 minutes now remain.

Shri Resham Lal Jangde may continue his speech.

श्री जांगड़े (बिलासपुर) : अध्यक्ष महोदय, कल मैं रेलवे मंत्रालय और परिवहन मंत्रालय के पृथक कर दिये जाने के सम्बन्ध में कह रहा था। मुझे आशा है कि शासन . . .

Mr. Speaker: Now, it is 12.15 or 12.20. There are 5 hours and 44 minutes left. The hon. Minister will reply tomorrow.

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): Yes, Sir, because I shall speak last. Therefore, I will speak tomorrow.

Mr. Speaker: Does any other hon. Minister want to speak?

Shri Lal Bahadur Shastri: Yes; both Shri Humayun Kabir and Shri Raj Bahadur will intervene. Shri Kabir will speak before lunch hour and Shri Raj Bahadur can reply at the end.

Mr. Speaker: 'At the end' does not mean tomorrow?

Shri Lal Bahadur Shastri: No, Sir; today in the evening.

श्री जांगड़े : अध्यक्ष महोदय, कल मैं कह रहा था कि रेलवे मंत्रालय में परिवहन मंत्रालय को पृथक कर दिया गया इस में हमारी ग्रामीण जनता को विशेष लाभ होगा और शासन का ध्यान ग्रामीण जनता को और विशेष रूप में आकर्षित होगा। सन् १९४३ में नागपुर योजना के अनुसार ३ लाख, ३१ हजार मील लम्बी सड़कों बनाने की योजना थी और हमें आशा है कि सन् १९६१ तक ३ लाख, ३१ हजार मील लम्बी सड़कों के निर्माण का जो हमारा निर्णय है वहाँ तक हम पहुँच जायेंगे। पर हमें इस बात का दुःख है कि राष्ट्रीय राजपथ, नेशनल हाईवेज अभी तक हम केवल १३ हजार मील तक ही ले सके हैं और २० हजार मील जो कि नागपुर योजना में शामिल था वहाँ तक हम नहीं पहुँच सके हैं।

और न कोई राष्ट्रीय राजपथ बढ़ाया गया है। केवल छठी हुई सम्बन्धित सड़कों, मिलिंग लिक्स, को और जो सड़कें खराब हो चुकी हैं उन की ही मरम्मत करने में हम ने थोड़ा सा खर्च किया है। इस तरीके से राष्ट्रीय राजपथों के सम्बन्ध में हमारी सरकार ने कोई विशेष उन्नति नहीं की है। हम ने देखा है कि सन् १९५१ में २ लाख ४८ हजार मील लम्बी सड़कें थीं और सन् १९५६ में २ लाख ८० हजार मील लम्बी सड़कें हुईं। इस प्रकार हम देखेंगे कि हम ने सड़कों की लम्बाई के बारे में कोई ज्यादा उन्नति नहीं की, हम ने सड़कें अधिक नहीं बनायीं। मुझे इस बात का दुःख है कि हम अपनी ग्रामीण सड़कों के आकड़े पूरे नहीं कर पाये हैं और न शासन की तरफ से या निधि की तरफ से ही सड़कों की लम्बाई में कोई वृद्धि हुई है। इस के उपरान्त १८ करोड़ ४० जो अन्तर्प्रदेशिक और आर्थिक महत्व की सड़कों के लिये निधि के रूप में रखा गया था, उस के लिये भी हमारी एस्टिमेट्स कमेटी का कहना है, उस का निर्णय है, कि शासन ने कुछ खर्च नहीं किया। और अब तक उस में कोई प्रगति नहीं हुई है। इसी प्रकार मैं आप देखेंगे कि राष्ट्रीय सड़क निधि, सेंट्रल रोड फंड, जो कि विभिन्न राज्यों को दिया जाता है, उस का भी राज्यों ने कोई विशेष लाभ नहीं उठाया और हम ने सड़कों के मामले में कोई विशेष उन्नति नहीं की है।

इसके उपरान्त आप देखेंगे कि ग्रामीण सड़कों के लिये हम ने केवल ६० लाख ४० निधि में रखा है। ५ लाख देहातों के लिये ६० लाख ४० रखा गया। उस में भी एक तिहाई देहातों के द्वारा दिया जायेगा, एक तिहाई राज्य शासन के द्वारा और एक तिहाई केन्द्र द्वारा दिया जायेगा। यह बात मुझे अच्छी नहीं लगती। मैं समझता हूँ कि देहाती सड़कों के लिये केन्द्रीय शासन को काफी रुपया निधि के रूप में निर्धारित करना चाहिये।

हमें यह भी देखने को मिलता है कि जो सड़कें देहातों में बनाई गई हैं वे दूसरी बरसात

के घाने पर या तो धुल जाती हैं या खराब जाती हैं। उन को कायम रखने की प्रवृत्ति न प्रान्तीय शासन में दिखाई देती है और न केन्द्रीय शासन में दिखाई देती है। इस लिये जब तक हम देहाती सड़कों को कायम न रख सकें, जब तक हम उन को मेन्टेन न कर सकें, तब तक उन का बनाना हमें फुजूल मान्य होता है। कुछ दिनों से बसों का, यानी सड़क यातायात, रोड ट्रान्स्पॉर्ट का राष्ट्रीयकरण करने के सम्बन्ध में चर्चा चल रही थी, पर हमें दुःख के साथ कहना पड़ता है कि अभी भी इस देश में कई ऐसी राज्य सरकारें हैं जिन्होंने सड़क यातायात का राष्ट्रीयकरण नहीं किया है। यदि उन का राष्ट्रीयकरण नहीं हो सकता तो कम से कम उन को इस निधि में ज्यादा धन लगाने की जरूरत है। मैं यह सलाह देना चाहूंगा कि उस में कम से कम ५१ प्रतिशत नियंत्रण सरकार का होना चाहिये क्योंकि आज हम देखते हैं कि आज देहात के जो यात्री हांतें हैं उन की बड़ी दुर्दशा हांती है। न उन के लिये बस स्टैन्ड हैं, न बस स्टॉप हैं। न उन के लिये विश्राम की जगह होती है। यात्री ठूस ठूस कर भर दिये जाते हैं। और उन से जो किराया लिया जाता है वह रेल यात्रा का ८ या १० गुना होता है। इस के उपरान्त भी प्राइवेट बस श्रोनर्स हैं वे हमारे यात्रियों को पूरी सुविधा नहीं देते। इस लिये और मैं शासन से अनुरोध करूंगा कि वह हमारे सड़क यातायात का खास कर शीघ्र ही राष्ट्रीयकरण करें।

राज्य पुनर्गठन के बाद इस बात की और बड़ा जोर दिया गया था कि मध्य प्रदेश में परिवहन और यातायात की विशेष सुविधा दी जाय। हम देख रहे हैं कि चार पांच वर्षों से मध्य प्रदेश को सेंट्रल रोड फंड से या सेंट्रल रिसर्व फंड से या अन्तर्देशीय आर्थिक महत्व के फंड से कुछ ज्यादा नहीं मिला है और वहां कोई नई सड़कें नहीं बनाई जा रही हैं। हम ने यह भी देखा है कि नर्मदा नदी पर होशंगाबाद, नरसिंहपुर और खंडवा में जो पुल बनने थे वे भी लटके पड़े हैं। उन में से एक भी पुल

[श्री जांगड़े]

नहीं बन रहा है। खंडवा में ८ पिलर्स बन गये हैं। मुझे पता लगा है कि जिस ठेकेदार को उस का ठेका दिया गया है उस को कुछ भी अनुभव नहीं है। इसलिये उस में वहाँ गति बहुत धीमी है। इस प्रकार से वहाँ पर काम चल रहा है। यदि आप मध्य प्रदेश में राष्ट्रीय राजपथ नहीं बनायेंगे तो इस से आप उस का महत्व कम करेंगे। आज राष्ट्रीय राजपथों की हालत बहुत खराब है। नैशनल हाइवे नं० ६ राजगांव से ले कर के रायपुर दुग की हालत बहुत खराब है। इस के उपरान्त नैशनल हाइवे नं० ४३ जो कि झांसी और सागर को जाता है, उस में भोपाल भी आता है जो कि मध्य प्रदेश की राजधानी हो गया। पर भोपाल को किसी भी राष्ट्रीय राजपथ में जोड़ा नहीं गया है। ग्वालियर का भी भोपाल से सीधा सम्बन्ध नहीं है। बरसात में सड़क यातायात बन्द हो जाता है। इस लिये मैं अनुरोध करूंगा कि सागर से भोपाल और झांसी से ग्वालियर को राष्ट्रीय राजपथ के द्वारा जोड़ दिया जाय। आप देखेंगे कि पूर्वी हिस्सा स्वाभाविक कारणों से और दूसरे कारणों से भी मध्य प्रदेश से विन्कुल अलग हो जाता है। उस स्थान में एक भी राष्ट्रीय राजपथ नहीं है। अम्बिकापुर से जगदलपुर तक जिस की लम्बाई ४०० मील से अधिक है, वह भी राष्ट्रीय राजपथ नहीं है। वह ६० फीसदी आदिवासियों और हरिजनों का क्षेत्र है। मैं अनुरोध करूंगा बनारस से अम्बिकापुर, अम्बिकापुर से रायगढ़ और रायगढ़ से रायपुर तक एक राष्ट्रीय राजपथ निर्धारित किया जाय। एस्टिमेट्स कमेटी ने भी यह सुझाव दिया है कि हम ने राष्ट्रीय राजपथों के सम्बन्ध में कोई विशेष प्रगति नहीं की है। इसी प्रकार से आप देखेंगे मध्य प्रदेश, जो कि क्षेत्र के विचार से देश में दूसरे नम्बर का प्रदेश है, उस की राजधानी भोपाल से जो कमिश्नरियों का केन्द्र है, अपने सभभागों से कोई सीधा सम्पर्क नहीं है। भोपाल से बिलासपुर, बिलासपुर से रायपुर जाने के लिये

कोई सीधा मार्ग नहीं है। भोपाल से बिलासपुर, बिलासपुर से जबलपुर, जबलपुर से मांडला और मांडला से जबलपुर और बिलासपुर का मार्ग जोड़ दिया जाय तो मेरा अनुमान यह है कि लोग रेल में जाने के बजाय बसों में जाना ज्यादा पसन्द करेंगे क्योंकि उन के सफर में कम से कम डेढ़ सौ मील की बचत हो सकती है। आज रेलगाड़ी में सफर करने से बिलासपुर और भोपाल की लम्बाई ४६४ मील होती है। यदि भोपाल से जबलपुर और जबलपुर से मांडला जोड़ते हुए बिलासपुर की सड़क को राष्ट्रीय राजपथ मान लिया जाय तो मेरा अनुमान है कि ३५० मील में ही हम इतने लम्बे दूर को पूरा कर सकेंगे। मैं समझता हूँ कि केन्द्रीय सरकार इस को मंजूर कर लेगी।

इस के उपरान्त मैं यह कहना चाहता हूँ कि बैलगाड़ियों के जो गाड़ीवान हैं उन की आज बहुत दुर्दशा है। देहात के लोग बैलगाड़ियों से अपनी रोजी कमाने वाले हैं ट्रक वालों ने उन की बड़ी दुर्दशा कर डाली है। क्या अच्छा होता दम पंद्रह मील की लम्बाई तक केवल बैलगाड़ियों को ही सामान ढोने का एकाधिकार मिल जाता ताकि ट्रक वालों का दबाव उन पर न पड़ने पावे। मैं यह भी कहूंगा कि सेन्ट्रल रोड रिसर्च इन्स्टिट्यूट यानी केन्द्रीय सड़क अनुसंधान संस्था ने जो खोज निकाली है, उस में बीस, पच्चीस वर्षों से बैलगाड़ियों के चक्कों, टायर या बैलगाड़ियों के डिजाइन के सम्बन्ध में अनुसंधान कर के कोई खोज नहीं निकाली है और यदि निकाली भी है तो यह देहातों को उपलब्ध नहीं है। मैं चाहूंगा कि इस सम्बन्ध में भी केन्द्रीय रोड रिसर्च इन्स्टिट्यूट कोई खोज निकाले। इसी प्रकार से मैं ने मुना था कि राजस्थान में भी सड़कों की बड़ी दुर्दशा है। वहाँ पर ऐसा पता लगा है कि रेत को स्टीबलाइज कर के उस का उपयोग सड़कों के लिये किया जा सकता है। मैं जानना चाहूंगा कि इस सम्बन्ध में कितनी प्रगति हुई है।

इस के उपरान्त मैं आप के डाक तार विभाग की ओर आता हूँ। इस के सम्बन्ध में

यूने यह कहना है कि हम ने डाकघरों की संख्या तो बढ़ा दी है, पर इस के साथ साथ शिकायतों की संख्या भी बढ़ती जा रही है। सेंट्रल जोन में शिकायतों की संख्या पहले से ज्यादा बढ़ रही है। जो मनी ऑर्डर देहातों में भेजे जाते हैं वे महीनों तक प्राप्तकर्ता को नहीं मिल पाते हैं। इसका कारण क्या है यह मेरी समझ में नहीं आता।

इसके उपरान्त मैं यह कहना चाहता हूँ कि देहातों में डाक की डिलीवरी भी बहुत देर में होती है।

आपने देहातों में तार घर खोलने का प्रयत्न किया है और मैं समझता हूँ कि अभी हमारे देश में ५७०० तार घर और १२६ डिपार्टमेंटल टेलीग्राफ ऑफिस हैं, फिर भी अभी बहुत से स्थान छूट गये हैं। तहमील हैडक्वार्टर्स में तार घर हैं पर ऐसे बहुत से क्षेत्र हैं जिनकी जनसंख्या दो दो और तीन तीन लाख है पर उस क्षेत्र में कोई तार घर नहीं है। यह दुःख का विषय है। आप देखेंगे कि कई स्थानों से तो पचास मील के भीतर कोई तार घर नहीं है। आपने डाकघरों के लिए यह नियम बनाया है कि दो मील के अन्दर डाक घर हो या २००० की जन संख्या के बीच एक डाकघर हो या किसी गांव से ५ मील से ज्यादा दूर डाक घर न हो। इसी तरह की शर्तें आप को तार घर के लिए भी रखना चाहिए कि जिस क्षेत्र की आबादी ५० हजार हो वहां पर एक तार घर आवश्यक हो या किसी भी गांव से तार घर १५ या २० मील से अधिक दूर न हों। यदि आप ऐसा नियम बनायेंगे तभी आप इस देश के उन क्षेत्रों में तार घर खोल सकते हैं जहां कि न रेलें जाती हैं और न जहां सड़कें हैं। अगर ऐसी शर्तें आप नहीं लगायेंगे तो अभी भी ऐसे बहुत से क्षेत्र रह जायेंगे कि जहां तार घर नहीं होगा।

हम ने यह भी देखा कि जहां रेलवे जाती है वहां इस मील के अन्दर टेलीफोन एक्सचेंज

मिलेगा। पर ऐसे कम स्थान नहीं हैं जहां रेलें नहीं गयी हैं। वहां पर ५० मील के अन्दर तार घर नहीं है। मैं उदाहरण के तौर पर कहूंगा कि रायपुर जिले में, बिलासपुर जिले में, मंडला जिले में, बस्तरपुर जिले में, सरगोजा जिले में ऐसे स्थान हैं जहां २५ या ३० मील के अन्दर कोई तार घर नहीं है। ऐसे ऐसे क्षेत्र हैं जहां की जनसंख्या २ लाख है पर उस क्षेत्र में कोई तार घर नहीं है।

यह भी देखा गया है कि एक एक केन्द्रीय पोस्ट ऑफिस के अंदर में पचास पचास साठ साठ ऑफिस होते हैं। उन पर नियंत्रण की बहुत ढिलाई होती है। इस कारण देहात वालों को पन्द्रह पन्द्रह दिन तक मनी ऑर्डर नहीं मिलते। आपको इन ऑफिसों की जगह उप डाक घर बनाने चाहिए। मैं ने पिछले साल भी यह सुझाव दिया था पर इसपर कोई प्रमल नहीं हुआ। इन उप डाक घरों को बनाने के लिए आपने बहुत सी शर्तें रखी हैं। मैं समझता हूँ कि बिना शर्तें के आपको इस प्रकार के उप डाकघर खोलने का प्रबन्ध करना चाहिए ताकि देहात वालों को सुविधा हो सके।

आप देखेंगे कि भोपाल मध्यप्रदेश की राजधानी तो बन गयी है पर वहां से तार का सीधा सम्बन्ध नहीं है। इसका परिणाम यह होता है कि अगर आप वहां के लिए तार भेजें तो उसके पहुंचने में २४ घंटे से ज्यादा देर तक हो जाती है। भोपाल से बिलासपुर और रायपुर कमिश्नरी को सीधा तार का सम्बन्ध नहीं है। रायपुर से बिलासपुर को सीधा सम्बन्ध नहीं है। बिलासपुर में एक एम्ब्रोडोम है। पिछली बार वहां पर हुमायूं कबीर साहब गये थे। वहां पर सीधा सम्बन्ध तार का न होने से मौसम की सूचना देने में कठिनाई हुई। यह छोटी सी चीज है। बिलासपुर एम्ब्रोडोम को टेलीफोन करने का प्रबन्ध नहीं है। यह एम्ब्रोडोम तो केन्द्रीय शासन द्वारा चलाया जाता है। यहां पर तो टेलीफोन कनेक्शन को सक्त आवश्यकता महसूस होती है।

[श्री बांगड़े]

हमें खुशी है कि ग्वालियर और भोपाल को और राजकोट और भावनगर को प्राटो-मेटिक टेलीफोन एक्सचेंज दिया जा रहा है।

भोपाल के पोस्ट आफिस और तारघर की कार्यकुशलता को भी ज्यादा बढ़ाने की आवश्यकता हम महसूस करते हैं।

मध्यभारत के रतलाम और उज्जैन जिलों में झालोट और मणिपुर में पी० सी० ग्राज० बोलने की मांग दो साल से चली आ रही है। नत वर्ष भी इसके बारे में कहा गया था।

ग्वालियर में जो जूनियर डाक इंस्पेक्टर रह गये हैं उनको क्लर्कों के नीचे काम करना पड़ता है। यह ठीहीन की बात है।

इसके अलावा मैं यह कहना चाहता हूँ कि डिवीजन में रेडियो सेट इंस्पेक्टर रहता है। उसे बहुत जगह जाना पड़ता है। पर उसे मदद देने के लिए एक चपरासी तक नहीं दिया जाता।

जो उम्मीदवार डेपुटेशन पर ब्रांच आफिसेज से सरकिल आफिस को जाते हैं, यानी जो आपके एम्प्लॉईड ब्रांच आफिसेज से केन्द्रीय आफिसेज में भाते हैं उनके बेटन में वृद्धि नहीं होती और न उनकी पदोन्नति ही होती है। इस प्रकार की शिकायतें आप के पास भी आयी होंगी।

जिन उम्मीदवारों को पोस्टल विभाग की ओर से टेलीग्राफ ट्रेनिंग के लिए भेजा जाता है उन को न बेटन मिलता है और उनकी पदोन्नति भी नहीं होती। इस प्रकार के उदाहरण आपको नागपुर में मिलेंगे।

इसी प्रकार से मैं यह कहना चाहता हूँ कि आपने जो डिपार्टमेंटल पोस्ट आफिसेज बोके हैं वहां पर मेस कैरियर्स काम कर रहे हैं। पुराने जमाने में जो मेस कैरियर काम करते थे उनका बेटन २५ रुपया मासिक है और बड़े काम पर आयें हैं उनका बेटन ४० रुपया है। इसमें क्यों भेद किया जाता है यह मेरी

समझ में नहीं आता। साथ बेटन आयें इस पर विचार करेगा।

बिलासपुर, रायपुर और रायगढ़ में पोस्ट आफिसों की इमारतें बड़ी खराब हैं। रायगढ़ में तो बरसात के दिनों में पानी घन्वर आ जाता है और दीमक फाइलों को बट कर जाती है। उन इमारतों में हवा की कमी है, बड़ा कंजेशन है और बर्हा पर बहुत मच्छर हैं। इन इमारतों की हालत बहुत खराब है। इसके अलावा रायपुर, बिलासपुर और रायगढ़ में सुपलीकेटर्स की आवश्यकता है। इनके बिना कारेसपांसेस को एक जगह से दूसरी जगह भेजने में कठिनाई होती है। इस कठिनाई को दूर करने के लिए इन स्थानों के पोस्ट आफिसों को क्षीघ्र सुपलीकेटर मशीनें देने की व्यवस्था की जानी चाहिए।

तारों के पहुंचने में अक्सर बहुत देर लग जाती है। कहा जाता है कि अगर एक स्थान एक डिवीजन में है और दूसरा दूसरे डिवीजन में है तो देर लगती है। चाहे वे दोनों स्थान पास पास ही हों पर इस डिवीजन के भेद के कारण वहां तार पहुंचने में बहुत समय लग जाता है। यह कैसे होता है यह मेरी समझ में नहीं आता। पर इस कमी को दूर करना चाहिए।

हिन्दी तारों के बारे में कहा गया है कि उनमें बढ़ोतरी हो रही है। आप देखेंगे कि सौ दो सौ तार भेजे गये हैं। इसमें क्या उन्नति की बात है। अक्सर यह देखा गया है कि अगर कोई हिन्दी में तार देना चाहता है तो बाबू लोग कहते हैं कि आप हिन्दी में तार क्यों देते हैं वह देर से पहुंचेगा। संघेजी का तार जल्दी पहुंचता है और हिन्दी के तार में ज्यादा समय लगता है। इसीलिये लोग हिन्दी में तार कम भेजते हैं और हिन्दी के तार बरों की उन्नति नहीं हो रही है।

Shri M. B. Masani (Ranchi-East):
Mr. Speaker, Sir, I rise to speak on my cut motion No. 861 relating to policy in regard to the development

of road transport. I think the fact that this debate started immediately after the very forceful and able speech by the Minister for Irrigation and Power, who is now going to take charge of this department, is a good augury for the development of transport and communications in this country. Shri Patil will undoubtedly bring a very dynamic approach to these problems, and I know that his understanding and awareness of road transport problems goes back over many years.

Sir, in anything that the new Minister will be able to do he will, however, only be building on the sure foundations that have been laid by the present popular Minister of Transport and Communications, who now moves on to another important assignment. Among the things that have been done in the recent past—for which I think the House would like to felicitate him and also his able lieutenant Shri Raj Bahadur who, we are glad, will continue with this particular aspect of our developmental activities—are three. The first is the raising of the development rebate from 25 per cent. to 40 per cent. for shipping; the second is what may be called a windfall of Rs. 9½ crores coming from the excessive profits—let us call them on trading in cement by the State Trading Corporation, which I am happy has come as a windfall, for the development of national highways, where it is greatly required; and the third development to be welcomed recently is the appointment of an Inter-State Transport Commission to develop and co-ordinate inter-State transport.

While, Sir, I am on this point, may I, however, say that the powers proposed to be given to this Commission do not appear to me to be adequate. There are many outstanding difficulties to which the Estimates Committee has drawn attention, and which the Sub-Committee set up by the Transport Commissioners' Conference at Mussoorie was unable to resolve. These are rather tough snags in the way of smooth transport between States, and I for one feel that, unless more powers

are given to this Commission, it may not be able to surmount the difficulties that arise between the various States.

My suggestion, therefore, would be that rules under Section 53(c) of the Motor Vehicles (Amendment) Act of 1956 need to be framed which will give the Commission the fullest possible powers. I realise that the Government of India have difficulties *vis-a-vis* the States to face, but it should be given the fullest possible powers to co-ordinate inter-State transport and carry out the functions of this Commission.

What we need, in fact, is something which will be the counterpart of the Railway Board in so far as roads are concerned. If it would be absurd for the Indian Railways to function with zonal arrangements which may be sovereign, surely it is obvious that where inter-State transport on roads and highways is concerned, it is equally unscientific to expect this to develop unless there is a central co-ordinating authority with powers in its hands.

The main point that I would like to make this morning is, however, of a somewhat different nature, and that is to ask the House and Government to consider the proportions in which the resources of the country are being applied, on the one hand, to Railways and, on the other, to road development.

Now, so far as the Railways are concerned, they spent Rs. 424 crores on development during the First Plan, of which Rs. 140 crores came from the general revenues of Government and Rs. 284 crores from the railways themselves. With this support it was possible for them to carry 115 million tons of goods in 1955-56 against 92 million tons in 1950-51. That is, over the period of the first Five Year Plan they carried 23 million tons more. In the second Plan, the railways are to get Rs. 750 crores from general revenues as against Rs. 140 crores in the first Plan. In other words, the country

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will subsidise the railways to the extent of five times as much as in the first Five Year Plan.

Now, what are we going to get in return? We are told that the railways are expected to carry 162 million tons by 1960-61, against 115 million tons in 1955-56, an increase of 47 million tons only twice as much as last time. So, in the investment of five times the amount from the general revenue of Government, the railways will be able to give a double increase, nothing like a five-fold increase. This shows that the allotment made to the railways is not only heavy but is also disproportionate to the volume of traffic.

Now, take two other indices. First, the foreign exchange that the railways are absorbing. The Planning Commission's "Approach to the second Five Year Plan" mentions that the estimated deficit in our foreign exchange would be of the order of Rs. 1100 crores. After withdrawing Rs. 200 crores from foreign exchange reserves, there will be a net deficit of Rs. 900 crores. The railway requirements of foreign exchange in the second Plan are Rs. 425 crores, nearly half the entire foreign exchange gap of this country. Secondly, out of a total production of 1·32 million tons of steel in our country, the railway requirements come to almost a million tons of steel, leaving very little for our industries.

We say this is a terrific drain on the resources of the country. I would like to suggest to the Transport Minister that if the Transport Ministry were to assert itself and put its position before the country, they would be entitled to show that with a much lesser investment of foreign capital and finances they can give much better dividends to the country in the movement of traffic.

We have today only 14,000 miles of national highways, of which 2,000 miles are expected to have two-line carriage-ways by 1960-61 and the rest one-line carriage-ways. These roads, the national highways, are capable of

carrying 70,000 to 75,000 additional trucks with a traffic capacity of 40 million to 50 million tons per year, that is, if these highways can be properly and fully utilised. And this is the same quantum of traffic that the railways propose or offer to carry at the inordinate cost to which I have referred.

It may be asked by the House why then are the highways not carrying this traffic? There are two difficulties in the way. I shall come to the lack of availability of trucks later. But first, the primary and the most fundamental bottleneck is the absence of through communications. These bottlenecks are mostly in the form of 122 major bridges which are planned. Out of the 122 major bridges which are missing 66 are in the second Plan, and the remaining 56 major bridges under the third Plan.

Recently, only last week-end, I had occasion to go to Rampur by car and I came across one of these missing links in our through communication—the Morabad railway bridge. I made enquiries on the spot because I had a lot of leisure, since I had to wait until the bridge could be opened for road traffic. I learnt from the local officials that this bridge is the only means of crossing the river in the absence of a road bridge. The bridge is closed for a minimum of one hour apiece. That is, it is hardly ever opened after a shorter interval of closure than one hour. It is closed for about two hours at a time once or twice in 24 hours, and during that time road transport comes to a stop on the grand trunk road, the main artery of road communication between Calcutta and Delhi. This is one of the main arteries of this country's road traffic.

Then, the local officials also admitted that from 12 midnight to 3 a.m. the bridge is closed; that is it is closed for three hours at a time. I

met in Rampur more than one person who told me from their own personal experience that from 9 p.m. till 3 or 4 a.m. in the morning they have been kept waiting in order to cross this river from Moradabad to Rampur, a neighbouring town. So, from 9 p.m. to 3 or 4 a.m. this bridge never opened, because every half-hour or 45 minutes some train or goods train or a train of some nature was due to pass. This is also a three-quarter mile bridge, and there are no electric lights on that bridge. These are the conditions on the grand trunk road which connects Calcutta and Delhi. We can imagine what the conditions are in more obscure parts of the country.

A provision for bridges is made in the second Plan, but it is so inadequate that only a small proportion for surveying and materials is being provided for, and the larger part of it will be completed in the third Plan. That is, to carry an additional 40 million to 50 million tons of goods on our roads, we must wait for another seven years. We must wait for that period for these 122 bottlenecks to be removed.

This appears to me to be a situation which I cannot believe that our present, and particularly our dynamic new Transport Minister can view with equanimity. I expect that Government will take a different view of this position and not expect the country to wait for seven years for these essential links which would transform and revolutionise the transport situation in our country.

I understand that there is a list of 75 Second Plan priority projects which Government are discussing in the United States and other countries from which foreign exchange help is being expected. I understand that out of this list, 60 per cent. of the total cost has been earmarked for transportation. Let us be glad that it is so. But, having said that, let me say that my understanding is that out of this, 900 million dollars are for railways. 84

million dollars are for ports; 68 million dollars are for shipping. But there is not one dollar earmarked for these bridges or roads. I may be wrong and I hope the Minister will correct me, as I have got this information only second-hand. But I do understand that there is an allocation of 189 million dollars for a road transport development project which will be for the procurement of vehicle components for the manufacture, in India, of trucks. So far, so good. But it does seem to me, Sir, a very lamentable gap in this estimate that for the removal of these bottlenecks in the shape of bridges which are required, a certain amount of steel is required from abroad and a very modest amount of steel is required, but no allocation has been made for it. I still suggest that the highest priority be given to the few million dollars required for buying steel form abroad to make the building of these bridges possible earlier than at present planned.

In any case, even if this is taken in hand today, some time and some years will elapse before we have these 122 bridges, with all the drive that may be applied to the problem. Therefore, it becomes necessary for us to consider interim solutions. I would like to suggest to the Government that there are interim solutions which can be immediately brought into effect. There are many rivers and nullas that run dry for the greater part of the year. You can provide diversions on them through the river beds till bridges are built or repaired. This will hold good for eight months in the year, I mean these diversions through the bed of the rivers which are dry.

Secondly, in the case of the big rivers there are two expedients. One is by using the ferry-boats, and the other is what is called 'piggy back', that is, by putting the cars in railway trucks and ferrying them across the railway bridge that is in existence. If these measures are carried out,—they do not cost anything like one per cent.

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of the huge cost the railways are absorbing—certainly a great deal of relief can be given and a great deal of the country's work done.

Sir, may I quote an extract from Dr. J. C. Ghosh's reply to a discussion in Committee B on the second Five Year Plan on 18th July, 1956? I am quoting him because it seems to me that, while he raised the problem, no answer has been attempted by Government. This is what he said:

"In the existing roads of 2,50,000 miles we find on the most optimistic calculations that there are 1,25,000 trucks plying, i.e., about 0.5 truck per mile of roads.... This figure of 0.5 truck per mile compare very unfavourably with the figure of 5 to 10 trucks per mile in other parts of the world. This is a matter to which the attention of Parliament and also State Governments should be drawn. We feel that roads in India are not being properly used. Empty roads may be a source of delight to foreign tourists or Indians enjoying excursions, etc., but obviously these empty roads are a question mark to the Indian tax-payer who is persuaded to believe that all his monies are being used to create utilities and not luxuries."

This brings one to the problem of the absence of adequate vehicles to which my hon. friend behind referred earlier. The Minister of Shipping at a Press Conference recently gave the figure of three lakhs of commercial vehicles which are required by the end of the second Plan. This happens to be the same estimate that was made by the Indian Roads and Transport Development Association sometime earlier and later by the Road Transport Development Committee of the Indian Road Congress. Now that this has received ministerial blessing, we can consider this to be an authoritative and cautious figure.

But how are these missing vehicles going to be found? Where are they to come from? We have at present only 180,000 vehicles, I am sorry, a capacity of 130,000 vehicles. There is a gap of 170,000 vehicles to fill up and it seems to me that a part of our foreign exchange will be well utilised in importing, say, 75,000 trucks from abroad. It is true this would cost Rs. 75 crores, but if these trucks are imported and if these bridges are put right then we will get at a lower cost than the railways are capable of giving the entire 40 to 50 million tons of extra traffic a year, which is all that the railways can hope to satisfy. In that way, with economy to the country, the essential transport requirements would be met. If the railway allotment were to be reduced by 20 per cent. of Rs. 425 crores during the second Plan, you effect a saving of Rs. 80 crores and I suggest that these Rs. 80 crores can be much better utilised for the import into this country of 75,000 trucks to fill up the gap in our essential requirements.

Road transport also has one fine advantage, which is in human terms. So far I have talked in monetary terms. That is its employment potential. That is much higher in the case of roads than in the case of railways. If we are looking for Gandhian and labour-intensive solutions to our problems, then its application to this problem would mean that we should invest more in roads, because roads can provide more employment for more people than the railways can possibly do. Let me give the figures.

The President of the Indian Roads Congress in his address on 5th January, 1958, mentioned the number of persons employed in road transport to be 2.7 million, of whom 1.2 million were on road construction and maintenance and 1.5 million were on vehicles. This is 2-1/3 times the entire number of employees on the railways. If the measures I have suggested are carried out, this employment potential will go up several times over, because

for every truck you put on the roads, a lot of ancillary industries and services will spring up. For a mile of road you expand, more people are put on the road construction. So, even from the point of view of providing employment, road development gives a much better return than the railways.

Finally, there is the consumers' point of view. Roads provide a quicker turnover since trucks can cover 150 to 200 miles in a day—I am giving averages now—an average, say, of 175 miles per day. It may interest the House and perhaps surprise it too to find that the average for a railway wagon is only 48 miles per day—I am talking of goods. Thus, the goods produced in a factory can be delivered by road transport in 48/175, i.e., less than 1/3, of the time. Here again, it means that for every road facility you create, the turnover is so much faster than the railways and you carry very much more of goods in a particular period of time.

Recently I was reading a talk given by a man experienced in management and distribution in this country to the management trainees of Madras University. Let me just quote two sentences before I conclude. This is what he said:

"The cost in India of sending a maund over 300 miles in 5 or 6 days is three times higher by rail than by road, since the shorter delivery time can only be achieved alternatively by passenger train (and not by goods train). One can well realise the tremendous saving this means to the consumer public."

Then he goes on to say:

"Even only a year ago, some businesses were still sending over 90 per cent. of their goods by rail, whereas today the position has been entirely reversed and road transport companies are taking up as much as 80 to 90 per cent. of the small parcel traffic in South India."

He concludes by saying:

"And finally back to the manager's viewpoint. Road delivery has in many instances halved our costs and slashed delivery times. Yet, there is also another potent advantage of road over rail delivery and that is the absence of pilferage. No loss, no ill-will and no unduly expensive method of packing is involved."

Sir, I have taken the liberty and the time of the House in drawing attention to those facts, because while I realise that our Minister of Transport and the Ministry of Transport, as I have said at the beginning, have done an excellent job of laying the foundations for further development, I do feel that the House would give them support if they were to adopt an even more assertive policy in claiming from the funds of this country a larger share than they are getting today.

I am sure that the public and the House will support the Minister of Transport if he were to say that what is being done is not enough; that the railways are absorbing a great deal of treasure that this country cannot afford; that if the treasure that they are absorbing were to be diverted to roads, roads can give better value and a better return than railways are able to give. I hope what I have said will be considered as "a shot in the arm" or a little more encouragement to the Ministry of Transport and Communications in the good work that they are doing for road development in this country.

Mr. Speaker: Shall I call Shri Raghunath Singh? I think he will take only fifteen minutes. But if the hon. Minister wants, he may speak now, and I shall call Shri Raghunath Singh later.

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): Out of the speeches delivered till now, most of the people have concentrated their

[Shri Humayun Kabir]

attention on problems of road transport, shipping and P. & T. I wish my hon. friend who has just spoken and lent such valuable support to the cause of road transport had also paid a little attention to civil aviation and the other departments with which I am associated...

Shri M. R. Masani: I shall do so next year.

Shri Humayun Kabir:so that we can ask for more funds.

Shri C. R. Pattabhi Raman (Kumbakonam): Quite a few of the hon. Members want to discuss air transport, but they have not yet spoken.

Mr. Speaker: There is one hon. Member here. Unless the hon. Minister proposes to go out, I will call him later. There is no purpose in the Minister intervening if he does not hear other hon. Members. Shri Raghunath Singh.

श्री रघुनाथ सिंह (वाराणसी) : अध्यक्ष महोदय, मसानी साहब ने बड़े सुन्दर शब्दों में रोड ट्रांसपोर्ट के बारे में कहा है। मैं इस हाउस को यह बताना चाहता हूँ कि रोड ट्रांसपोर्ट के ऊपर कुल १३२२ करोड़ रुपया लगा है, जब कि रेलवे में ६७५ करोड़ रुपया लगा है और शिपिंग पर सिर्फ २०५ करोड़ रुपये का इन्वेस्टमेंट है। इस तरह आप देखेंगे कि हिन्दुस्तान में सब से ज्यादा रुपया रोड ट्रांसपोर्ट पर लगा है, उस के बाद रेलवे आता है और सब से कम इन्वेस्टमेंट शिपिंग पर है।

श्री अजराम सिंह (फिरोजाबाद) : रेलवे पर १४०० करोड़ रुपया है।

श्री रघुनाथ सिंह : कैपिटल इन्वेस्टमेंट केवल ६७५ करोड़ है। मैं इस सदन का ध्यान इस बात की तरफ दिलाना चाहता हूँ

कि शिपिंग के बारे में जितनी तरफकी होनी चाहिये थी, वह अभी तक नहीं हुई है। दुनिया इस समय एटॉमिक एज में है और वह स्पूटनिक की रफ्तार से चल रही है, जब कि हमारी शिपिंग की स्पीड एक स्टीम इंजिन—और वह भी एक बड़े क्लास स्टीम इंजिन—की तरह है। यह बात में थोड़े में समझाना चाहता हूँ।

इस समय दुनिया में २०५७७ जहाज हैं, जिन में हमारा कोटा सिर्फ १३१ जहाजों का है। इस से आप जरा ध्यान करे कि हम कहां स्टैंड कर रहे हैं। इस के अलावा इस वक्त दुनिया में ११ करोड़ जी० आर० टी० के जहाज हैं, जिस में हमारा कोटा ५,७६,००० जी० आर० टी० का है, अर्थात् आध परसेंट से भी कम। इस के अलावा हम ने इस साल फारेन शिपयार्ड्स में २३ जहाजों का आर्डर दिया है, जिन का टनेज है ६३,७०० जी० आर० टी० और इस देस के शिपयार्ड्स में ६ शिप बन रहे हैं, जिन का टनेज २१,२०० जी० आर० टी० है। ११ करोड़ जी० आर० टी० के बड़े टनेज में पार माल ८४ लाख जी० आर० टी० की वृद्धि हुई, अर्थात् दुनिया ने १६५६ की अपेक्षा १६५७ में ५० लाख जी० आर० टी० के जहाज ज्यादा बनाये, जब कि हिन्दुस्तान की तादाद, जो कि ट्रांसपोर्ट कमेटी की तरफ से दी गई है, सिर्फ ५५ हजार जी० आर० टी० के करीब है। यह हमारी अवस्था है। और इस के आधार पर हम मोर्चन हूँ कि हम दुनिया की शिपिंग मार्केट में कांम्पीट करे। इस के मुकाबले मैं आप देखिये कि २५ लाख टन के जहाज जापान ने बनाये, १४ लाख टन के यू० के० ने बनाये और १२ लाख टन के जहाज जर्मनी ने बनाये।

13 hrs.

इस के बाद आप यह देखिये कि इस वक्त दुनिया में टैंकरों की परसेंटेज ४६.१ है

प्रधान दुनिया में जितने जहाज बन रहे हैं, उन में आपी लावाइ टैकरों की है। हिन्दुस्तान में तीन रिफाइनरीज हैं, लेकिन हमारे पास सिर्फ एक टैकर है, जो टैकर है वे फारेन कम्पनियों के हैं और हम उन को रुपया दे रहे हैं। वह क्यों दे रहे हैं? हम लोग पिछले पांच छः साल से चिल्ला चिल्ला कर परेशान हैं कि हिन्दुस्तान ओवर-सी फ्रेट में १५५ करोड़ रुपया देता है, जिस में से हिन्दुस्तानी कम्पनियों का हिस्सा सिर्फ १६ करोड़ रुपया है और १३० करोड़ रुपया हम फारेन कम्पनियों को देते हैं। वह हम क्यों देते हैं? क्यों नहीं हम दस, बीस, पचास करोड़ रुपये इन्वेस्ट कर के टैकरों की व्यवस्था करते और रिफाइनरीज को तेल सप्लाई करते? आप को कहीं बाहर नहीं जाना है—मार्केट आप के घर में है। फारेन कम्पनियों के बजाये हिन्दुस्तानी कम्पनियों के द्वारा तेल सप्लाई कर के आप काफी फारेन एक्सचेंज सेव कर सकते हैं। लेकिन ऐसा नहीं किया जा रहा है। पता नहीं क्या मामला है।

में यह भी कहना चाहता हूँ कि हमारे सामने जो सब मे बड़ी समस्या है, वह सिर्फ हमारे सामने ही नहीं है, वह सारी वर्ल्ड के सामने है। पनामा, लाइबेरिया आदि पांच छः नेशन को पैनलॉर्गो को कहा जाता है। उन का जिक्र मैं इसलिये करना चाहता हूँ कि इन देशों में न इनकम-टैक्स है, न वैल्यू-टैक्स है और न कैपिटल गेन्ड टैक्स है—कोई टैक्स नहीं है। यह तो एक मुसल्लमा बात है—मानी हुई बात है कि जो लोग जहाजों से काम लेना चाहते हैं, वे उन कम्पनियों से सौदा पटा लेंगे, जिन के रेट सस्ते हैं। लेकिन हमारे यहां शिपिंग के ऊपर कैपिटल गेन्ड टैक्स लगा हुआ है। हम ने लास्ट बीघर बड़ी कोशिश की, तो शिपिंग को वैल्यू टैक्स से एग्जैम्प्ट कर दिया गया, लेकिन कैपिटल गेन्ड टैक्स अब भी उस पर लगा हुआ है। मैं यह चाहता हूँ कि शिपिंग पर से कैपिटल गेन्ड टैक्स को भी हटा देना

चाहिये। यू० एस० ए०, यू० के०, जर्मनी या जापान में कहीं भी कैपिटल गेन्ड टैक्स शिपिंग पर नहीं लगाया गया है। आप टैक्स लगा कर शिपिंग की हत्या न करें। एक तरफ आप ४० परसेंट रीबेट की बात करते हैं और दूसरी तरफ इनकम टैक्स के रूप में कैपिटल गेन्ड टैक्स के रूप में आप शिपिंग कम्पनियों से रुपया लेते हैं। यह बात ठीक नहीं है और मैं इस्तुआ करना हूँ कि इन को हटा दिया जाय।

वर्ल्ड शिपिंग में हमारा शेयर भाषा परसेंट है और पनामा आदि छोटे छोटे देशों का शेयर साढ़े ग्यारह परसेंट है। ऐसा क्यों है? फारेन शिपिंग कम्पनियां—यू० के०, अमरीका, जर्मनी की शिपिंग कम्पनियां—छोटे छोटे मुल्कों में अपनी शिपिंग का रजिस्ट्रेशन कराती हैं। आप भी अपनी मार्केट को खोलिये—अगर दुनिया का कोई मुल्क आप के पास आये और रजिस्ट्रेशन कराना चाहे, तो उस को एलाऊ कीजिये। उस में नुकसान क्या है? अगर कोई देश आता है, आप के साथ सहयोग करना चाहता है और इस देश में अपनी कम्पनी फ्लोट करना चाहता है, तो उस को पूरा सहयोग देना चाहिये। इस वकत रिफाइनरीज में १० परसेंट फारेन कैपिटल है। जब आप रिफाइनरीज के लिये १० परसेंट एलाऊ करते हैं, तो मेरी समझ में नहीं आता कि शिपिंग की उन्नति के लिये ५१ परसेंट, ४९ परसेंट आप क्यों नहीं रखते? क्यों नहीं आप फारेन कैपिटल को इनवाइट करते कि वह हिन्दुस्तान में फारेन शिपिंग कम्पनियों का फ्लोट करे। आप को उम में अधिकार हांगा और फारेन एक्सचेंज आप के हाथ में आयेगा।

सेकंड शिपयाई के बात हम बहुत दिनों से सुनते रहे हैं। हम पहाड़ खोदने चले थे, उस में से बुहिया निकली। जुलाई, १९५७ में यू० के० से यहां कुछ लोग आये कि

[श्री रघुनाथ सिंह]

एम्बायरी की जाय कि वह शिपयार्ड कहां हो। फिर वे नवम्बर में भाये। साल भर हो रहा है, लेकिन आज तक उस की रिपोर्ट. देखने का हम लोगों को सीभाग्य नहीं मिला। एक वर्ष का समय हम ने यह फ़ैसला करने में बिता दिया कि सैकंड शिपयार्ड कहां होगा और एक वर्ष में दुनिया ने ८० लाख टन के जहाज़ बना कर फैंक दिये। आप एक शिपयार्ड की बात करते हैं। मैं कहना चाहता हूँ कि हिन्दुस्तान में दस शिपयार्ड हो सकते हैं। आप की ध्योरी क्या है? ध्योरी यह है कि हम अपना आयरन और जापान को एक्सपोर्ट करेंगे, यानी हम हिन्दुस्तान कं धन को दूसरों को देना चाहते हैं। मैं यह कहना चाहता हूँ कि हमारे यहां तीन स्टील प्लांट हैं, उनका स्टील शिपिंग इंडस्ट्री में लगाइये। जब जापान, इटली, जर्मनी और यू० के० अपनी शिपिंग इंडस्ट्री को डेवेलप कर सकते हैं, तो आप भी हिन्दुस्तान में जहाज़ बनाइये और अगर आप के जहाज़ सस्ते होंगे, तो सारी दुनिया उनको खरीदने के लिये आप के पास आयी। इस बात का ख्याल रखना चाहिये कि जल्दी से जल्दी सैकंड शिपयार्ड ही नहीं, दो तीन और शिपयार्ड हिन्दुस्तान में बनाये जायें। इस बात को भुला देना चाहिये कि हमारे यहां जो आयरन और होगा, उसको हम जापान को एक्सपोर्ट करेंगे। बहुत से माननीय सदस्य अपनी सारी ध्योरी ही इस बात पर बेस करते हैं कि १० पोर्ट बनेगा, उस के द्वारा हम अपने आयरन और को एक्सपोर्ट करेंगे। मैं तो यह कहना चाहता हूँ कि हमारे यहां स्टील तैयार हो, उस के जहाज़ बनाइये, उनको बेचिये और दूसरे देशों का रुपया अपने पास लाइये।

मुझे एक बात और कहनी है। शास्त्री जी पर हम लोगों ने बहुत बार जोर डाला है कि कुछ लोन ले लीजिये। २४३ करोड़ और ६३ लाख रुपये का फ़ारेन लोन हिन्दुस्तान पर है, जिस का डार्ई से छः परसेंट

दूब हम देते हैं। १३० करोड़ रुपया आप ओवरसी फ़ोट के रूप में फ़ारेन कम्पनियों को देते हैं। क्यों नहीं आप १००, २०० करोड़ रुपया बाहर से लोन लें? आप ने २४३ करोड़ पया लोन लिया है। डार्ई परसेंट से ले कर छः परसेंट तक इंटिरेस्ट आप देते हैं क्यों नहीं शिपिंग इंडस्ट्री की उन्नति के लिये लोन लेते और लोन लेकर के आप शिपयार्ड बनाते। आप को चाहिये कि आप लोन ले कर भी शिपिंग इंडस्ट्री को उन्नति करें। अगर आप शिपिंग की उन्नति करेंगे तो आप की ग्रामदनी बढ़ेगी, आप का लक्ष्मी हिन्दुस्तान से बाहर नहीं जायेगी, जो लक्ष्मी इस समय बाहर जा रही है वह यहीं रहेगी, आप के धन में वृद्धि होगी, आप देश की रक्षा शक्की तरह से कर सकेंगे। मैं चाहता हूँ आप उदार नीति प्रखत्यार करें और अगर बाहर से लोन मिल सकता हो तो उसको प्राप्त करने की चेष्टा करें।

जहां फारेन पार्टिसिपेशन का ताल्लुक है शास्त्री जी ने तथा राज बहादुर जी ने एक कदम उठाया है। लेकिन मैं चाहता हूँ वह बोलड स्टेप लें। मैं कहना चाहता हूँ कि हिन्दुस्तान की बहुत सी कम्पनियां ऐसी हैं जोकि यह नहीं चाहती कि दूसरी कम्पनियां यहां पर कायम हों, वे यहां पर आबें क्योंकि यह उन के इंटिरेस्ट में नहीं है। मैं इस बात को नहीं मानता हूँ और आप को भी इसे नहीं मानना चाहिये। अगर रिफ़ाइनरीज में फारेन कैपिटल लग सकता है, लिबर ब्रादर्स में लग सकता है, रिफ़िगटंस में लग सकता है, तो शिपिंग में भी फारेन कैपिटल आ सकता है, उस को शिपिंग के मामले में आमंत्रित किया जा सकता है और इस में कोई हर्ज की बात नहीं है।

त्यागी जी ने एक सवाल पूछा था जोकि स्टार्ड क्वेश्चन नम्बर १२७२ था।

उस में उन्होंने ने गवर्नमेंट से यह पूछा था कि फारेम शिपिंग कम्पनीज को कितना डेमरेज भ्रदा करना पड़ा है। इस के जवाब में यह बताया गया था कि दो करोड़ चौबीस लाख रुपये एक बरस के अन्दर देने पड़े हैं। इस में रेलें शामिल नहीं हैं। शिपिंग का जहां तक ताल्लुक है दो करोड़ चौबीस लाख रुपया बतौर डेमरेज के आप को फारेम कम्पनियों को भ्रदा करना पड़ा है। मैं इस बात को मानता हूं कि स्वेज कैनल डिम-प्यूट की वजह से भी यहां कुछ कनजेशन बढ़ गया होगा। लेकिन सन् १९५६ के जो आंकड़े दिये गये थे वे भी इसी तरह के थे। १९५७ में भी यही हाल रहा। मैं पूछना चाहता हूं कि यह किस का रुपया है जो इस तरह से जाया किया जा रहा है? यह हिन्दुस्तान का ही तो रुपया है। यह रुपया चाहे आप की जेब में मे जाय चाहे हमारी जेब में से जाय, जाता यह समुद्र पार ही है। यह विदेशों को ही जाता है। आप को इस बात का प्रयास करना है कि यह रुपया बाहर न जाय, यह यहीं रहे। यह तभी हो सकता है जब पोर्ट्स का हम सुन्दर ढंग से डिबेलेपमेंट करें।

जहां तक शिपयार्ड्स का सम्बन्ध है, आप अक्सर विशाखापत्तनम का जिक्र करते हैं। सभी माननीय सदस्य जानते हैं और अध्यक्ष महोदय आप भी जानते हैं, कि विशाखापत्तनम से किसी भी आदमी को संतोष नहीं हुआ है। वहां पर जिस तरह से कार्य हो रहा है, उस से कोई भी संतुष्ट नहीं है। हम वहां साल में बनायेंगे ५-६ जहाज? ७५,००० टन का हमारे दूसरे प्लान में टारगेट है और हम ने कहा है कि हम इतने जहाज बनायेंगे। आपका एक शिपयार्ड से काम नहीं चलेगा। उस विशाखापत्तनम की या तो आप तरक्की करें, उस का विकास करें ताकि वहां पर पांच पांच छः छः जहाज एक साथ बन सकें ताकि भारत जो आज ३१ जहाज बाहर से मंगा रहा है, उनको उसे बाहर

से मंगाने की जरूरत न रहे। यह जो जहाज हम बाहर से मंगा रहे हैं, इस का मूल्य हिन्दुस्तान को ही तो भ्रदा करना है। हमारा रुपया ही बाहर जायेगा हमारी लक्ष्मी ही बाहर जायेगी। इसलिये क्यों न हम इस बात का प्रयास करें कि ३१ जहाज या २० जहाज या ४० जहाज जितने भी जहाजों की हमें आवश्यकता हो हम हिन्दु-स्तान में ही तैयार करें। हम तीन-तीन स्टील प्लांट्स लगाने जा रहे हैं। आज चारों तरफ मे यह आवाज उठ रही है कि स्टील चाहिये और आप बाहर भेजने की सोच रहे हैं। क्या यह सब आप इसलिये कर रहे हैं कि आप विदेशों की मदद करना चाहते हैं? अमरीका में अध्यक्ष महोदय एक कहावत है :

The scrap which we have sold to the Japanese is returned to us in the shape of bullets.

इस का मतलब यह है कि अमरीका ने जब जापान को स्कैप बेचा था, वही बलैट्स के रूप में, बन्दूकों के रूप में जापानी सिपाहियों के हाथ में आया और सेकिड बल्ड वार में उमी को उन्होंने ने अमरीकी सिपाहियों की छातियों में दागा, उसका उन्हीं के खिलाफ उपयोग किया। आज आप स्टील बनाना चाहते हैं, क्या यह सब इसलिये करना चाहते हैं कि आप दूसरों का घर भरें? क्या आप यह सब कुछ दूसरे देशों को शक्तिशाली बनाने के लिये कर रहे हैं? अगर आप इसलिये यह सब कुछ कर रहे हैं तो मैं यह कहूंगा कि आप को पालिसी गलत है, आप को इस नीति पर नहीं चलना चाहिये, यह नीति देश के लिये घातक सिद्ध होगी। जो स्टील होगा और जो ओर होगी, उस का उपयोग हमें ही करना चाहिये और उस का उपयोग हम तभी कर सकते हैं जब हिन्दुस्तान में शिपिंग इंडस्ट्री की उन्नति होगी, हम ज्यादा से ज्यादा शिपयार्ड हिन्दुस्तान में बनायेंगे।

आप को इस काम में जापान से सहयोग लेना चाहिये, इटली से लेना चाहिये, जर्मनी

[श्री रघुनाथ सिंह]

के लेना चाहिये। आप ने एक मिशन यू० के० से बुलाया। आप को यू० के० की हालत मालूम है? वह बहुत पीछे है, वे थार प्रोजेक्ट्स की लीस्ट। यू० के० ने सिर्फ १४ लाख टन के जहाज १९५७ में बनाये जबकि जापान ने २४ लाख टन के जहाज बनाये। आज जापान सारे वर्ल्ड की शिपिंग मार्केट को कॅंपबर करता जा रहा है। उस से आप क्यों सहयोग प्राप्त नहीं करते हैं? एशियाई देशों से ही हमें पहले सहयोग करने की कोशिश करनी चाहिये। क्यों नहीं आज हम उस के साथ हाथ मिलाते हैं? क्यों नहीं हम उन के टेक्नीशियंस को यहां बुलाते हैं या अपने टेक्नीशियंस को वहां भेजते हैं। क्यों नहीं हम इटली, जर्मनी इत्यादि में कहते हैं कि हम तुम्हारे सहयोग के साथ हिन्दुस्तान में शिपयार्ड बनाने के इच्छुक हैं और आपको हम आपस में सहयोग करें?

मैं ने एक प्रश्न किया था जिस में मैं ने यह कहा था कि अगर शिपयार्ड प्राइवेट सेक्टर में हो तो क्या हर्ज है? अगर हिन्दुस्तान में कुछ लोग फारेन कम्पनियों के साथ मिल कर के शिपयार्ड बनाना चाहते हैं तो क्यों नहीं उनको ऐसा करने का मौका दिया जाता है? अगर आप लिवर वॉर्ल्ड को इस तरह का मौका प्रदान करते हैं, रिनिगटंस को मौका देते हैं तो आप को ऐसी कम्पनियों को भी अवश्य मौका देना चाहिये जोकि आप के देश के विकास में सहायक सिद्ध हो सकती हैं जोकि आप के लिये फारेन एक्सचेंज कमा सकती हैं, जोकि आपका रुपया दूसरे मुल्कों में जाने से बचा सकती हैं? मैं चाहता हूँ आप इस पर संजीदगी से विचार करें।

अन्त में मैं इतना ही कहना चाहता हूँ कि शास्त्री जी ने जो ठोस कदम उठाया है वह राज बहादुर जी के समय में जारी रहेगा और पाटिल साहब जो इस मंत्रालय

का कामभार संभालने जा रहे हैं, उन के समय में भी शिपिंग का काफी तरक्की होगी। इस का एक बड़ा कारण यह भी है कि वह बन्दरों के रहने वाले हैं और बन्दरों में शिपिंग इंडस्ट्री को बड़ा महत्वपूर्ण स्थान प्राप्त है।

Mr. Speaker: I am now calling Mr. Pattabhi Raman. Then I will call Pandit Thakur Das Bhargava.

Shri Braj Raj Singh: What about me?

Mr. Speaker: The hon. Member has been speaking on almost every occasion. Then, the party is also such a small party.

Shri Braj Raj Singh: No, sir. It is not so.

Mr. Speaker: Anyhow, I have got a list of persons who have not spoken at all. Hon. Members must remember that they have two functions to discharge—not only to speak but also to hear. I shall try to accommodate everyone.

Shri C. R. Pattabhi Raman: I rise to support the Demands of the Ministry of Transport and Communications, and in doing so I shall confine myself to three or four aspects of the Ministry's administration, putting my stress on what I consider important.

Firstly, I shall deal with inland water transport. We have envisaged in our Constitution that certain waterways should be declared as national waterways. Most of the perennial rivers, Jeeva nadis, have to be declared as national waterways, and the sooner it is done the better. I find that the survey work, so far as the inland water transport is concerned, is going on. But I would say with some respect that it should be expedited, it should be continuous and some real good work should be done in that department.

If those waterways are declared as national waterways, it will not only relieve the congestion so far as rail and road traffic is concerned, but it will keep thousands of people on the canal areas busy and they will take water to dry areas. The present Bellary district and the outlying districts formed part of the Dandakaranya, and whenever reference was made in the Ramayana days to Dandakaranya it was to that area. Now it is a barren land; almost a desert land. If a waterway is taken along that area, which can easily be done, it will help not only to relieve the congestion in rail and road transport but also to take water to very dry areas.

Then, the moment a waterway is declared a national waterway, it will help in keeping a number of boatmen and fishermen in trim. Then most of the country-crafts will be subject to examination. Frequently we hear about a big tragedy either in Godavari or in river Ganges; some boat capsizing with a lot of pilgrims, and there is a lot of hullabaloo in the country. But nothing of this nature will happen if there is a periodical examination of the country-craft, which will be necessary the moment they are declared as national waterways.

Some of them may be multi-purpose projects. The Volga canal in Russia is a magnificent example of inland waterways. I have already referred to it earlier in my speeches also. Then, in modern China they are doing very good work, so far as inland water transport is concerned. Why should we lag behind those countries? An elder statesman has referred to connecting the Cauvery and Tamprarni in the South with the Ganges in the north. That is not an idle dream; it is possible. You may start it in stages. There is already a blue-print so far as the Godavari system is concerned. I believe Mr. Venkatakrishna Aiyar, the Chief Engineer of Andhra Pradesh has already prepared a blue-print. Why is it that no steps have

been taken in the matter? The Cauvery system is there. Why is it that we have not taken any action in the matter of the Krishna-Pennar project?

I hope the Minister will take note of a feeling—I do not share that feeling—in the South, to which Dr. Subbarayan also referred the other day, that the southern area has been neglected. If these projects are not taken up, there will be a suspicion that one area has been neglected. Therefore, start some survey and give some details. It may even go to the Third Plan; I am not in a frightful hurry. But do not keep quiet, so far as this area is concerned. The Krishna-Pennar Project and the Godavari Project deserve a lot of attention and I hope that the Ministry will give it.

Then I come to the Buckingham Canal. That is a magnificent gift from the British days. This canal was started in 1830, more than a century ago by Mr. Cochrane. Nearly 100 miles of it is in present day Andhra Pradesh and about 30 to 50 miles in Madras. What is its position now? It is a disgrace. It goes right through the heart of Madras city. It is silted and has become a stinking moat. Very small craft go on it. You do not remove the silt. You do not connect it to the harbour. You do not even widen it at some places. You can easily have it for better craft than what is now being plied on it. By a little effort it will be an excellent canal. It will not only relieve the road and rail traffic but will also give employment to thousands of boatmen who are now plying on that canal.

Similarly, there is the old Vedaranyam Canal. It is referred to in many Greek classics—Vedaranyam is called *nigama* in Greek classics. That was a magnificent canal where Cauvery joins the sea. Round about that place you have that canal. That is silted up. It exists only in name.

Having said so much for inland water transport, I shall, with your

[Shri C. R. Pattabhi Raman]

leave, go to ports. Here a good deal of transport bottleneck can be avoided if the projects already surveyed are taken in hand. I am glad that good work is being done in Madras and in Visakhapatnam. Kandla is already there. But that is not enough. There is a port, Malpe, to which Shri Mohamed Imam and Shri Dasappa refer. There are two or three ports which can become available so far as Mysore State is concerned and it will be magnificent so far as ocean traffic is concerned. There is also a tactical aspect of it. The moment Sethusamudram, which has now been resurveyed—I suspect it is being put into cold storage—is taken up, you can straightway visualise what will happen. If Tuticorin improves, I know it will be a headache to Ceylon. Then Ceylon will at least realise that she cannot treat Indians in the way in which she is doing. Why not take up the Sethusamudram project? Improve Tuticorin harbour. Similarly, Malpe harbour will be a real check to Goa. The Portuguese will be hit very severely, if you start this scheme. Does not matter if a few crores are wasted there. There is enough room for all these ports so far as the west and east coasts are concerned. Similarly, Negapatnam Port has been neglected so far as the eastern coast is concerned. I do not see why some good work should not be done so far as those ports are concerned.

Now, shipping is one department where frequently, hon. Members have expressed themselves and quite strongly. It is true. Yesterday, there was a reference to the old shipping days. There was that pioneer of shipping, Mr. V. O. Chidambaram Pillai of Tuticorin. Dr. Annie Beasant and so many others supported him. He started the India Steam Navigation Company. What the British did then was that the moment the India Steam Navigation Company came into being they started halving the fare to kill this company. The India Steam Navigation Company also started halving

its fare. Then the British Government started giving one *dhobi* and one towel to each passenger who went to Singapore and to Africa. That is how this company was killed. But a magnificent pioneering work was done by Chidambaram Pillai and Dr. Annie Beasant. In fact, my family also had invested money in that company in the early part of the century. But those days are gone. Let us welcome foreign capital so far as shipping companies are concerned. Let us have more shipping companies. Let us have an enlarged merchant shipping. There is no harm in this. The moment that comes you will not have the pathetic figure of your having to pay crores of rupees by way of demurrage for not moving goods from Visakhapatnam harbour.

13.25 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Only the other day we realised that whatever foreign exchange we got in the one hand we have to spend that with the other in the payment of demurrage. There is such a great bottleneck in Visakhapatnam. So with a huge coastal area, the Indian peninsula deserves many more ports than what there are now. I again repeat that either by amending the Merchant Shipping Bill, which is now before us, or by doing something or the other we will be able to check even the country-craft. It is peculiar when every motor car or a bus plying on the road is continuously examined and so many other crafts are examined, country boats & craft are not examined. That is why, I repeat, you frequently have these accidents—boats capsizing and a number of people dying, pilgrims and others.

I now rush to another aspect of the matter, namely, road transport. So far as this is concerned, here also we must have a strong national movement. You must declare many national highways—you are already doing it, I am very happy, Shri Patil yesterday referred to the roadways. I

am glad these National Highways are coming. They are essential even for security reasons. I find that though a good amount of work is being done so far as Madras Rameshwaram Cape Comorin Road is concerned, still on account of one or two bridges being delayed there is some sort of delay. I sincerely hope that these delays will end as soon as the new change takes place and that will be given priority. From Calcutta right up to Rameshwaram and Cape Comorin you will have a magnificent road. Similarly, I also feel that so far as the delta area is concerned—I plead guilty; I represent the delta area Tanjore. So I am feeling guilty for this reason. I do not want to sound parochial or furthering my own interests, but I do say that what is happening so far as delta area is concerned is that roads there are very poor. The outlay is very heavy and so the State is not able to lay good roads in the delta area—Tanjore, Krishna, Godavari and all these delta areas. I submit that it is necessary for the Union to take up that matter of having really good roads in the delta area. Actually in Tanjore—I need not repeat it, it is right there—two bridges are being held up. If those bridges come into being across the Cauvery and its tributaries, it will relieve the traffic and it will be a tremendous help to those agricultural areas. I sincerely hope that that also will be given high priority.

I find that there is a very big bottleneck so far as road transport is concerned. The over-bridges belong to the Railway Department. The Transport Ministry comes in only when there is an accident to take evidence and enquire what action is necessary. Why should they not also take up the road bridges? Why go so far? Take Delhi, near the Safdarjang Aerodrome—the other day I had to go to a function somewhere near Vinaya Nagar. I was just choked up I had to be helpless on account of the plane—this is a new phenomenon—having to come. There is also a train going across very near the Safdarjang Aerodrome. Traffic is being held up. Why are you not making that part of

the Transport Ministry take up the overbridges work? After all, overbridges and underbridges are only for relieving the road traffic. I sincerely hope, if not by taking it up, at least by co-ordinating with the Railway Ministry the work on overbridges—there are many in my constituency, in Madras, in Andhra, in Delhi, in Bombay there are so many overbridges—will be expedited.

Mr. Deputy-Speaker: I think perhaps the hon. Member wants an underbridge in this case because in this case there is a plane above and the train on the road.

Shri C. R. Pattabhi Raman: I am very much indebted to the Deputy-Speaker for pointing that out. Actually I find that it is a mad man's scheme—the present Safdarjang Aerodrome. You have got the Ashoka Hotel. Most of us who have to come from Madras have to get down at Safdarjang if we come by Dakota and if we come by Viscount we go to Palam. You have got a huge Ashoka Hotel there with red lights. You have got the Nizamuddin with red lights and then new electric posts coming up. I think it is a serious matter. When you go to New York or London, what happens is that when there is an aerodrome, it is given first priority. You do not have a number of electric and telegraph posts round about the aerodrome. If you have to have those aerodromes and if they are near the city, take them somewhere else. It does not matter even if you have to spend some money. It is far better to take Safdarjang away than have it here. I have found people waiting there for hours simply because of the lack of an overbridge in that area, or as you say, an underbridge in that area.

I shall, with your leave, deal with two other matters, i.e. tourism and posts and telegraphs. So far as tourism is concerned, may I congratulate the Ministry on the excellent work they are doing. I find however that some places are being omitted. For example, in our area,—it is my hon. friend Shri Narayanaswami's cons-

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fluency—Kodaikanal is omitted. The Periyar range comes there. It is a cardamom area. You have a magnificent lake. The place is 6,000 or 7,000 feet above the sea level. You have a fine sanatorium. There are motorable roads. That has not been declared a tourist centre. You do not have good post and telegraph offices in that locality. This is a matter which should engage the attention of the Ministry. It is an excellent place. It will be a place which will relieve the congestion in Ooty and other places.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): Kodai?

Shri C. R. Pattabhi Raman: Yes; Kodai or Kodaikanal. It is very near the Palni hills.

Shri Raj Bahadur: I have seen it.

Shri C. R. Pattabhi Raman: Lastly, I shall deal with the Posts and Telegraphs Department. I had reserved it to the last. They are doing good work; I have no doubt about that. The hon. Minister has had a difficult period. Magnificently he negotiated the truce which came into being last year. All my compliments, if I may be permitted to say so, must go to the hon. Minister. I find however, that there are one or two aspects of the Posts and Telegraphs department which require urgent attention.

India is the only country where if you book a trunk call, the bell rings in the other and nobody is taking it up. Actually, you are trying to book a trunk call; you will find—probably there is not enough staff or they are otherwise busy; I do not know the reason—the bell is ringing in the other end for two or three minutes; a person comes and with some reluctance, registers your trunk call. God help you if you get it in good time. Actually what happens in America? You go to New York and register a trunk call to San Francisco which is about twice the distance from Delhi to Madras. You get the call in two minutes or 1-1/2 minutes. Actually

you make a mistake. You think you are speaking to the operator. You are actually put through and you are speaking to Los Angeles or San Francisco. That millenium may take some time to come in India. But, why should we be halting? When you are charging the people and you are giving service, why don't you give good service? Why don't you instil into these operators that they have to be courteous? They should have not a courtesy week, but courtesy day after day, year after year. Let them realise that the people are very anxious, and maybe, they want to speak about a very important matter. Let them be courteous; let them register the call and attend to it promptly. Service delayed is service denied. Let them give quick service.

With these words, I beg to conclude by saying that I support the Grants.

पंडित ठाकुर दास भार्गव (हिसार) :
उपाध्यक्ष महोदय, आज इस मिनिसट्री की डिमांड्स के ऊपर बोलते हुए मैं एक ऐसे मामले की तरफ़ तवज़ूह दिलाना चाहता हूँ जिस के कि बारे में मामला बहुत दफ़्तों एग्ज़ाटिव के पास गया तो लेकिन उस को ठीक से हल नहीं किया गया और उस के लिये ज़रूरी क़दम नहीं उठाये गये ।

श्री मसानी ने अभी थोड़ी देर पहले इस हाउस में रोड्स सरक्रेस ट्रान्सपोर्ट का काफ़ी डिटेल में ज़िक्र किया । उस के अलावा यहाँ पर एरोप्लेन्स का और शिपिंग का भी ज़िक्र हम ने सुना । लेकिन मैं उस मामले की तरफ़ तवज़ूह दिलाना चाहता हूँ जोकि दर असल कौमन मैन का मामला है ।

इस देश में एक करोड़ बैलगाड़ियाँ चलती हैं और शायद उस से भी ज्यादा चलती हैं और वह बैलगाड़ियाँ शायद सारी रेलवे, सारे इनलेण्ड वाटरवेज और बितने भी नौन (Known) नौन ब्राक कम्प-

विशेषात् है उन को सब को चिन्ता कर भी ज्यादा कारामन्द साबित होती है और ज्यादा पैसैजस और माल होती है। बमुकामके रेलवे के और दूसरे मीन्स ग्राफ़ ट्रैफिक के उम की तरफ़ सब से कम तवज्जह दी जाती है। लाखों करोड़ों ग्रादमी उन बेलगाड़ियों पर यात्रा करते हैं और उन के जरिये अपने सब तरह के काम चलाते हैं। बोझा ढोने के सम्बन्ध में बहुत से लोग नहीं जानते कि किस तरीके से देश का काम चलता है। लोग यहां रेलों को देखते हैं, जहाजों को देखते हैं या नई नई लारीज को देखते हैं।

मैं ने अभी एक किताब को पढ़ा जिस में कि लारियों का जिक्र किया गया है। श्री मसाना ने लारीज के वास्ते ७५ करोड़ की मांग की है जबकि उस किताब में लारियों के वास्ते ४०० करोड़ रुपये की मांग थी ताकि इस देश में अधिक से अधिक लारियां आयें और हमारा मांग काम इन लारियों के जरिये चलाया जाय। अब मैं पूछना चाहता हूँ कि हमारे देश में जो बुल्ककार्ट्स और बेल मोबुद है उन का क्या बनेगा? यह नहीं हो सकता कि इस देश के अन्दर बेलों में काम न लिया जाय। अगर हमारे देश के अन्दर बेल न हों तो मध्य लोग भूखे हों मर जायें क्योंकि हमारे देश में खेती बोड़ी इन्हीं बेलों के जरिये होती है। यह कहना कि हमारे देश में बेलों की तादाद ज्यादा है दुस्त नहीं है। आज मौसम नहीं है कि मैं उस के बारे में और कुछ ज्यादा डिटेल में आप को बताऊँ। लेकिन यह वाक्या है कि आज भी हमारे देश में बेलों की कमी है और सारे लोग खेती नहीं कर सकते क्योंकि सब के पास बुलक्स नहीं होते। बेलों के एफ्रिशिएंट यूज की तरफ़ तवज्जह दी जानो बहुत जरूरी है और उन का एफ्रिशिएंट यूज इसी तरीके पर हो सकता है कि हम बेलगाड़ियों की और अधिक तवज्जह दें। यह गवर्नमेंट की प्रोग्रेस है कि लारियों

और दीगर रेल बरीरा की बनिस्बत इस देश में बेलगाड़ियां ज्यादा चलती हैं और हर साल तक्ररीबन २ लाख बेलगाड़ियां और बढ़ जाती हैं। दिल्ली के अन्दर जो लोग बाहर से आते हैं वे शायद अंतगाड़ियों को देख कर यह समझते होंगे कि जैसे यह कोई म्यूजियम की चीज हो लेकिन मैं बतलाना चाहता हूँ कि आज भी हमारे मुक में बहुत तादाद में अंत गाड़ियां चलती हैं और उन के जरिये बोझा ढोया जाता है और लोग यात्रा करने हैं। आज भी यह बेल गाड़ियां और अंत गाड़ियां बहुत मुफ़ीद काम कर रही हैं और देश के अन्दर अगर यह गाड़ियां न होती तो यहां का कामकाज चलना नामुमकिन था। इस वास्ते हमारा सब का फ़र्ज है कि हम इस तरीके में काम करें जिस में यह बेलगाड़ियां इग्नोर न हों और उन की बेहतरी के वास्ते जो कुछ हम कर सकने हैं करें।

जनाबबाना, यह मामला गवर्नमेंट के सामने आया और गवर्नमेंट ने मन् १९४४ में एक बुल्ककार्ट्स मध्यकमेटी बनाई और उस बुल्क कार्ट्स मध्यकमेटी ने ३ वर्ष तक काम किया, पांच गेपर्स निकाले। उस की एक बड़ी भारी तजवीज यह थी कि लकड़ी के पहियों पर जो लोहे के टायर नहों वे ३ इंच या साढ़े ३ इंच हों ताकि रोडन मरफेम को भी नुकसान न पहुंचे और आगानों में माल ढोने का काम उन में लिया जा सके। इस के बाद मन् १९५१ में यह तजवीज हुई कि उन के टायर्स बढ़ कर दिये जायें और उस के लिये ट्रान्सपोर्ट ऐडवाइजरी कौमिल ने ५०,००० रुपये मंजूर किया लेकिन आज सात वर्ष उस को गुजर गये अभी तक एक पहिया भी उस नमूने का नहीं बन पाया है जिस नमूने का पहिया बनाने की तजवीज थी। यहां पर यह भावना खत्म नहीं हुआ। उस के बाद जब हमारे प्राइम मिनिस्टर साहब चीन देश तशरीफ़ ले गये और उन्होंने ने देखा कि वहां की कंटी कार्ट्स में खर

[पंडित ठाकुर दास भार्गव]

के टायर लगे हुए हैं और उस के कारण जानवरों को बहुत सहूलियत होती थी और वे आसानी से काफ़ी अधिक बोझ रबर टायर लगे होने की वजह से ढो लेते थे। आज भी इस बात का अंदाज़ा लगाया गया है कि एक बैल जोकि १६ से २५ मन तक बोझ ढोता है वहीं बैल अगर उस की गाड़ी के टायर्स रबर के बन जायें तो वह ५० से ६५ मन तक बोझ ढो सकता है। आज भी मेरठ ज़िले में और रायबरेली ज़िले में बहुत सी गाड़ियां रबर टायर्स से चलती हैं लेकिन देखना यह है कि यह रबर टायर्स हमारे देश में कहाँ से आ सकते हैं। ५६० रुपये में रबर के टायर्स का एक सेट मिलता है और आज हमारे देश की ज़मी हालत है उस में हर एक ज़मींदार की फ़ाइनेंशिएल पोजीशन ऐसी नहीं है कि वह ५६० रुपये लगा कर के एक गाड़ी तैयार करे और उस को काम में लाये। इस का इलाज यही हो सकता था कि यहां पर रबर टायर्स कहीं से सेकिंड हैंड मगवाये जाते या यहां पर हासिल किये जावें—अच्छा तो यह होता कि रबर की प्लान्टेशन बढ़ाई जाती और इस देश में रबर टायर बनते और गाड़ियों में रबर टायर्स लगाये जाते। यह तजवीज़ भी की गई कि २ करोड़ रुपये से एक लाख बुलक-कार्टर्स के वास्ते रबर के टायर्स बनाये जायें या मगवाये जायें। इस के ऊपर रोड्स कमेटी ने यह ऐतराज उठाया कि चूँकि यह रुपया रोड्स फंड का है इसलिये वह इस काम में नहीं आ सकता। एक तरीके से फंडामेंटल आब्जेकशन कमेटी ने कर दिया। जब यह मामला ला मिनिस्ट्री के पास गया तो उन्होंने ने इस आब्जेकशन से एभी नहीं किया और कहा कि चूँकि यह रुपया कंमालिडेटेड फंड आफ इंडिया का है इसलिये इस का इस्तेमाल किया जा सकता है। लेकिन मामला तो तय हो गया लेकिन वह काम कुछ आगे बढ़ा नहीं क्योंकि के शहरों

के लोग जोकि मोटरों में बैठ कर जाने वाले हैं वे ज़मींदारों की क्या समस्याएँ और क्या कठिनाइयाँ हैं और उन को कैसे हल किया जा सकता है इस को क्या जानें। प्लानिंग कमीशन को यह मामला दिया गया और उस ने सन् १९५२ में यह राय दी कि यह प्रैक्टिकेबल प्रापोजीशन नहीं है और वह खत्म कर दिया गया। एस्टी-मेट्स कमेटी ने अपनी ६०वीं रिपोर्ट में इस को देखा। सन् १९५६ में यह तजवीज़ हुई कि २ लाख रुपये से इस को नये सिरे से इस में जान डाल कर चलाया जाय और जैसे हमारी पंजाबी ममल मशहूर है "सी का सट", पिछले साल केवल ६६ हजार रुपये की इस काम के लिये मंजूरी हुई कि ५० कार्टर्स के ऊपर इस का तजुर्बा किया जाय लेकिन आज तक वह तजुर्बा नहीं किया गया। कई एक आदमी उस के पीछे पड़े हुए हैं और हमारे राज बहादुर साहब कई दफ़ा इस हाउस में फ़रमा चुके हैं, मडहाउस में वे पैदा हुए थे और इस नाते वे किसानों और हमारे ज़मींदारों की तकलीफ़ों को बख़ूबी जानते हैं और उन्होंने ने इस मिलसिले में अपने डिपार्टमेंट में कोशिश की कि इस मामले को फ़रोग दिया जाय लेकिन माहौल कुछ इस तरीके का बना हुआ है कि बावजूद उन की कोशिशों के कोई एप्रोशिएवल प्रोप्रेस उस मिलसिले में नहीं हो पाई है।

दूसरे मुल्कों में मसलन् अमरीका वगैरह में मेंकेड हैड टायर्स १०० रुपये के अन्दर दस्तैयाब हो सका है और ५० रुपये उस के ऊपर इयूटी लगेगी और मैं समझता हूँ कि हमारे मुल्क में उन सेकेण्ड हैंड टायर्स का इस्तेमाल हो सकता है और इस तरह काफ़ा रुपये को बचत हो सकती है। मुझे मालूम हुआ है कि इस डिपार्टमेंट के सेक्रेटरी साहब ज। कि पोर्टन्स वगैरह का सामान खरीदने के सम्बन्ध में अमरीका तशरीफ़ ले गये हैं, वे इस बारे में भी वहां पर तहकीकात कर लेंगे। लेकिन मैं अर्ज करना चाहता

हूँ कि यह मामला इस तरीके से तय होने वाला नहीं है। उसके लिये खास तौर पर एक तजवीज की जानी चाहिये थी। मुझे प्रफर्सिस के साथ यह चीज कहनी पड़ती है कि हमारे जो आफिसर्स हैं और ज्यादातर वे शहर के होते हैं उन का ज्यादातर ध्यान बड़ी बड़ी चीजों जैसे, वाइकाउट, सुपर कांस्ट्रक्शन और स्काई मास्टर्स को और रहता है और उन के सामने बुलककार्टम् को कोन पूछे। लेकिन मैं अर्ज करना चाहता हूँ कि अगर जानवर न हों और आप भले ही २,७०० सिवरी फॅक्टरीज क्यों न यहाँ पर बना लें तब भी इस देश में उतनी खाद की भी पैदावार नहीं हो सकती जितनी कि यहाँ पर जानवरों से पैदा होती है। आप को अपने देश के कौटिल को तरफ तवज्जह करनी होगी। आज रेलों के ऊपर करोड़ों रुपये खर्च किये जाते हैं तब भी रेलों के अन्दर वह तमाम सहनियतें नहीं मिल सक्तीं ज. कि इन पशुओं द्वारा डोयी जाने वाला गा.ड़ियों में मिलती है। आप यह क्यों भूल जाते हैं कि हमारा भारत देश गाँवों का देश है और यह किसानों और जमींदारों का देश है। यहाँ पर लारियां लाने की बात कही जाती है और मारा ट्रांमपोर्ट लारियों के जरिये ढोने की बात कही जाती है लेकिन उस में कितने देश का खर्चा होगा इस को तरफ किमी का ध्यान नहीं जाता है।

दो तीन वर्ष हुए श्री मोहन लाल सक्सेना ने अपनी जगह से यह आवाज उठाई थी और उन्होंने ने यह तजवीज पेश की थी कि २०० मील के ऊपर जहाँ माल ले जाना हो वहाँ पर रेल गाड़ियों का इस्तेमाल किया जाय। ३० मील से लेकर २०० मील तक का जहाँ तक सवाल है, आप लारीज का इस्तेमाल करें, लेकिन ३० मील से नीचे यह काम बैल गाड़ियों से लिया जाये ताकि देश के अन्दर ठीक से कांभ्राडिनेशन हो सके और सब मामला ठीक हो सके। लेकिन आप को तरफ से कोई तवज्जह नहीं हुई है। मैं अर्ज करना चाहता हूँ कि यह मामला बड़ी अहमियत का है और हम

चाहते हैं कि जहाँ तक हो सके हमारी मिनिस्ट्री इस की तरफ पूरी तवज्जह दे। यह मिनिस्ट्री रात दिन सिवा कामन मैन के फायदे के और कोई जिक्र नहीं करती, लेकिन जब रियली कामनमैन का सवाल आता है तो चश्म पोशी हो जाती है। इस की तरफ उस ने कोई तवज्जह नहीं की। अगर हमारे यहाँ दूसरे मुल्कों से मेकिड हंड रबर का माल नहीं आ सकता तो यहाँ जितने रबर टायर खराब हो जाते हैं उन के ऊपर गवर्नमेंट अपना कब्जा जमाये और जितनी बैलगाड़ियां हों उन के पहिये के लिये उन को ठीक कर के मुहँय्या करे। और अगर दूसरे मुल्कों में आना मुमकिन हो तो उन को मंगवाना चाहिये, जिस से यह कंजेशन भी कम होगा और जो तरह तरह के कंजेशन चल रहे हैं वह सब रिनीव हो जायेंगे। मैं अर्ज करना चाहता हूँ कि उन बेचारे जानवरों की आवाज का बुलन्द करता हूँ, उन बुलककार्ट मालिकों की आवाज का बुलन्द करता हूँ जिन को मेरे जैसा एक निकम्मा नुमाइन्दा ही मिला है। मैं ने यहाँ पर एक भाँ आवाज नहीं सुनी जो बैलगाड़ियों के बारे में कुछ कह रही हो। इस बैलगाड़ी के बारे में जरूर तवज्जह दी जानी चाहिये। जितनी तवज्जह दी जायेगी, इस तरफ उतनी ही कम होगा। आज इस का तजुर्बा भी हो गया, आप मेरठ जा कर देखिये। जनाब वाला, आप को मानूम है कि झोटा जा होता है वह काटने के ही काम में आता है। ५ रु० में वह कसाइयों को दे दिया जाता है। लेकिन बैलगाड़ी में रबर टायर लगाने के बाद आज वही झोटा उन बग्गी में चलता है। अभी यह काम सिर्फ दो तीन जिलों में हुआ है। लेकिन जब तक इस को युनिवर्सली नहीं किया जायेगा, सब जगह बैलगाड़ियों में रबर टायर नहीं लगेंगे, तब तक यह मामला तय नहीं होगा। अब तक जो तजवीजें हैं, उन में से किमी को तो अमल में लाया जाये। मैं अर्ज करना चाहता हूँ कि इस को बिल्कुल नजरअन्दाज न किया जाये।

इन अफ्फाज के साथ मैं अपने मिनिस्टर साहब को जिदमत में अर्ज करूँगा कि इस की

[श्री ठाकुर दास भागव]

तहफ खास तबज्जह दें और जो उन के सेक्रेटरी साहब जा अमेरीका गये हुए हैं, उन को हुक्म दे दिया जाये कि इस मामले की पूरी तहकीकात कर के आयें कि वहां पर रबर टायर मिल सकते हैं या नहीं। ऐसा न हों कि वह धोर कामों में मसरूफ रहें और इस का तरफ तबज्जह न दें।

Shri Narayanankutty Menon (Mukandapuram): While speaking on the Demands of this Ministry, I would have liked very much to have confined myself to the highly disorganised way in which the whole Ministry has been functioning from the very onset of the First Five Year Plan, but I am very sorry that, because there are more important things to be spoken, I cannot go into the details of the working of the Transport Ministry.

The other day in the last session when an hon. Member gave an amendment to the resolution on the Planning Commission, the hon. Prime Minister flew into a rage, because the amendment was that there should be a two-year gap in our planning after the Second Five Year Plan. When we in India today say that there should be a gap in the planning, certainly it is quite right that somebody gets angry, but before getting angry with somebody else, I feel the Prime Minister should have looked into his own department, the way in which planning is done in the department.

Speaker after speaker has pointed out, with the experience of things going on in the last one year, how disorganised the whole planning is as far as the country's transport is concerned. The other day, the hon. Minister of Transport was pointing out to the Railway Minister, that in spite of his repeated requests, he was not able to get the assistance of the Railway Ministry as far as the Kandla port was concerned, and that he proposed to approach the Railway Minis-

try through the Planning Commission to get the needs of transport for the Kandla port. Yesterday a senior member of the Cabinet, the hon. Minister of Irrigation and Power, complained that there was lack of co-ordination as far as the Irrigation and Power Ministry and the Food and Agriculture Ministry are concerned. But looking into this very Ministry which deals with the country's transport—the very arteries of the Plan—we find there is disorganisation and lack of co-ordination as far as shipping and transport are concerned. I will confine myself to saying that it is high time that the Ministry looked into this matter and had a co-ordinated policy of road transport, railways and shipping so that the Plan would not get into a bottleneck, and this artery does not become so much plugged down that the whole transport system towards the end of the Plan is faced with coronary thrombosis.

We have pointed out certain deeds of this Ministry in the past, and we find the convention has developed that when certain misdeeds are pointed out in this House, they are taken into consideration for the time being. Assurances are given that the matter will be looked into. Later on, the whole thing, after it goes out of this House, vanishes into thin air and everybody forgets about those misdeeds.

I have now to point out a very important thing which happened in the Ministry in the year 1955. It relates to the purchase of eight Heron aircrafts. Last session we found that when the hon. Minister of Finance was involved in purchasing Mundhra shares, resulting in a loss of Rs. 40 lakhs, there was eloquent shouting from the other benches stating it was a scandal which required to be looked into immediately, and the hon. Prime Minister, in his own words, was hustled into an enquiry which resulted in the resignation of the Minister. Taking the purchase of these Heron aircrafts, everybody knows very well

that they have not got the value of junk, they are lying in our aerodromes without one pie being their junk value.

Who ordered the purchase of these Heron aircrafts when it is well known that the purchase of Dakotas would have been far better, far cheaper than these aircrafts which we could not utilise? I would ask the Minister to look into the files and see whether the relevant information was supplied to him, viz., that the purchase of Dakotas was desirable in preference to Herons and that we would be running into a loss if we purchased the Herons. I will supply him with figures.

After this matter had been raised in this House, the hon. Minister promised that the matter would be enquired into, an enquiry would be conducted.

The Estimates Committee of this House went into the whole problem, heard all the answers that the Ministry had to give, and they found out that there was something wrong with the purchase of Herons. All the promises made by the Ministers could not be sustained. And the Estimates Committee recommended vehemently that a full-scale inquiry should be conducted and the responsibility for this bargain or for the loss of Rs. 74 lakhs should be fixed on somebody who is responsible for this. After the Estimates Committee has gone into this matter and has found out positively that this was a wrong purchase and that State money had been mis-handled, what has this Ministry done? What has happened? There is no noise; and there is no voice that is coming from them.

When we talk of scandal, I might mention one thing. When the scandal arises, there is no form for the scandal, because the purchases are made without the knowledge of the House and without the knowledge of responsible authorities. But later on, when the purchases are made, and we

incur losses, and State money is mis-handled, the scandal assumes of form, but immediately after it assumes a form, the scandal disappears, and there is monotonous silence on that. I am reminded of a passage in the *Bhagavad Gita* in which Lord Krishna has said that in the beginning, beings are unmanifested, in the middle beings become manifested, and in the end again beings get transformed into the unmanifested. Regarding every accusation that is made, and regarding the mishandling of State money, that passage is directly applicable.

I request the Minister to clear himself of the allegations namely that the Herons were purchased with the definite information that they would be a loss to the exchequer, that junks were being purchased out of State money and that they would be useless for the Indian Airlines Corporation. In view of this, I have every right to demand that an inquiry should be conducted and responsibility fixed on the heads of those individuals who have been responsible for mishandling Rs. 74 lakhs of State money. I hope that the Minister will clear himself of this accusation that this has been done with the deliberate knowledge that Herons will not work profitably.

I could give the Minister some figures, which his files contain, of a comparative study of the Dakota aircraft and the Heron aircraft and how far the Heron would be profitable. The cost of operation of the Heron per ton-mile was calculated before at Rs. 1-8-0 while the cost of operation of the Dakota aircraft was calculated at Rs. 1-1-6. Further, the Dakota aircraft has got a seating capacity of 21 whereas the Heron aircraft has got a seating capacity of only 14. Regarding the profitable running of these two aircraft, it has been found out, and it is there in his files, that both the Dakota and the Heron break even with a seating capacity of 12 passengers. That means that when a Heron is run, or a Dakota is run, if there are 12 passengers, you can run the airline without loss or profit.

[Shri Narayanankutty Menon]

Under these circumstances, if I accuse Government that State money has been mishandled, knowing all these facts, I shall be only justified in making such an allegation. Therefore, I demand that the whole deed should be gone into, and as the Estimates Committee has recommended, a full-scale inquiry should be conducted, and those who are responsible for the mishandling of this money should be brought to book. Because of want of time I am not going into this deal in detail.

I now come to the sorry and miserable state of affairs that is going on in the Hindustan Shipyard, the only shipyard that the country could boast of in the eleventh year of our freedom. It is well known to every Member of this House that not one ship that is going out of the Hindustan Shipyard does not list in the waters; and after the whole work has been completed, and the ship goes out into the waters, the ships will have to be brought back for putting deadweight on this side or that side at a cost of lakhs of rupees.

And we have got at the cost of lakhs and lakhs of rupees the French engineers or the French consultants. Who verified the credentials of this firm? Who verified the credentials of the engineering and technical capacity of these advisers before we entered into a contract with them? The only answer that this Government have to give is: 'We have got a contract entered into with them, and as long as the contract subsists, we cannot terminate the contract of these advisers.' If somebody had gone into the credentials of these advisers in the past and the engineering and technical capacity of these engineers before the contract was entered into with them, we would not have got into this miserable and sorrowful state of affairs where novices from kindergarten have been put in charge of the most vital industry in the State. Therefore, whoever has been responsible

for entering into the contract with the French firm who did not know even the alpha and omega of shipbuilding should answer to this House for mishandling of the State money for all the period of the contract. We saw the other day how the *s.s. Andamans* ordered by the Home Ministry for running between the eastern coast and the Andamans, when it went into operation, had so listed that it had to be redocked at a cost of several lakhs of rupees. This is another scandal. I say this is a scandal because State money has been deliberately misused. I would not say that the Minister is responsible, but anyone who is responsible for employing these novices at lakhs of rupees to advise in the shipbuilding yard should be brought to book; an inquiry should be conducted for all the ships, and how these things happened will have to be told to Parliament so that the Minister may escape the responsibility and say, 'I am not involved', which was not the case as far as the former Finance Minister was concerned.

The most important thing is this. Whenever we from this side or any other side say that there is mismanagement going on, and State money is being squandered, what is the attitude that these people are taking? That is the most pitiable of matters. We will not, because of political prejudice, accuse any of the hon. Ministers there of mishandling State money. But when records come to our hands, when we know things personally that State money is being squandered and there is misappropriation, then with all honesty, as a matter of duty, we bring those factors to the notice of the Ministers. But they take a very miserable attitude in regard to them.

The other day, Rs. 27 lakhs have been allotted for constructing a bridge near the Cochin Harbour, which is called the Arur bridge. This bridge was the most vital as far as the

Kerala State was concerned, and it was one which linked the main roads of the Kerala State. Now, after one year of the starting of operation on that bridge, what has happened? The whole construction has been stopped, and the bridge is floating half-way in the backwaters. Why? A question was asked in this House the other day to know what the cause of stoppage of work on this bridge was; and the Minister in charge of shipping, knowing very well that only truth could be said in this House and that he is responsible to this House said that because of labour trouble, the contractor had to stop work. Before the Ministers answer these questions, whatever responsibility they may fix on the Opposition or the working classes who are outside, they should think twice before and look into the truth of the matter. What the Minister said in this case that because of labour trouble, the bridge was stopped. But what is the truth? The whole contract for Rs. 27 lakhs....

Shri Raj Bahadur: On a point of personal explanation. The hon. Member is misquoting me.....

Shri Narayanankutty Menon: I am quoting him.

Shri Raj Bahadur: He should read the whole statement. I shall have my full say at the end, and he will get what he deserves.

Shri Narayanankutty Menon: I seek your indulgence, and I shall take just one minute to read out that statement, and that may be given as an addition to me. This was the answer that he gave:

"The workmen employed by the contractor....."

Mr. Deputy-Speaker: The hon. Member only four minutes' time left, and he can utilise it in any way he likes.

Shri Narayanankutty Menon: This was what he said:

"The workmen employed by the contractor resorted to go-slow

tactics on 16th July, 1957. On the removal of those workmen, the labour went on strike and resorted to picketing on 24th September. As a result of subsequent negotiations carried on with the help of labour leaders, the workmen who have been removed were re-employed and the strike ended on 27th October, 1957. Although the strike ended, the go-slow tactics continued, due to which the output of work slowed down considerably. It is now reported that due to financial difficulties which must have been aggravated by labour trouble....

Shri Raj Bahadur: Underline those words.

Shri Narayanankutty Menon:

"...the contractor practically suspended the work about four weeks back."

I am not going into the statement. But one thing I may tell this House....

Shri Raj Bahadur: The hon. Member should withdraw what he said about this.

Shri Narayanankutty Menon: I will not, because you have placed the entire responsibility on the working classes.

Mr. Deputy-Speaker: The hon. Member should continue to address the Chair.

Shri Narayanankutty Menon: I may tell you what the story of this contractor is. This contractor has not got even Rs. 32,000 to pay the bills of one merchant at Ernakulam, and just about the 12th of this month a civil suit had to be filed; and the entire machinery of the contractor is under attachment, and, therefore, the work cannot go on. I may state this that before the contract was entered into, there was reliable information in the file of the Minister that this contractor had not got the financial capacity

[Shri Narayanankutty Menon]

to fulfil the contract, and, therefore, the contract should not be given. Somebody overruled this. I do not know why the Administrator at Port Cochin who is responsible had to give the contract to this man overruling the objection that the financial capacity of the contractor was in question. I put the whole responsibility on all those who are responsible for this, who, knowing very well that this firm could not execute the contract and that this firm was not even worth Rs. 33,000 to be in a position to pay its own debtors, gave a contract of Rs. 27 lakhs to this firm. Somebody should be responsible for this. So, you need not put the blame on the workmen who have executed that work with commendable precision and speed because the workmen say that within six months the entire piling operation was completed. So, this is a bad comment on the working classes. If you have bungled yourself, and if you have given the contract.....

Mr. Deputy-Speaker: Again, the hon. Member goes over to the other side.

Shri Narayanankutty Menon: I am asking him through you. If Government have given a contract, if somebody else has given the contract to someone whom he wanted to favour, the whole blame should not be put on the working classes. So, in this case also, it is better that the truth is brought out.

14 hrs.

The last point I want to deal with is about the approach of this Ministry to labour. Now the All India Port and Dock Workers' Federation has given notice of a strike. What is their demand? The demand is only regarding implementation of the Choudhuri Committee's Report. The Federation had negotiations with the Ministry for a long time. But the Ministry is sitting tight over that and

a strike is coming. What is the attitude taken up by the Ministry? Government could not come to a compromise with even so reasonable a leader as the late lamented DeMello, who was General Secretary of the Port and Dock Workers' Federation, in whose death the Indian working class has lost a trusted leader and indomitable fighter. Government could not come to a compromise even though he fell down to the lowest minimum possible.

In the port of Cochin, a satyagraha is going from January 30. The hon. Minister has said twice in this House that no satyagraha is going on.

Shri Raj Bahadur: I still maintain that, Sir.

Shri Narayanankutty Menon: There is a strike going on from 30th January to this day. 410 workmen have been charge-sheeted for taking part in satyagraha in the port and the workmen are answering the charges. But the hon. Minister maintains here that it is not true and there is no satyagraha.

The workmen have been waiting these long years to settle this dispute. Now, they have been compelled to give a strike notice. Why? Because the Administration wants only some 'pocket' union which should fiddle, talk and sing to the tune of Government. With this type of labour policy, the Ministry cannot function. They cannot with this approach tell the working class that the Plan must be fulfilled. With this attitude, what sort of co-operation do Government expect from the workmen?

This Ministry, as the second biggest employer in the country, will do well to read the decisions of the 15th Indian Labour Conference presided over by the Labour Minister, which the hon. Minister himself attended. There it has been laid down—and Government are a party to that—that whenever there is a labour dispute, it will

be looked into and all peaceful avenues of settlement will be explored. We have solemnly agreed on behalf of workers that we will not precipitate action until and unless all avenues of a peaceful settlement have been gone through. But when the question of exploring peaceful avenues comes, you won't find any of the Government Ministers. They will be simply absent. They drive the workers to action, and when the action comes, what will they do. Half-heartedly, they accuse the workers of treason!

I appeal to the Government—not because the workmen will be put into much trouble because they will have to go for action—for a reconsideration of their labour policy. When strikes are started or threatened, only when they have been held to ransom by strikes, will Government move to look into the grievances of workers. This policy will have to go, because they will have to give whatever is demanded in the end, just as they did in the case of the threatened strike of Government employees, when a Pay Commission was appointed, and when Government mobilised the entire police force in the country.

But if Government look into the grievances of the working class in time, they will get their goodwill. Today what do Government get? The working class sits like a volcano and sees that you are not looking to their interest. You want their co-operation for the fulfilment of the Plan.

Mr. Deputy-Speaker: He would be more temperate if he addressed me.

Shrimati Parvathi Krishnan (Coimbatore): He is addressing the Minister.

Mr. Deputy-Speaker: He cannot do that. It is a wholesome rule in a democracy. We have laid it down here that all talking should be addressed to the Chair. It has some virtue in it because in that case you keep moderate.

Shri Narayanankutty Menon: The way in which I have spoken is the most moderate way as far as these things are concerned. I assure you of that.

Mr. Deputy-Speaker: Judgments should not be reserve to oneself.

Shri Narayanankutty Menon: That is my argument; that is not the judgment.

If the goodwill of the working class is dear to the Government, if Government rely upon the enthusiasm, energy and co-operation of the workers for the fulfilment of the Plan, they should not hold the working class to ransom and drive them to strikes. They will have to look into the grievances of the working class.

I therefore appeal to the Ministry that workers' grievances in the ports, in posts and telegraphs and also in civil aviation should be looked into genuinely and a quick settlement will have to be reached. Thereby, they gain the confidence and also goodwill of the working class.

I appeal to Government to take some immediate steps to settle the disputes—which are very minor—in the port of Cochin and to come to an agreement with the All India Port and Dock Workers' Federation, so that a strike will not come up and a new chapter will be opened.

In conclusion, I reiterate my demand that the story of the purchase of Heron aircraft, the story of what happened in the Hindustan Shipyard as also the story of the contract for the bridge at Arur should be reviewed, an inquiry should be instituted and those responsible should be brought to book.

***Shri A. Vairavan (Tanjore):** Mr. Speaker, Sir, while appreciating that the Minister of Transport and Communications has well served the country, I regret to point out that the 'East Coastal Road' connecting many towns does not exist.

[Shri A. Vairavan.]

It has been eagerly felt by the public that a coastal from Madras to Cape Comerin *via* Ramanathapuram, Kodikarai, Vedaranyam, Manamalkudi, Kattumavadi, Kattapattinam, Meenfusal, Thiruvadani along the East coast is necessary. By the efforts of many, it had been included for implementation in the First Five Year Plan, and then it has been left out.

This coastal road, I say, is not to be constructed newly in full. Already some roads have been maintained by the local boards and highways. So the East Coastal road should be built by connecting all the roads maintained by the above said bodies, by constructing bridges along small culverts, by remetalling 50 to 60 miles road and by changing the mud roads into metal roads. Then this road should be brought under the National Highways.

As the importance of the country and the growth of some industries depends mainly upon this road, I am speaking emphatically here.

Defence is essential for the approximately 500 to 600 miles East Coast. It will be much useful in emergencies. There is no certainty of defence if there is no road along the long coast. So the coastal road is essential.

It is said in the meeting of the Central Excise department that they are not able to check smuggling efficiently along the coast due to the lack of a coastal road. Therefore, the coastal road is essential to check the smuggling along the very long East Coast.

There are so many salt factories along the coast. As there are inadequate road facilities for transport of the salt produced for sale, the people involved are suffering much and the salt factories are not able to flourish. So the coastal road is

essential for expanding and developing these salt factories.

There are no transport facilities for commercial products along the coast between Madras port and many towns as there is no coastal road. A coastal road will help the transport of commercial products.

In the East Coast, fishing is the main occupation of the people. It is their means of livelihood. If fish is transported immediately to town after catch, the industry as well as the fishermen will flourish. But due to lack of a road, they are struggling hard with their lives. The East Coastal Road is essential to develop the industry as well as to improve the economic condition of fishermen.

Cyclone is usual in the East coast. Due to the lack of roads, so many villages are cut off from others which is the evil effect of the cyclone. As some villages were cut off during the last cyclone, food etc. had to be air-dropped in those villages due to the non-existence of this road.

Further the coastal people are living 20 to 30 miles apart from the towns. They have to cross this vast distance full of sand if they wish to go to the towns. Bullock carts will not serve the purpose due to sandy road. They have to walk all the distance before the sun gets hot, i.e. before 9 A.M. This coastal road is fulfilling the elementary needs of the coastal people.

I am concluding my speech requesting to include this East Coastal Road in the implementation of the Second Five Year Plan itself as this road is the backbone of the defence of the country, uplifts the Salt factories and fishing, checks smuggling and uplifts the life of coastal people.

Shri Bangshi Thakur (Tripura-Reserved-Sch. Tribes): Mr. Deputy-Speaker, Sir, first of all I thank you

for giving me the chance to speak. We have to our credit 11 years of our independence. We have finished the First Five Year Plan and we are passing through the Second Five Year Plan. During this period of time, which is more than a decade, India has been marching forward aiming at the socialistic pattern of society. Accordingly, many changes, befitting the time, place and circumstances, have taken place and more are going to take place in the near future. Transport and communications also are not lagging behind.

Many new roads have been constructed and more are to be constructed. New ocean-going ships have been built and more are going to be built. More facilities to the travellers by air are also contemplated. But, as far as the transport and communication facilities are concerned, the under-developed and backward parts of the country still remain behind. They are groaning under the difficulty of transport and communication facilities since the time of partition.

Industries, big, medium, small, village and cottage which could solve the unemployment and rehabilitation problem and could raise the economic standard of the people of Tripura to a great extent could not be established without transport and communication facilities. As long as this difficulty remains, the development and progress of Tripura will remain unsolved.

In the Second Five Year Plan, they have allowed Rs. 3 crores for the road construction and some amount has been spent since the time of independence and now. But, what is the picture? Still, the Assam-Agartala road, the main road which links Tripura with Assam and the rest of India is incomplete. The Agartala-Sabroom road is also incomplete.

All the roads which have been constructed so far are seasonal roads.

They permit traffic during winter but they do not permit traffic during the rainy season. Though, under heavy pressure of urgency, the vehicles have to be set in motion, that has to be done under great risk. News of accidents are very often heard. Nearly all the roads of Agartala are awaiting repair. They were damaged by the floods which came in the month of June, 1956 and today we are in March, 1958, and March is going out.

Three hundred miles of road constructed by the people of the different parts of Tripura themselves have been waiting for a long time for the finishing touches of the Government and a few bridges have also to be constructed in order to have those roads jeepable.

Owing to the transport difficulty everyday life in Tripura has become troublesome beyond measure. Exports and imports via the Pak Railway have become impossible owing to the high-handedness of the Pak military men and the station staff. Yet, these are not all. The merchants of Tripura have to pay various charges such as demurrage, fine and so on and even the Tripura Government cannot escape from all these. Yet, having no other alternative, the merchants of Tripura and the Government have still to take recourse to the Pak Railway. As such, the Pak Railway has to be paid a few crores every year. The burden of all these charges is being borne by the people naturally.

Under such circumstances, both way booking via the Pak Railway was suspended for a few months. Having been cut off from the supply of essential commodities the people had to suffer much. As a remedial measure, the Tripura Government made arrangements for lifting goods by air. But, how can the air-borne supply satisfy the demands of the people? On the other hand, if the commodities are to be supplied via

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Kalkalighat of Assam, then, supply of food by the Centre via Kalkalighat has to be postponed, which means starvation death of the people of Tripura. A few lakh maunds of jute are still lying in the godowns of jute merchants and in the possession of local peasants due to transport difficulty. Fruits like orange, banana, jack fruit, pineapple, mango etc. which are in abundance in Tripura have to rot in the trees, markets and godowns due to the same reasons, every year.

Under these circumstances, I should like to request the hon. Minister of Transport and Communications to pay attention to the following matters:

Construction of the Kailasahar-Dharmanagar link road of 17 miles via Unakuti hills and Udaypur-Amarpur road should be started forthwith. The I.A.C. which is the only connecting link between Tripura and the rest of India should start Janata service with janata fares and janata freight charges which should be within the bearable limit of the people of Tripura.

Shri M. B. Thakore (Patan): Sir, I thank you very much for giving me time to speak on the Demands of the Ministry of Transport and Communications. We talk of democracy. We talk of Panchsheel. We talk too much. Our communist friends talk of labour and see nothing but labour. At the same time, they forget the cream of society—agriculturists. It is a bad day for democracy and for India when the leaders talk too much and are not devoid of the speech-making disease. We talk in the House and outside and think that our work is finished and are satisfied. We must see that Panchsheel is successfully and sincerely applied at home to our internal problems from top. I feel that it is not applied at home as it should be. We talk and proclaim that the agriculturists should be

assisted and given all kinds of incentives and say that they should grow more food. But in fact this is wholly on paper and it remains on the paper. It is only propoganda which will not satisfy the agriculturists. We say that without agriculture our Second Plan would be a failure. But are we taking any care for the agriculturists and their families? Not at all.

We have monopolised all luxuries and comforts of life. We have bungalows and bars, gardens and galleries, buses and boats, roads and rickshaws, telephones, viscounts, hospitals, maternity homes, posts and telegraphs, cars and cup-boards, Ashoka, Ambulances. But what for all those poor people reside in the villages? Only to starve and produce more food. They do not even get the cost price of agriculture. Produce more is the slogan, even though they may starve. That is what we are giving to the agriculturists. It is not democracy if we deliberately ignore the majority of the population of agriculturists in our country who comprise about 80-90 per cent of the population. Unless we develop agriculture and provide all kinds of transport and communications in the villages, I do not think that we can go further and fulfil our Second Plan. First, we must fix a fair, equitable and reasonable price for the agricultural produce. We rarely find any hospital or post and telegraph facilities in the villages. No maternity homes are there though we talked too much about these before we got Independence.

It is shocking not to find even foot path-bridges essential for connecting the remote villages in the districts of Mehsana, Banaskantha, Sabarkantha and Radhanpur area where I come from. We do not find foot-path bridges over big rivers. At the time of emergency, people cannot go to the cities and towns and having no communications they suffered and at many times, the lives of their dear ones are

lost. I know in Banaskantha district, there is a river Banas in North Gujerat near Radhanpur. There is no such bridge to cross that river to go to the town where there is a hospital. There are no private hospitals in villages unless they go to big cities. There are no maternity homes. Many agriculturists fall sick and get fever in rainy season. They have to remain in their homes and ail for years on account of inadequacy of transport. They have to remain in bed for months together. Many of the villagers in Gujerat suffer from T.B. and other contagious diseases but there are no hospitals or adequate means of transport. Eighty per cent. of the T.B. patients die a horrible death. The poor villagers are looted by middlemen. There are no adequate transport facilities to bring the agricultural produce to the cities and towns. The middleman charges all kinds of expenses, including Tulai, Dalami, adath, etc. and many other charges. These charges come to nearly two annas in a rupee. These middlemen could easily be discarded if there are easy and sufficient transport arrangements. These poor agriculturists bring their produce in bullock carts from the interior to towns nearly 20 to 25 miles away. The middlemen may even take away for doing nothing two annas in a rupee. The agriculturists have no other go but to sell their produce, because they cannot take it back to their homes which will be very expensive and troublesome.

I now want to say a few words about the roads, especially in the rural areas of Gujerat. We are now constructing the Bombay-Delhi highway road. In Mehsana District there is a village called Brahmanwada near Sidhpur. Sir, the purpose of having a highway road is to shorten the distance, but in this case that purpose has been completely ignored and destroyed. At village Maktupur near Sidhpur two big curves are made in the high road just to satisfy and

please some leaders of that District. It is shocking, Sir, that to avoid a plot of land of some interested party they influenced the engineers and the officers of the Highway Road Authority. I request the hon. Minister to look into this matter. I approached the then Minister, but he was blind not to accede to my simple request; on the contrary, he said that it is a highway and people must sacrifice for it.

Shri Raj Bahadur: To which Minister is the hon. Member referring?

Shri M. B. Thakore: The State Minister of the Bombay State and not the hon. Minister here; it is a State subject and it is not in his hands.

Shri Braj Raj Singh: Not the Minister of State here. We have Ministers of State in the Transport Ministry.

Mr. Deputy-Speaker: Then the complaint should also be made there.

Shri M. B. Thakore: Yes, Sir; that is what I did. I did approach the State Minister.

Mr. Deputy-Speaker: Now it is an appeal.

Shri M. B. Thakore: I said that the Minister was blind to my request. He went there but he was approached by the leaders and he was silent.

Then, in North Gujerat a portion of the highway has been newly constructed near Sidhpur in the west. The metal used there is very thin. I am told that it should be, according to specifications, at least about two inches, but it is not even half inch and the road is now nothing but heaps of sand. It is no road at all; it is worse than even a kutchra road.

In Gujerat, we find very little progress done in the matter of road construction, especially damar concrete roads. The hon. Minister knows very well that the west coast of Gujerat is very near to Pakistan border. If

[Shri M. B. Thakore]

the roads there are not developed and, if—God forbid the war breaks out, what will be our position. I know that our defence there is very weak. There are no roads. Except for a rail link between Kandla and Palanpur, there is no road linking Kutch with Ahmedabad or any other town like Palanpur, Deesa and other places. Therefore, I request the hon. Minister to look into the matter and see that proper roads are constructed in that area.

Mr. Deputy-Speaker: The hon. Member should conclude now.

Shri M. B. Thakore: Sir, I want only two or three minutes more.

Mr. Deputy-Speaker: He has already exhausted those two minutes. He may have another minute if he wants.

Shri M. B. Thakore: Sir, after so many days and after much penance, with your kindness and blessings I have got this chance to speak; otherwise I do not get any chance at all.

Mr. Deputy-Speaker: He himself has been leaving certain silent intervals.

Shri M. B. Thakore: I am sorry, Sir.

Mr. Deputy-Speaker: He may go on; why should he lose time now?

Shri M. B. Thakore: I will now talk about civil aviation just for two minutes or so. There was a question unstarred on my name on the 24th March, 1958, regarding the viscount service starting from Bombay for Delhi on 17-12-1957. The Minister concerned was kind enough to reply but, with all respect to him, Sir, it was an evasive reply. What I wanted to know was whether passengers other than the V.I.Ps were made to stand outside the gangway. With all humility and sincerity I say that it is

a fact, but the Minister was not pleased to accept it. If the rules permit the V.I.Ps to come 20 minutes late I do not mind that—what about the other passengers who came 10 minutes earlier than the scheduled time? The scheduled time was 7.00 whereas the Viscount started at 7.20; it was detained for the Chief Minister, the Revenue Minister and other very important persons.

It is all right if we make exceptions to rules and laws but why should the other passengers be made to stand outside the gangway? One of the passengers who travelled by that plane told me that it is a fact. He just declared on oath before me.

Mr. Deputy-Speaker: It is enough if the hon. Member believes it; otherwise there is no question of taking an oath.

Shri M. B. Thakore: I just wanted to support my contention; that is all.

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

पंडित डा० ना० तिवारी (केसरिया) :
उपाध्यक्ष महोदय, मैं आप का ध्यान बिहार
की ओर ले जाना चाहता हूँ।

An Hon. Member: Sir, there is no quorum in the House.

Mr. Deputy-Speaker: The bell is being rung. There is quorum—the hon. Member may continue his speech.

पंडित डा० ना० तिवारी : उपाध्यक्ष
जी, मैं अभी आप का ध्यान पटना की ओर
ले जाना चाहता था। जब मैं पटना में जाता हूँ
तो देखाता हूँ कि एक मकान परगना ब्रह्मपुत्र
ट्रांसपोर्ट बोर्ड का साइनबोर्ड लगा हुआ है।
वह साइन बोर्ड बसों से टंगा हुआ है। सभ्य
में नहीं घाता कि वहाँ पर कोई आदमी भी
रहता है या कुछ काम भी होता है या कि
ऐसे ही दिखाने के लिये ही साइनबोर्ड कि

दिया गया है। बिहार में हालत यह है कि नार्थ और साउथ बिहार को मिलाने वाली गंगा नदी दिन बदिन सूखती जा रही है, बालू भरता जा रहा है। जो रेलवे का स्टीमर चल रहा है वह मुश्किल से इस पार से उस पार आ जा सकता है। कभी कभी तो उस की अपनी जेटी पर लगाने के लिये घंटों लग जाते हैं। गवर्नमेंट से यह मालूम हुआ कि गंगा ब्रह्मपुत्र ट्रांसपोर्ट बोर्ड की तरफ से सर्वे हो गया है और इंजिग होगा और इस नदी को इलाहाबाद से कलकत्ता तक नेवीगेबिल बनाया जावेगा, लेकिन दो तीन वर्षों से यह बोर्ड बना है कुछ काम हुआ या नहीं इस का कोई ब्यौरा हम लोगों को मिलता नहीं है। अगर यह काम साइनबोर्ड तक ही होना है तो इस को बन्द कर देना अच्छा होगा जिस में कि पैसा तो बरबाद न हो। अगर ऐसा नहीं है तो वहां का काम सुचारु रूप से चलना चाहिये।

अभी बिहार प्रसेम्बली से एक रिज्योल्यूशन पास हुआ कि जो कम्पनी बिहार से गंगा में यातायात के लिये जहाज चलाती है उस कम्पनी ने नोटिस दिया है कि वह ३१ दिसम्बर से अपना जहाज बन्द कर देगी। बहुत से लोग गवर्नमेंट के पास आये, रिप्रेजेंटेशन दिये, कि उस रास्ते को बन्द न किया जाये और किमी भी उपाय से उस को चालू रखा जाये। लेकिन अफमोस के साथ कहना पड़ता है कि अभी तक कोई उपाय नहीं निकाला गया है। नार्थ बिहार और साउथ बिहार में यों तो अन्तर केवल गंगा का है लेकिन अगर किमी चीज को थल मार्ग में नार्थ बिहार से साउथ बिहार को भेजना हो तो उस के बाद बड़े लम्बे रास्ते से भेजना पड़ता है और उस को सैंकड़ों मील का चक्कर लगाना पड़ता है। उस को मुगल सराय बनारस, छपरा हो कर जाना होगा। यदि गवर्नमेंट के पास जहाज न हों तो हमारे कंट्री क्राफ्ट हैं, देशी नौकायें हैं, उन का ही कुछ ऐसा इन्तिजाम किया जाये कि इस पार से उस पार सामान, आ जा सके और हम लोगों को सुविधा हो जाये। इस के ब होने से हम लोगों को जो नार्थ बिहार में

रहते हैं बड़ी दिक्कत उठानी पड़ती है। न कभी समय पर सीमेंट मिलता है न लोहा मिलता है। चूंकि मुकामा पर कोई पुल नहीं बना है इसलिये गाड़ियां सीधी नहीं जा सकतीं और बनारस व महुआडी होकर जाती हैं और उस लाइन की ट्रांसपोर्ट की शक्ति इतनी कम है कि कुछ स्टेशनों को छोड़ कर वह अधिक स्टेशनों की डिमांड मीट नहीं कर सकती। लेकिन गंगा में इस पार से उस पार तक नाव का यातायात होने से हम लोगों का काम बन सकता था। मैं मिनिस्टर साहब से कहूंगा कि जब तक वह छोटे छोटे जहाजों का इन्तिजाम नहीं कर सकते तो इस का कुछ दूसरा इन्तिजाम करें। कुछ लाइसेंस बोट्स रखें जो गवर्नमेंट के कंट्रोल में इस पार से उस पार सामान ला और ले जा सकें। इस में भी हम लोगों को बहुत सुविधा हो जायेगी।

नार्थ बिहार में रोड ट्रांसपोर्ट की बड़ी कमी है। एक तो सड़कें अच्छी नहीं हैं। दूसरे जो वहां से सड़कों के लिये पैसा मिलता है वह इतना कम होता है कि जिस से वहां पर लोगों का काम नहीं चल सकता। मैं यह नहीं कहता कि आप वहां पर सारी सड़कें पक्की कर दें। लेकिन जिस तरह से देश के दूसरे हिस्सों में आप सड़कें बनाते हैं उसी तरह से नार्थ बिहार में भी रोड ट्रांसपोर्ट के लिये कुछ सड़कें बना दें जिस में कि जहां पर न जहाज जाता है और न रेल जाती है। वहां पर रोड ट्रांसपोर्ट से काम चल सके।

पोस्ट ग्राफिसेज : जो लोग अखबार पढ़ने वाले हैं और खास कर जब ट्रांसपोर्ट मिनिस्ट्री के लोग बिहार के पेपर देखते होंगे, और खास कर इंडियन नेशन, तो वे रोज ही एक लम्बा चिट्ठा पोस्ट ग्राफिसेज की शिकायतों का देखते होंगे। अमुक को मनीआर्डर नहीं मिला इतने लोगों को रजिस्ट्री चिट्ठियां नहीं मिलनीं, सात दिन के बाद तार मिला, एक्सप्रेस डिलीवरी लैटर ग्राडिनरी डिलीवरी लैटर से बाद में मिलता है। कई बार यहां पर प्रश्न भी किये गये। न मालूम उन की इन्क्वायरी होती है या नहीं। अखबार में जो छपता है उस की तरफ

[पंडित डा० ना० तिवारी]

कोई तबज्जह दी जाती है या नहीं दी जाती। मालूम हुआ कि इन्क्वायरी तो होती ही है। तब फिर उस में सुधार क्यों नहीं हो रहा? हम भीर राज्यों के अखबारों में इस तरह की चीजें नहीं देखते जितनी कि पटना में हुआ करती हैं।

श्री ब्रज राज सिंह : लखनऊ में भी होती है।

पंडित डा० ना० तिवारी : लखनऊ के अखबारों में तो यह बात मिलती नहीं।

श्री ब्रज राज सिंह : कल ही निकला है।

पंडित डा० ना० तिवारी : लेकिन पटना में यह बहुत ज्यादा हुआ करता है। क्या पटना का जोन अनमैनेजिएबल हो गया है कि कंट्रोल नहीं किया जा सकता? वहां पर ऐसी ज्यादा गलतियां क्यों होती हैं।

पोस्ट आफिस का रूल यह है कि अगर आप मनीआर्डर भेजें और ग्राम का मनीआर्डर न पहुंचे और ग्राम एक बरस तक लिखा पढ़ी न करें तो वह रुपया आप को नहीं मिलता, लिखा पढ़ी करने के बाद भी। इस रूल में यह होता है कि जो देहांत के रहने वाले लोग हैं जिन के पास मनीआर्डर नहीं पहुंचता और अगर कहीं एक बरस बीत गया और उस के बाद वे लिखा पढ़ी करते हैं तो लिखते लिखते हार जाते हैं उन को रुपया नहीं मिलता। उन को डिपार्टमेंट की तरफ में जवाब मिलता है कि चूंकि आप का मामला टाइम बाई हो गया इसलिये आप को रुपया नहीं मिल सकता इस नियम को तो बदलना चाहिये। और सब जगह तीन साल में तमादी होती है पर पोस्ट आफिस में एक ही बरस में तमादी हो जाती है। इस नियम को बदलना चाहिये जिस में लोगों की तकलीफ दूर हो सके।

में समझता हूं कि पोस्ट आफिस के समान ईमानदार डिपार्टमेंट गवर्नमेंट में कोई दूसरा नहीं है। सात आठ बरस पहले कभी कोई शिकायत नहीं मिलती थी; लेकिन अब इधर कुछ ऐसी शिकायतें आने लगी हैं। रेलवे में घूस को दस्तूरी कहा जाता है और उस के नाम से कुछ लिया जाता है। लेकिन अब पोस्ट आफिस में तो मनीआर्डर के मनीआर्डर ही गायब हो जाते हैं। इन्वोरेंस गायब हो जाते हैं। पटना के एक एडवोकेट हैं श्री बजरंग सहाय। उन्होंने मे अपने सन इन ला को दो मो रुपय का मनीआर्डर भेजा था, पर उसे डेढ़ मो रुपय ही मिला और ५० रुपय नहीं मिला। न मालूम यह कैसे हो गया। मनीआर्डर फार्म में जब दो सौ रुपया लिखा था तो कम कैश दिया गया। मालूम होता है कि फार्म ही बदल दिया गया था। वह बेचारे लिखा पढ़ी करते करते रह गये। आखिर उन को नोटिस देना पड़ा। मालूम नहीं उन को रुपया मिला या नहीं। तो ऐसी ऐसी हरकतें होती हैं जिस में इस डिपार्टमेंट का जो ऊंचा नाम था वह नीचा गिरता जाता है। मैं मिनिस्टर साहब से कहूंगा कि पटना में जो इस तरह की खामियां पायी जाती हैं उन की तरफ अधिक ध्यान दें जिस में कि आज जो रुपया भेजने वालों और पाने वालों को दिक्कत होती है वह दूर हो सके।

पोस्ट आफिस एक्सपेंशन : मैं मानता हूं कि आजादी के बाद बड़े धड़कने में पोस्ट आफिसों का एक्सपेंशन हुआ है। बहुत ने नये पोस्ट आफिस खोले गये हैं। अगर सन् ४७ के और आज के पोस्ट आफिसों की तुलना की जाये तो आज सन् ४७ से पोस्ट आफिसों की संख्या दूनी से भी अधिक होगी। लेकिन मैं कहता हूं कि इस दौड़ को अब बन्द कीजिये। आप इन पोस्ट आफिसों को कंसालिडेट कीजिये। मैं नहीं चाहता कि आप इनएफिशेंट पोस्ट आफिसों का काम करें जहां कि लोगों की चिट्ठियां एक एक हफ्ते

एक नहीं मिलती। पहले जो पोस्ट आफिस में चिट्ठियां आती थीं उन के लिये बीट के दिन बंधे हुए थे। यह निश्चित रहता था कि प्रत्येक दिन को प्रत्येक गांव में चिट्ठियां पहुंचेगी, लेकिन अधिक पोस्ट आफिस खुलने से यह व्यवस्था हट गई है। अब यह सब पोस्ट आफिसों की जवाबदेही नहीं है—यह अब ई० बी० आफिसों की जवाबदेही है। ये लोग पाकेट में चिट्ठियां रखते हैं और बाजारों में जाते हैं। अगर कोई मिला, तो दिया नहीं तो वे चिट्ठियां फिर पाकेट में चली आती हैं। पहले दो तीन दिन में चिट्ठी मिलती थी, लेकिन प्रायः वे हफ्तों बाद मिलती हैं। मैं यह निवेदन करना चाहता हूँ कि लोग सुविधा चाहते हैं—वे केवल संख्या नहीं चाहते। वे यह नहीं चाहते कि पोस्ट-आफिसों की संख्या में वृद्धि तो हो जाय, लेकिन उनको मिलने वाली सुविधाओं में कमी हो। यह केवल चिट्ठियों की ही बात नहीं है, मनीआर्डर्स के बारे में भी यही शिकायत है। इस सदन में कई माननीय सदस्यों में कहा है कि मनीआर्डर्स महीनों बाद मिलते हैं। इस अवस्था में अधिक पोस्ट-आफिस खोलने का क्या फायदा है? मुफ्त का पैसा बर्बाद होता है। इससे अच्छा तो यह होगा कि हर एक पोस्ट-आफिस में दो चार साइकलिस्ट्स रखे जायें, जो कि चिट्ठियों को समय पर बांट सकें। मेरे कहने का तात्पर्य यह है कि आप पोस्ट-आफिसों को न बढ़ा कर उनको कानसालिडेट करें, इस बात का स्थान रखें कि उनमें एफिसोन्सी आई है या नहीं। जब यह हो जाय तब कदम प्रायः बढ़ाइये। ऐसा न हो कि हम प्रायः बढ़ते जायें और पीछे सफाया होता जाय, पीछे काम खत्म होता जाय।

जहां तक पब्लिक काल आफिसों का सम्बन्ध है, जहां जहां इम्पार्टेंट पोस्ट-आफिसों हैं, वहां वे खोले जाते हैं, लेकिन उसमें भी कोई एक सिलसिला नहीं है। जो

बड़ी इम्पार्टेंट जगहें हैं, वहां तो खोलते नहीं हैं और जहां के लोग जरा कोशिश कर लेते हैं उन जैसे इम्पार्टेंट जगहों में भी पब्लिक काल आफिसों खोल दिए जाते हैं। चन्द मिनट पहले मैंने एक चिट्ठी मिनिस्टर साहब को दिखाई थी, जो कि मरचेंट्स एसोसियेशन, दिघबाड़ा, डिस्ट्रिक्ट सारन, बिहार को लिखी गई। पहले मार्च, १९५७ में मन्जुरी हुई थी। बाद में जब उन्होंने लिखा कि हमारे यहां पब्लिक काल आफिस क्यों नहीं खोलते हैं, तो उनको जवाब दिया गया :

“The public call office at Dighwara will be opened after the stores for the work are received.”

इतना समय व्यतीत हो चुका है, लेकिन कुछ नहीं किया गया है। चिट्ठी लिखी जाती है, तो उसका कोई जवाब नहीं मिलता कि कितने दिनों में स्टोर्स आयेंगे। प्रायः भी बहुत से पब्लिक काल आफिस ऐसे जगहों पर खुले हुए हैं, जो प्राइवरी जगहें हैं, जो बहुत इम्पार्टेंट नहीं हैं, लेकिन वह स्थान एक बहुत इम्पार्टेंट मार्केट है, तो भी वहां कुछ नहीं किया गया है। मैं कहूंगा कि इस बारे में भी कोई एक सिलसिला रखिए। गवर्नमेंट के पास सब इन्फॉर्मेशन है, उसको मालूम है कि कौन इम्पार्टेंट जगह है। यह कोई छिपी हुई बात नहीं है। उन जगहों पर प्रायः पब्लिक काल आफिस खोलने की व्यवस्था कीजिए। लोगों की तरफ से पैरवी के लिए न ठहरिये।

अन्त में दो बातें कहना चाहता हूँ कि गंगा ब्रह्मपुत्र इनलैंड ट्रांस्पोर्ट बोर्ड के काम को इम्पूव करने का प्रयत्न कीजिए।

श्री बजरंग सिंह : वाईड अप कर दीजिए।

पंडित डा० ना० तिवारी : अगर वह इम्पूव न हो सके, तो उसको वाईड अप

[पंथित डा० ना० सिबारी]

कर दीजिए। पटना में इस पार से उस पार जाने की सुविधाओं में सुद्धि करने का प्रयत्न किया जाय। बिहार का प्रदेश नार्थ बिहार और साउथ बिहार में बंटा हुआ है। उनकी दूरी को मिटाने और वहाँ यातायात साधन बढ़ाने की व्यवस्था की जानी चाहिए। हमारे यहाँ 8 पोस्ट-ग्रॉफिसेज की शिकायतें आ रही हैं। ग्रामबारों में आप पढ़ते होंगे। उनको दूर करने की कोशिश कीजिए।

श्री बाजपेयी (बलरामपुर): उपाध्यक्ष महोदय, इस विवाद में....

श्री भक्त बर्षन (गढ़वाल): विवाद नहीं, वाद-विवाद।

श्री बाजपेयी: घनेक सदस्यों ने इस बात पर बल दिया है कि पंच-वर्षीय योजना के काल में अधिक यात्रियों और बढ़ते हुए माल को ढोने के लिए रेलों पर जो भार पड़ेगा, उसका वितरण जिस मात्रा में जल-मार्गों और सड़कों में होना चाहिए था, उसना नहीं किया गया है। जल-मार्गों के विस्तार के सम्बन्ध में जो भी नीति अपनाई गई है, उसमें काफी सुधार की गुंजायश है। सम्पूर्ण देश में सड़कों का जाल फैलाने के लिए जो प्रयत्न होना चाहिए था, वह अभी तक नहीं किया गया है। मुझे आशा है कि इस सम्बन्ध में सरकार एक राष्ट्रीय यातायात नीति का निर्धारण करने का प्रयत्न करेगी, जिस में रेल-मार्गों के साथ साथ जल और थल मार्गों से यातायात की व्यवस्था को भी संतुलित स्थान दिया जायगा।

कुछ दिन हुए इसी सदन में पोस्ट एंड टेलीग्राफ एक्ट में एक संशोधन लाया गया था। उस समय कुछ विरोधी सदस्यों ने सरकार का ध्यान इस तथ्य की ओर आकृष्ट किया था कि उक्त अधिनियम के अन्तर्गत चिट्ठियों को सँस्कार करने की जो व्यवस्था है, उसका दुर्-योग किया जाता है। मैं उस दिन इस सदन

में उपस्थित नहीं था, अन्यथा उनकी आवाज के साथ अपनी आवाज मिला कर मैं भी यह कहता....

श्री राज बहादुर: मैं माननीय सदस्य की जानकारी के लिए इतना निवेदन कर दूँ कि उस अधिनियम में सँस्कारशिप का तनिक सा भी अधिकार विभाग को नहीं दिया गया है।

श्री बजराम सिंह: इसकी चर्चा की गई थी।

श्री राज बहादुर: चर्चा चली थी, लेकिन मेरे ब्याल में वह चर्चा न्यायसंगत नहीं थी।

श्री बाजपेयी: खैर, अगर उस दिन न्यायसंगत नहीं थी, तो आज तो न्यायसंगत है।

मेरा आरोप है कि विरोधी दलों की ओर जहाँ तक मेरे दल का सम्बन्ध है....

श्री रामभू (नरसावर): अध्यक्ष महोदय, "विरोधी" शब्द अनपार्लियामेंटरी है। इस शब्द का प्रयोग संस्कृत, तैलगु और अन्य भाषाओं में "एनिमी" के रूप में हुआ है। "अपोजीशन" को "एनिमी" नहीं मानते हैं। इसके लिए "प्रतिपक्षी" शब्द उपयुक्त है।

उपाध्यक्ष महोदय: जब वह "विरोधी सदस्य" कहते हैं, तो हम हाउस के सारे सदस्य "अपोजीशन" ही समझते हैं।

श्री बाजपेयी: मैं भी विरोधियों में से हूँ।

सरकार-विरोधी सदस्यों की चिट्ठियाँ—विशेषकर राजनीतिक दलों के प्रमुख कार्यकर्ताओं की चिट्ठियाँ—सँस्कार की जाती हैं। यह मेरा स्पष्ट आरोप है और यदि सँधी महोदय उन कर्मचारियों को समय-दान दें, जो इस कार्य में संलग्न हैं, तो मैं इस

भारोप को प्रभावित करने के लिए तैयार । अधिनियम के अन्तर्गत जो व्यवस्था की गई है, उसमें सैन्यरक्षिण के लिए जो नियम बनाए गए हैं, उन नियमों का भी पालन नहीं किया जाता है और इन्टेलिजेंस डिपार्टमेंट की ओर से कुछ नाम भेज दिए जाते हैं, जिनके नामों पर घाने वाली चिट्ठियां खोली जाती हैं और देर से डिलिवर की जाती हैं । मैं नहीं समझता कि यह किस कारण किया जाता है । स्वतन्त्र देश में शान्तिपूर्ण, वैधानिक मार्गों से शासन में परिवर्तन करने वाले दल अपनी गतिविधियां स्वतन्त्र रूप से चला सकें, इस बात की गारण्टी देना शासन का कर्तव्य है ।

लेकिन अभी तक अंग्रेजी राज के समय का कानून बना हुआ है । कानून से संशोधन करना तो अलग रहा, ऐसे तरीके अपनाये जाते हैं जिन्हें लोकतंत्र के अन्तर्कूल नहीं कहा जा सकता है । मैं समझता हूं इस सम्बन्ध में शासन को अपनी नीति स्पष्ट करनी चाहिए । अगर वह सरकार विरोधी दलों के प्रमुख कार्यकर्ताओं की चिट्ठियों को सेंसर करना चाहती है तो खुले रूप से यह काम करे और हमें भी इसकी सूचना दे । हम कोई गुप्त काम नहीं करने । जो भी विरोध चलता है वैधानिक मर्यादाओं के भीतर चलता है । अगर आप को शक है कि हम कोई गुप्त काम करते ह तो जो अधिनियम में व्यवस्था की गई है, सेंसरशिप के अन्तर्गत, उसका पालन किया जाना चाहिए । मेरा आरोप यह है कि उभ व्यवस्था का भी पालन नहीं किया जाता ।

15 hrs.

अनेक माननीय सदस्यों ने सम्पूर्ण देश में यातायात के साधनों की कमी है, इसका उल्लेख किया है । उपाध्यक्ष महोदय, मैं इस सम्बन्ध में दिल्ली और नई दिल्ली की जो कठिनाइयां हैं उनकी ओर माननीय मंत्री महोदय का ध्यान आकषित करना चाहता हूं । जो भी हमारे सामने रिपोर्ट रखी

गई है, उसके अनुसार दिल्ली में अभी तक यातायात की कोई संतोषजनक व्यवस्था नहीं की जा सकी है । ५३४ बसें चल रही हैं जो केवल २६,४७५ आदमियों को एक समय ढोती हैं । जिस गति से दिल्ली की आबादी बढ़ी है, सम्पूर्ण देश के कोने-कोने से व्यक्ति भारत की राजधानी में आते हैं, उसे देखते हुए जो भी बसों की व्यवस्था है, बड़ी अपर्याप्त है । आवश्यकता इस बात की है कि बसों की संख्या बढ़ाई जाए । आधा-आधा घंटा खड़े रहने के बाद भी आप बस पकड़ सकेंगे यह निश्चयपूर्वक नहीं कहा जा सकता है ।

इसके साथ ही जो बारह साल से कम उम्र के बच्चे हैं, उनके लिए बसों में आधी टिकट की व्यवस्था नहीं की गई है । मैं समझता हूं रिपोर्ट के अनुसार दिल्ली ट्रांसपोर्ट आथोरिटी को लाभ हो रहा है । १९५७-५८ में काफी लाभ दिखाया गया है । यदि बच्चों को इस प्रकार की सुविधा दी जाए तो बहुत अच्छा होगा ।

कुछ दिन हुए मे मित्र श्री नवल प्रभाकर ने इस तरह का एक प्रश्न किया था कि बम्बई और कलकत्ता में बसों के जो किराये हैं उनमें और दिल्ली के किरायों में क्या अन्तर है । इसके उत्तर में जो विवरण मदन में रखा गया उसमें यह पता लगता है कि यहां पर किराये अधिक हैं । उस उत्तर से यह नहीं ज्ञात होता कि गामन के सामने ऐसी कौन सी कठिनाइयां हैं जिनके कारण यहां की बसों के किराये सभी मार्गों पर बम्बई और कलकत्ता के किरायों के अनुरूप नहीं लागू जा सके हैं ।

बसों से यात्रा करने वालों को और भी कठिनाइयों का अनुभव होता है । देखा ऐसा जाता है कि अगर कोई यात्री बस में शिकायत किताब मांगता है तो उसे शिकायत की किताब नहीं दी जाती और यदि किसी तरह से शिकायत लिख भी दी जाती है तो उसकी जांच नहीं की जाती । मैं अपने व्यक्तिगत अनुभव से

[श्री बाजपेयी]

कह सकता हूँ कि मैंने दो शिकायतें दर्ज की थीं और उनके सम्बन्ध में क्या हुआ, इसकी कम से कम मुझे जानकारी नहीं है। अगर डी० टी० एस० के अधिकारी जनता की शिकायतों के प्रति इसी प्रकार उपेक्षा की नीति अपनायेंगे तो कभी संघर्ष की स्थिति भी पैदा हो सकती है।

जो रिपोर्ट रखी गई है उसमें डी० टी० एस० के कर्मचारियों द्वारा विनय सप्ताह मनाने की बात कही गई है। विनय सप्ताह प्रतिबंध चलता रहता है और कर्मचारियों में विनय का भाव ही देखा जाता है।

डी० टी० एस० में भ्रष्टाचार भी काफी मात्रा में है। हमारे गृह-कार्य मंत्रालय के राज्य-मंत्री श्री दातार साहब ने इस बात को स्वीकार किया कि जब मंत्री महोदय हाऊ-अल-रशीद की तरह से बेश बंदल कर डी० टी० एस० की बसों में सफर करने गये तो उन्हें पता लगा कि बहुत से विद्यार्थी बसों में कम दाम देकर बिना टिकट लिए हुए लम्बी लम्बी यात्रा करते हैं और जो भी पैसा होता है उसमें से कुछ तो विद्यार्थियों के लिए बच जाता है और कुछ जो बस को चलाने वाले कंडक्टर होते हैं उनकी जेबों में चला जाता है। इस सम्बन्ध में दृढ़ता की नीति अपनाई जानी चाहिए। इस तरह से विद्यार्थियों की नैतिकता भी गिरती है और कर्मचारियों को भी भ्रष्टाचार का मौका मिलता है।

बसों के कुछ ऐसे स्टॉप हैं जहाँ पर हाथ का इशारा देने से बस खड़ी होती है। वहाँ पर लिखा हुआ है "बाई रिक्वेस्ट"। लेकिन मैंने स्वयं देखा है कि बस खाली है, स्टॉप पर लोग खड़े हैं और बस की प्रतीक्षा कर रहे हैं, मगर हाथ देने के बाद भी बस नहीं रुकती और आगे बढ़ती चली जाती है। जब बसों में कम हैं तो इस सम्बन्ध में कर्म-

चारियों को दृढ़ता से शिवायत दी जानी चाहिए।

अन्त में मैं एक बात कहना चाहता हूँ जिसका संकेत मैंने अपने कटौती प्रस्ताव में किया है। पोस्ट एंड टेलीग्राफ के डायरेक्टोरेट में जो सेफिड डिविजन के ग्रेड के क्लार्क हैं उनकी कुछ कनफर्मेशंस की गई हैं। कनफर्मेशंस किस आधार पर की गई हैं, न तो कर्मचारी समझते हैं और न शायद जिन्होंने कनफर्मेशंस किये हैं, वे ही उनको ठीक तरह से समझ सकते हैं। जो लोग पुराने सविंस में हैं उनकी उपेक्षा कर दी गई है और १०-१०, १२-१२ साल से काम करने वाले कर्मचारी जो डायरेक्टोरेट में ले लिए गए उनको यह कह करके कनफर्म नहीं किया गया है कि जब से वह डायरेक्टोरेट में आये हैं तब से उनकी सविंस मानी जायगी। अब उन्होंने डायरेक्टोरेट में आकर तो सविंस शुरू नहीं की। वे छोटे २ पोस्ट आफिसेज में थे, अपनी योग्यता के कारण वह डायरेक्टोरेट में बुलाये गये। उनके बाद जो लोग नियुक्त किये गये हैं उन्हें कनफर्म कर दिया गया है।

प्रमोशंस के सम्बन्ध में भी इसी प्रकार की नीति अपनाई गई है जो कि गृह मंत्रालय द्वारा निर्धारित नियमों के भी विरुद्ध है। मैं मंत्री महोदय से निवेदन करूँगा कि इस तरह की जहाँ भी कठिनाइयाँ उत्पन्न होती हैं, कर्मचारियों में जो असन्तोष पैदा होता है उसकी ठीक तरीके से जांच की जानी चाहिए और उनका असन्तोष यदि उचित हो तो उसके निराकरण का प्रयत्न किया जाना चाहिए।

श्री दातार ने इस बात को स्वीकार किया था कि डायरेक्टोरेट में जो कनफर्मेशंस किये गये हैं उनमें से ६ कनफर्मेशंस गलत हैं और उन्होंने आश्वासन दिया था कि उनको ठीक कर दिया जायेगा मगर ठीक ऐसे किया

गया है कि जो ६ नये लोग कनफर्म किये गये हैं वे भी सोनियारिटी के हिसाब से कनफर्म नहीं किये गये हैं। अगर पुराने कर्मचारियों की उपेक्षा होगी तो हम उनसे अच्छे कार्य की आशा नहीं कर सकते। इस ओर मंत्री महोदय का ध्यान आकर्षित करते हुए मैं समाप्त करता हूँ।

Mr. Deputy-Speaker: I now call the hon. Minister.

Shri Harish Chandra Mathur (Pali): Will you not permit other speakers? We have not had anybody from Rajasthan.

Mr. Deputy-Speaker: He is not winding up.

Shri Harish Chandra Mathur: True, he is not winding up but if you are giving him an opportunity, I also was to refer to air services.....

Mr. Deputy-Speaker: Three hon. Ministers have to speak. When the hon. Member makes that reference, I am sure the hon. Minister in his closing speech will certainly reply.

Shri Humayun Kabir: Mr. Deputy-Speaker, Sir, my association with this Ministry has been very brief. The references to the departments with which I have been associated have also been very brief and I shall try to be as brief as I can.

Mr. Deputy-Speaker: The hon. Minister has sensed the feelings of hon. Members who are very anxious to have more time.

Shri Humayun Kabir: I will be very brief. Of the five departments with which I have been associated, three have not been mentioned at all. Two of them are scientific departments—the Overseas Communications Department and the Department of Meteorology. I would only like to say that here we have a band of very

devoted and competent technical officers who have done an excellent job. Our Director-General of Observatories has received international recognition and has been elected twice to be the chairman of a very important international committee. Our officers of the Overseas Communication Department have designed and set up very complicated machinery of radio communication and that, I think, should bring a compliment to them.

There is also the third department of Railway Inspectorate, which has not been mentioned. I would only like to say that we have recently had discussions with all the senior officers of this department to devise better measures of safety on railways. They have made certain very valuable suggestions which are now under the examination of this Ministry and the Ministry of Railways. One of the suggestions is for the constitution of a Railway Safety Advisory Board. Some of the suggestions that they have made are inexpensive while others are expensive, but I am sure that if all these are adopted, we will be able to achieve a much greater degree of safety on the railways.

Then I come to the two departments to which certain references have been made. I will take inland waterways first. So far as inland waterways are concerned, I would like to make it clear at the outset that the Government of India has concurrent jurisdiction in certain respects, but so far as the question of country boats, which carry the major portion of traffic on rivers, is concerned, it is entirely the concern of the State Governments. The unfortunate accidents which have taken place from time to time and to which reference has been made by various hon. Members today generally take place in country boats. We can only advise the State Governments in these respects. Three suggestions which we have recently made to them,

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I think, may go some way in avoiding some of these accidents in future. One suggestion is that there should be more frequent inspection of these boats which are used for carrying passengers or goods. Another is that just as in the case of sea-going vessels, country craft plying on rivers should also show clearly a safe water mark for each vessel. The third suggestion which we have made is that very often these accidents take place because people rush from one side of the boat to another precipitately. We have therefore asked the State Governments to examine if some kind of fences could be built on the platform on which the passengers stand so that they cannot rush from one side to another. This will mean a slower movement in embarkation and disembarkation, but it may remove major cause of accidents.

My hon. friend from Bihar referred to the question of the Ganges and the Ganga Brahmaputra Water Transport Board. He knows that the position in this area has been difficult for a long time. The steamer company which was serving this area has been suffering fairly heavy losses for a number of years and they have wanted to withdraw. When other people said that the traffic is profitable, we had no answer to the observation of the steamer company that if they were profitable why should not somebody else come forward? We asked the Bihar Government and we asked a number of companies.

Pandit D. N. Tiwary: Before the partition of the country and before independence, these companies were running at profit and not at loss. After that they are having losses. I say, they are manipulating things so that a loss may be shown.

Shri Humayun Kabir: Supposing what my hon. friend says is true, even then this private company is not willing to operate the particular line. You

cannot force them. There is no monopoly for this company. We have asked the Bihar Government if they are willing to take it up as a State concern, or if any firm is willing to take it up. No one is coming forward. That itself shows that there is something wrong with the matter. Unless somebody is willing to come forward we cannot by ourselves solve that problem. Nevertheless, certain measures have been taken and I would like to tell the House the suggestion which we have made to the Bihar Government. We have Pusher Tugs, which were recommended for experiment in upper Ganges; we will be willing to loan their services for traffic in lower Ganges between Patna and Rajmahal. We have not yet received the reply of the Bihar Government and when we receive a reply, action will be taken regarding this loan. The question of surveying and dredging the river was raised. There I have pleasure in informing that a 12 inch cutter suction dredger has been built and taken to Patna. If my hon. friend goes back to Patna and makes enquiries there, he will find.....

Pandit D. N. Tiwary: It is not working as yet.

Shri Humayun Kabir: It may not work, but it has arrived. It will take some time to start operations.

Shri Braj Raj Singh: It is not meant for working.

Shri Humayun Kabir: Dredgers have arrived there and two Pusher tugs will also be available by July or August this year. It takes some time to set up a machine. You cannot just order a dredger and have it. It takes eighteen months, I believe, to construct a dredger. Nevertheless, this action has been taken and we will see how we can solve the problem of water transport in Bihar.

Certain other friends from the South referred to the question of

irrigation facilities in that area. I have once before told this House about something which has been vaguely called a master plan. I would make bold to say, it is neither a plan and certainly not a master plan, but is only a statement of certain aspirations for connecting the Brahmaputra, and the Ganga and the Cauvery, Godavari, Narmada and Tapi. It has not taken into consideration the physical difficulties on the way. An aspiration has been stated but before we undertake heavy expenditure in the building of irrigation and navigational canals, a proper traffic survey will have to be made.

I confess that I am not very happy about the development of inland water transport in this country and this is the one section of the different departments with which I have been associated where I am not feeling happy and where I have a certain sense of frustration. But that frustration also has been partly due to the fact that it is the spirit of the times all over the world that inland water transport is losing in competition with trucks, with lorries and buses. Now-a-days we go a step further and we talk of transport by air. In view of all these factors, the problem is very difficult as regards inland water transport and I think the House will agree that before crores of rupees are invested, a thorough traffic survey should be made. We have tried to help the Governments of Andhra and Madras by providing funds so that proper survey can be made. The Buckingham Canal and the Vedaranyam Canal are under examination at the moment. We have also taken up the question of the canal system in Orissa. So all these measures are being taken. But, I am sure hon. Members of this House will not want any precipitate expenditure. For, if these funds are sunk, we cannot recover them. At the same time, I concede that we should not allow this form of transport to die out and

everything that is possible will be done.

Shri Achar (Managalore): May I just ask one thing? With regard to the proposal for a canal from Calcutta to Cape Comorin and from Cape Comorin to Mangalore, has anything been done in the west coast?

Shri Humayun Kabir: I have just now stated that theoretically it is possible to dig a canal from somewhere in the North Pole through the Himalayas right up to Cape Comorin. If sufficient money is given and if sufficient time and ingenuity are exercised on it, anything can be done. The question is, with our limited resources and with the requirements of our traffic, is it possible to dig a canal today from Brahmaputra right up to Mangalore?

Then, I come to civil aviation on which a number of remarks have been made or a certain number of remarks were intended to be made. I shall also try to answer some of the points which have been given to me either through questions or by Members who intended to speak and who did not get a chance. I will take first and foremost the question of the I.A.C. losses. This has become almost a perennial question in this House. This has been repeated again this year, even though I tried to place the picture as clearly as I could before the House last year and I thought that last year I had satisfied the House. It seems that either our memories are very short or probably I was mistaken in my idea that the House was satisfied, because, the same questions have been repeated.

The first point is about the top heavy administration. Last year, I told the House that in the place of 24 officers who drew salaries of Rs. 2500 or more before nationalisation, last year the I. A. C. had 11 officers in such categories and the maximum salary of any of them excepting the Chairman was Rs. 2300. I believe

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there has been some further reduction since then. I expect that this process of reduction through combination of functions or through better utilisation of the officer material which we have, will continue and the I.A.C. will be able to give even more satisfactory reports in the future.

An hon. Member mentioned in the House yesterday that while the former private companies were making a profit, the I. A. C. has been showing losses.

Shri Biren Roy (Calcutta South-West): I did not.

Shri Humayun Kabir: Not you. I am not referring to you.

Shri Biren Roy: Yesterday nobody else spoke.

Shri Humayun Kabir: I am speaking of an hon. Member who made this statement yesterday. The hon. Member from Calcutta should not think that the cap fits only him. After all, there are many hon. Members who have spoken.

I am sorry that this thing has been repeated. Because, last year I told the House that in the year 1952 when the private companies operated, they suffered in all a total loss of Rs. 75 lakhs. Operations have since then greatly increased. In 1956-57, the latest year for which figures are available, the I.A.C. carried in scheduled services alone 20 per cent. more of passengers, 5 per cent. more of cargo, 47 per cent. more of mail and 22 per cent. more of revenue ton miles than in 1952. Then, there were a large number of non-scheduled services of the I.A.C. In spite of this, in 1956-57, the cash losses of the I.A.C. were only Rs. 35.74 lakhs as against Rs. 75 lakhs suffered by the private companies. Even if we take the gross losses, these were Rs. 108 lakhs. As against this, the I.A.C. paid taxes on fuel amounting to Rs. 112 lakhs. That is why I told the House last year that

even though from one point of view, the I.A.C. was running at a loss, from another point of view, the I.A.C. was not running at a loss because the loss was made up of taxes paid and no additional funds were being provided by the public revenues in order to enable the I.A.C. to discharge its obligations.

I also mentioned in the House at that time that there were two major policy decisions as a result of which the administrative costs had gone up. We have, I think rightly,—I hope every Member of the House will support the I.A.C. in this decision—given better conditions of service and better emoluments to the low paid staff than was the case with the private operators. This is something which one expects from a public corporation.

Secondly, as a public corporation, the I.A.C. has been maintaining certain services and providing facilities even in uneconomic sectors. If there were a private operating company, as soon as there is any loss, it would withdraw from that particular line. As a public corporation which is intended to serve the country and the community, the I.A.C. cannot withdraw. Therefore, the I.A.C. has been continuing such services in spite of certain losses.

I would take this opportunity, while I am dealing with the I.A.C., to mention two very healthy developments which have taken place recently. Last year, I paid a tribute to the Chairman of the I.A.C. and his colleagues for the way in which they have been able to integrate a number of different services. They have carried out a very difficult task with a good deal of competence. I think we should pay them a compliment for that. Since then, we have today as the head of I.A.C. as its General Manager one of our most brilliant officers from the Air Force, who is a technical man. Being a technical man, he has certain advantages over other civilian officers who have been dealing with the I.A.C.

till now. The result is, as a pilot, he can talk to the pilots on equal terms.

One salutary development which has taken place in the last few months is that the I.A.C. has come back to operate in the N.E.F.A. This N.E.F.A. is a region from which the I.A.C. had withdrawn a year or a year and a half ago. That meant not only financial loss but also a kind of loss of morale in certain sections of the I.A.C., the pilots and other flying staff. It was a kind of implicit confession that the I.A.C. could not do a certain type of work which private companies were doing. I know that certain supporters of private operators have placed a very great emphasis on this fact. They have said that the private operators could keep the life line open with N.E.F.A. and therefore, they should receive every encouragement. The I.A.C. has resumed operations there and I am very glad to inform the House that they have actually exceeded their and our expectations. It was originally estimated that they would probably lift 500 tons a month for the first two or three months. After they started operating on the 1st of February, already, I think they have gone beyond that limit. I believe in the month of April, it will be possible for the I.A.C. to lift almost 1,000 tons, which will be as good a figure as any private operator has done.

Shri Hem Barua (Gauhati): May I know why is it that the I.A.C. withdrew from the N.E.F.A.?

Shri Humayun Kabir: I have already said that they come back. This is a sign of the restoration of morale and a sign of increasing co-operation and confidence. It is not always very desirable to go into post mortem into all that might have been there in the past. If the situation is healthy today, if health has been restored, it is not always right to dig into the past.

The second point is, I believe there has also been considerable improvement in the relations between the staff and the management. I was particularly pleased to find that even my

friends from the left of the House who are usually very critical about labour relations, did not have much to say about labour relations in the I.A.C. I hope that these relations will be maintained and improved.

We made a suggestion some time ago that any employee, whatever may be his position, whether he is an unskilled mechanic or a highly skilled technical officer, whoever he may be, should be free to make suggestions for the improvement of the operations of the I.A.C. and if such suggestions are accepted, the man should be honoured duly in various ways. I think another recent decision which we have taken has also probably had something to do with the improvement in morale. I believe that if officers are brought on deputation for too long a period from other fields, to some extent it acts as a damper on the people who are in the organisation. Therefore, when we were able to secure the services of a very able officer from the Indian Air Force, as I have said, he has already shown certain results—I told him that I would judge him not by what he does himself, for I was sure he would do brilliantly, but I would judge him by one sole test: if at the end of two or three years of his tenure, he cannot give me a General manager from the I.A.C. staff itself, I would hold that he has failed. That would be my test, and I think if this kind of test is applied, and if the people in the organisation feel that even the man in the lowest rank or category can look forward to holding the highest post, that will do more for restoring the morale of any organisation or service than anything else that we can do. I hope that this policy will be continued, and the I.A.C. will be strengthened in this way, so that every officer, every permanent employee of the I.A.C. will feel that herein lies his future, herein lies his whole career, and once that feeling develops in every member of the I.A.C., I am sure this House will not have to worry very much about the future operation of this organisation.

[Shri Humayun Kabir]

References have also been made....

Shri Biren Roy: Before he leaves the subject of I.A.C., may I ask one question?

Shri Humayun Kabir: I have not finished with IAC yet.

There was a reference made in a question to the purchase of the Herons and the Viscounts. So far as the Herons are concerned, the House should remember that the decision was taken some time towards the end of 1954, and they were purchased fairly early in 1955. I do not know if hon. Members of this House will remember the kind of sentiment which had been created at that time in the country. Quite unjustifiably to my mind, some people had questioned the safety and the air-worthiness of the Dakota. I will have something to say about the Dakota later on, but at that time, when there had been unfortunately two or three accidents in the night air mail service, a kind of feeling was created in the country that we must have four-engined planes, that passenger traffic would not develop unless we had four-engine planes. The Minister of the day and the department of the day felt, and quite rightly, that in order to win back public confidence, a four-engine plane must be purchased, and the cheapest four-engine plane which was available at that time, as far as I am aware, was the Heron.

An hon. Member said yesterday, and today also one hon. Member from the South, I believe from Kerala, said that the Heron is more expensive to operate than the Dakota. I do not know where he got his figures from. Here are the operating costs of the Dakota and the Heron. The direct operating cost for the Dakota is Rs. 480 and for the Heron Rs. 453. Surely, 453 is not more than 480. And if you take the indirect operating costs, the general costs to find the total costs, the total cost in the case of the Dakota is Rs. 670 and for the Heron Rs. 539.

Therefore, while there was some force in his statement that the purchase of the Herons might not have been a very wise decision, and I readily admit that with the knowledge and the experience which we have today we will not go in for a Heron if we have to decide that question once again, at that time with the knowledge which was available and with the sentiment which was prevailing in the country and the demand for a four-engine plan, I do not think those who were concerned in purchasing the Heron made a mistake.

I would like to add that whenever you are developing a concern, a new line, certain risks have to be taken. We cannot always foresee every element of the unforeseeable future, and if we knew to the minutest detail the things that were going to happen, perhaps many of us would have done many different things. And here I will say that at the worst it was a *bona fide* mistake, and if we took a more charitable view, which I think is justified, it was a genuine endeavour to meet a kind of feeling which had been created in the country that the two-engine planes must be replaced by four-engine planes.

Now, I should like to say a word about Viscounts. Unfortunately, some doubt was cast upon the utility and the airworthiness of the Viscount, and I was particularly surprised that one Member of this House, whom I would regard as an expert in the field, should have raised this question. I am referring to the hon. Member from Calcutta. He raised some doubts about the question of metal fatigue.

Shri Biren Roy: Here?

Shri Humayun Kabir: No, in a question.

Shri Biren Roy: You should remember that there was a crash in January 1958 and I asked the question, which was not allowed by the Speaker, as

to why this crash should happen at a time when it was already proved that there was no mental fatigue and all the modifications had been carried out.

Mr. Deputy-Speaker: When it was not allowed then, why should it be allowed now?

Shri Biren Roy: He is replying. Therefore, I have to make it clear.

Shri Humayun Kabir: I am not yielding any longer. I gave him his chance.

I want to clarify this point because it is one of the finest planes we are using, and it has built up our traffic.

Shri Biren Roy: Before he clarifies....

Shri Humayun Kabir: I am not yielding ground any longer, and he had better sit down.

Mr. Deputy-Speaker: He may proceed uninterrupted.

Shri Humayun Kabir: First of all, the hon. Member is mistaken about the crash in 1958. The crash to which he refers took place on 14th March, 1957 and it was the report which was submitted towards the end of November or December, and comments were made in the papers on it in January, 1958. I would like to remind the House of what I said when I was answering this question.

These Viscounts have been built in three different series. The first series consisted of 32 planes. They had wing spars with a life of 4,000 landings. It is only some of these planes in the first series that had been grounded for the renewal of the time expired spars. This is a question of general overhaul. In a plane, when the spar on an engine or any other part of the aircraft has served the full period of its specified and guaranteed life, it has to be grounded in order to undergo the necessary measures of overhaul. In the Second series of

Viscounts from 33 to 87, they have spars with a life of 15,000 hours, and all Viscounts after the 97th have a spar life of 30,000 hours.

The Viscounts which we have purchased are all very much after the 97th; our first Viscount is 211 in the series, and therefore, the experience of all these planes is available to us.

Further, I would like to inform the House that all the three Viscounts which have had accidents till now, belong to the first series, and the particular Viscount about which my hon. friend from Calcutta was so concerned happened to be the very first Viscount in the production line. Till that time enough experience had not been acquired. I may say that after the accident in Manchester, a modification has been introduced, a modification entitled D-2175, which provides a strap for holding the flap as a double safety measure. All Viscounts now in use have this double safety measure, and in addition, both the manufacturers and the Air Registration Board are carrying on constant experiments to improve the efficiency and the durability of both air frames and air engines. Therefore, from the point of view of safety, so far as human ingenuity can go and so far as human foresight can go, I do not think there is the least cause for anxiety, and as I have said, our Viscounts are the latest in the series.

Shri Biren Roy: Now, may I ask...

Shri Humayun Kabir: I do not yield any more.

Mr. Deputy-Speaker: If the hon. Minister does not yield, I cannot help the hon. Member.

Shri Humayun Kabir: The hon. Member from Calcutta also referred to the question of encouraging gliding and flying clubs. He also talked about building some kind of light training planes which will be cheap and yet which will give a performance equal to the HT-2.

[Shri Humayun Kabir]

So far as the gliding and the flying clubs are concerned, I think the hon. Member knows more than most Members of this House, that a good deal has been done to encourage them and he himself in his speech stated that the assistance which the Government of India gives is probably more generous than assistance given elsewhere.

Not only that. I would also inform him that recently measures have been taken for revitalising the Aero Club of India. The Aero Club of India is intended to act as a kind of agency which will create public enthusiasm. The hon. Member referred to the absence of public enthusiasm in spite of the very large Government subsidies and Government assistance. Now, if that public enthusiasm has been lacking, may I very humbly suggest through you to him that perhaps the reason for that is the failure of the Aero Club and the gliding clubs and flying clubs to take full advantage of the opportunities which were offered to them? However, we have taken measures to see that the Aero Club is revitalised, and a new function is being given to the Aero Club for the licensing of student pilots.

In this way, the Aero Club and the flying clubs will come into much closer contact with one another, and I believe that it is for the first time in many years that the Aero Club and the flying clubs are seeing eye to eye, and a very close co-operation between them has been achieved. I think if the hon. Member will search his heart, he will probably admit that the Ministry has played some part in bringing about this kind of reconciliation between the Aero Club and the flying clubs.

With regard to the suggestion about the construction of very light flying planes, this unfortunately cannot be permitted at present on account of

the policy resolution adopted by the Government of India, but a suggestion has been made that light aircrafts built under a certain gross weight, about 2,000 lbs., might be excluded from the purview of the above policy resolution.

Shri Biren Roy: Thank you.

Shri Humayun Kabir: I take it that these trainer planes will come within the light category. I think it is a very good suggestion that has been made, and I have asked the Director-General of Civil Aviation, though I shall be relinquishing charge tomorrow, to take up this matter and pursue it as vigorously as may be possible.

An hon. Member asked why second-hand Dakotas were purchased.

Shri Biren Roy: What about gliding clubs?

Shri Humayun Kabir: I have already said that I have asked the Director-General of Civil Aviation to examine the matter and see that whatever help is possible will be given. I can tell my hon. friend that it is not the intention of Government to reserve gliding for only governmental activity. In fact, I have asked a number of educational institutions in different parts of the country to take to gliding.

Mr. Deputy-Speaker: If the Minister looks towards that side, he would be interrupted more frequently.

Shri Humayun Kabir: I have spoken through you all the time; I have never addressed them directly.

I was saying that I have asked a number of institutions to take to gliding. Since gliding is much cheaper than flying, it would be a good thing if universities were more interested in gliding; and in this way we can build up a number of pilots who can later be trained as air pilots as well.

An hon. Member had referred to the question of second-hand Dakotas and asked why second-hand Dakotas were purchased. But my hon. friend from Travancore-Cochin, on the other hand....

Shri Narayanankutty Menon: No, no from Kerala.

Shri Humayun Kabir: I am sorry. My hon. friend from Kerala wants second-hand Dakotas while other friends do not want them. But the fact of the matter is that the Dakota is one of the best planes which has been produced till now, and many people hold that it was a fluke which certainly has never been repeated. It is thus not surprising that even today, it is being used in countries like USA and in Europe. And there are Dakotas in active service in those countries which have had twice, and in some cases more than twice, the flying hours of the Dakotas that we have purchased in our country. And this will also probably interest hon. Members that to this day, a second-hand, a third-hand, a fourth-hand, and God alone knows whether it is a tenth-hand or fifteenth-hand, Dakota will fetch a price of Rs. 5 lakhs or \$100,000 in the U.S.A. This is certainly a plane whose substitute has not yet been found. There are better planes in certain other respects, from the point of view of speed or from the point of view of comfort, but this is the faithful work-horse, and it has been looked upon as the faithful work-horse. I have talked to many pilots, during my eleven months' association with this Ministry, and everyone of them has said, even if they are flying much better and bigger and faster and quicker aeroplanes, they have never been so happy as when they are flying a Dakota. Therefore, the Dakota also is a plane for which we should be thankful.

The hon. Member from Calcutta also referred to the question of Dum Dum and the development of Dum

Dum. We are certainly fully seized of the problem and of the importance of Dum Dum. In fact, if I may say so, he has under stated his case, and perhaps, by under stating the case, he made it a little stronger than it would otherwise have been. We are all aware that Dum Dum is today the biggest international airport in this country. The only difficulty in the past has been the question of finding funds for developing Bombay and Dum Dum simultaneously. Nevertheless, the Ministry is actively pursuing this matter, and I hope that a very favourable decision may be taken fairly soon, and especially when I know that this portfolio is going to be looked after by my distinguished friend who will never let grass grow under his feet, perhaps Dum Dum also will have, I hope—I am only expressing a hope, and I am making no commitment about it—its runways for the jet planes before 1960.

I think I have dealt with most of the points which have been raised. In conclusion, I would say, as I said at the very outset,.....

Shri Sinhasan Singh (Gorakhpur): What about the restoration of the Gorakhpur air service?

Shri Humayun Kabir: My hon. friend has asked me about a connection to Gorakhpur. I can tell him that I have been in communication with the UP Government, and I have written personal letters to the Chief Minister also. But till now the results do not seem very encouraging. But one never gives up hope, and especially since Gorakhpur is going to develop with a university of its own. I believe it will have the first agricultural university in the whole of India, and probably it will have new industrial developments. I am sure that Gorakhpur also will soon come on the air map of India, but how soon, I do not know; it will be for the new Minister for Transport and Communications to decide.

[Shri Humayun Kabir]

I have done, and I would like to thank the hon. Members of the House for the co-operation I have received from them throughout my very brief tenure in this particular department; and I am thankful to them for their many constructive suggestions, I have valued their co-operation.

Before I go, I would like to pay also a tribute to all the officers in the IAC and in the AII. They have carried the flag of India with distinction within the country and outside. And I am sure that they will continue to do so and bring glory to this country.

श्री अजराम सिंह : उपाध्यक्ष महोदय, रेलवे यातायात के बाद मब में महत्त्वपूर्ण यातायात का विभाग सड़क का है। जब हम देखते हैं कि कुछ दिक्कतों के कारण रेलवे का विस्तार नहीं हो सकता है और उसके साथ ही साथ सड़कों का विस्तार भी नहीं किया जा सकता है, तो हम समझते हैं कि यह तथ्य हमारे देश की अर्थ-व्यवस्था के लिए बड़े दुर्भाग्य का विषय है। द्वितीय पंचवर्षीय आयोजन में रेलवे के लिए जितना रुपया रखा गया है, सड़कों के सम्बन्ध में उसका एक चौथाई रुपया रखा गया है, लेकिन प्रश्न यह है कि थोड़ा बहुत रुपया रखा गया है, क्या वह वास्तव में उन सड़कों के लिए खर्च किया जा रहा है, जो कि हिन्दुस्तान की उस जनता के काम में आयें, जो कि पैदावार करती हैं जो हिन्दुस्तान का विकास और उत्थान कर सकती हैं। मैं कहना चाहता हूँ कि हमारे विधान में जो यह व्यवस्था रखी गयी कि कानून के द्वारा किसी सड़क को नेशनल हाईवे—राष्ट्रीय राजपथ—बनाया जाय, और केन्द्रीय सरकार को यह अधिकार-क्षेत्र दिया गया कि वह उस का विकास करे और रख-रखाव करे, उस को तो आप ने वैकल्पिक विषय के तौर पर ले लिया, लेकिन जो दूसरी तरह की सड़कें हैं, उन के लिए कोई

बनराशि न यहां से मिल सकती है और न प्रादेशिक सरकारों से। इस का नतीजा यह है कि उन का विकास नहीं हो पाता है। इस सम्बन्ध में चार तरह के विभाग खुले हुए हैं। राष्ट्रीय राजपथों की देख-भाल यहां की केन्द्रीय सरकार कर रही है। दूसरी तरह की सड़कों की देख-भाल प्रादेशिक सरकारें करती हैं। उस के बाद झिला बोर्ड की सड़कें हैं और फिर वे सड़कें हैं, जो वाकई हिन्दुस्तान से सम्बन्ध रखती हैं, जिन की देख-भाल पंचायत करती है, जिन को दगड़ा कहा जाता है।

15-48 hrs.

[SHRI C. R. PATTABHI RAMAN in the Chair.]

वह मिट्टी की बनी होती है। जो बड़ी बड़ी सड़कें होती हैं, वे सीमेंट, तारकोल और कंक्रीट की बनी होती हैं। उन के बाद जो सड़कें आयी हैं, वे तारकोल और कंकर यगैरह से बनी होती हैं, लेकिन जो हिन्दुस्तान की असली सड़कें हैं—जो सही हिन्दुस्तान की सड़कें हैं, वे मिट्टी की बनी होती हैं। और उन सड़कों से किसका सम्बन्ध होता है? हिन्दुस्तान की सही अर्थ-व्यवस्था का सम्बन्ध उन से होता है। उन रास्तों में में एक करोड़ बेल-गाड़ियों पर भाल ढाया जाता है। उन सड़कों पर कंकर और तारकोल नहीं डाला जाता है—सीमेंट का तो सवाल ही नहीं उठता। रेलवे में एक टन माल एक मील तक ढोने के लिए ११ पाई चार्ज किया जाता है, लेकिन गांवों में जो लोग इन कच्चे दगड़ों पर माल ढोते हैं, उन को एक मन माल मील भर ले जाने के लिए एक आना देना पड़ता है। इस तरह हम देखते हैं कि आप उद्योगपति को सुविधा देने के लिए रेलवे में उस का माल ११ पाई प्रति टन के हिसाब से ढोते हैं, जब कि हिन्दुस्तान का जो सही भायनों में उत्पादक है—कच्चे माल, गन्ने और धान का उत्पादक है,

उस को एक मन माल के लिए एक आना देना पड़ता है। दोनों में तीस गुना फर्क है, जिन के पास पैसा है, जो निहित स्वायं वाले लोग हैं, उनको माल देने में, किसान को माल देने में जितना खर्च करना पड़ता है, उस का तीसवां हिस्सा खर्च करना पड़ता है। इस अन्वस्था में हिन्दुस्तान की पिछड़ी हुई अर्थ-व्यवस्था का विकास कैसे हो सकता है? आज की परिस्थितियों में कारखाने का मालिक अपने कारखाने और अपने माल का सही फायदा उठा सकता है, लेकिन किसान अपनी पैदावार का सही लाभ नहीं उठा सकता है। किसान को अपनी पैदावार को शहर में लाने के लिए बड़ा भाड़ा देना पड़ता है।

पंच वर्षीय आयोजन में बैल-गाड़ी के विकास की ओर कुछ ध्यान आविक्त हुआ। इस मंत्रालय की जो यातायात सलाहकार परिषद् है, वह बैल-गाड़ी के पहियों पर रबर टायर लगाने के लिए कुछ धन-राशि खर्च करेगी। उस ने इस तरह की सलाह भी दी और सिफारिश भी की कि उस पर कुछ धन-राशि खर्च की जाए। मैं पूछना चाहता हूँ कि क्या कोई धन-राशि खर्च की गई है? क्या इस तरह का कोई प्रयत्न किया गया है जिस से कि बैल पर कम भार पड़े? क्या इस बात को सोचा गया है कि किस तरह से ज्यादा भार गाड़ी में डोया जा सकता है? यह साफ है कि बैल-गाड़ी १५-२० मन भार ढोती है। लेकिन रबड़ के टायर लगाये जायें तो वह ५० या ६० या ७० मन तक ढो सकती है। उसकी श्रमता चौगुनी हो सकती है। मैं चाहता हूँ कि आप इस तरह भी ध्यान दें। अब तक आपका ध्यान इस तरफ नहीं गया है। सिमिट से जो आपकी माँगे नी करोड़ रुपये की धामदनी प्रतिस्मित कर लगा करके हुई है वह सड़कों के विकास में खर्च की जानी चाहिए

किसी दूसरे काम पर नहीं। बांब में जो लोग रहते हैं उन के लिए सड़कें बनाने के लिए इस धन-राशि को आप खर्च कर सकते हैं। अगर उस पर आप इस रुपये को खर्च नहीं कर सकते हैं। तो बैल गाड़ियों के पहियों पर रबड़ के टायर लगाने में आप इसको खर्च करें। आज हम देख रहे हैं कि गांवों में पशुधन का ह्रास हो रहा है, किसानों की आर्थिक अवस्था खराब हो रही है, आर्थिक दृष्टि से ब पिछड़े हुए है। इस पशु धन के ह्रास को रोकने और गांवों के लोगों का पिछड़ापन दूर करने के लिए तथा उनको कुछ फायदा पहुंचाने के लिए, अगर आप और किसी काम के लिए नहीं तो कम से कम बैलों का खातिर जिन कंठों पर आप गांवों से वोट लेते हैं, उनका रक्षा का खातिर तो कम से कम आप इस माँगे नी करोड़ का धन-राशि का गांवों की सड़कों पर खर्च कर सकते हैं और आपको करना चाहिए।

।मविल एवियेशन के विकास की आप ध्यान करते हैं। आपने कहा है कि आप ४३ करोड़ इस आयोजन के दौरान में उस पर खर्च करने चाहते हैं। लेकिन मैं पूछता हूँ कि जहाँ जहाँ में कितने लोगों का फायदा होता है, कौन इनका उपयोग करण है। क्या आप बना सकते हैं कि क्या एक प्रति शत लोग भी ऐसे हैं जो हवाई जहाजों का उपयोग कर सकते हैं? एक प्रतिशत के लिए आप ४३ करोड़ रुपया खर्च करते हैं लेकिन ७०-७५ परसेंट लोगों के लिए जो कच्ची सड़कों पर चलते हैं, जो दगड़ों पर चलते हैं, जिनको अपने उत्पादन का उचित मूल्य नहीं मिलता है, आप खर्च करना नहीं चाहते हैं। उन पर आप ५० लाख रुपया भी खर्च करने को तैयार नहीं हैं।

[श्री बजराम सिंह]

जब आप यातायात की बात करते हैं तो बं चाहेंगा आप काम तौर पर बैल की तरफ ध्यान दें। आप न केवल राष्ट्रीय पथ बनाने में लगे रहें, न सिर्फ प्रादेशिक पथ बनाने में लगे रहें बल्कि उन गांवों की तरफ भी बढ़ें जहां पर सड़कों की अत्याधिक आवश्यकता है।

यह भाषा व्यक्त की गई है कि इस पंच-वर्षीय योजना के अन्त में तक कोई गांव ऐसा नहीं रहेगा जो किमी सड़क से पांच मील की दूरी पर पड़ता हो। मैं पूछता हूँ कि क्या इस तरह की आपकी भाषा पूरी होगी? अगर यह पूरी नहीं होगी तो उसको पूरा करने के लिए आप क्या कार्रवाही करने जा रहे हैं? मैं चाहता हूँ कि हमारे जो पिछड़े हुए इलाके हैं उन के लिए आप विशेष तौर से जांच पड़ताल करायें और पता लगवायें कि किस तरह की सड़कों की वहां आवश्यकता है और किस तरह से उन सड़कों को बनवाया जा सकता है। मैं जानता हूँ कि मुल्क के सामने इस समय अधिक संकट है। मैं यह भी जानता हूँ कि हम ज्यादा रुपया करों द्वारा एकत्र नहीं कर सकते हैं। लेकिन इस के लिए आप दूसरे तरीके अखत्यार कर सकते हैं। एक तरफ हम रेलों पर ६०० करोड़ रुपया खर्च करते हैं इस योजना के दौरान में। लेकिन दूसरी तरफ हम सड़कों पर बहुत कम खर्च कर रहे हैं। मैं चाहूंगा कि अगर आप रुपया अधिक सड़कों के लिए नहीं दे सकते हैं तो आप उन के विकास के लिए और तरीके निकालें। पिछड़ी हुई अर्थ-व्यवस्था के जो लोग हैं जो देहाती लोग हैं, उन के लिए अगर आप और कुछ नहीं कर सकते तो उनको मैटीरियल दे दें, सिमेंट दे दें, वे अपने श्रम के द्वारा मिट्टी डालने के लिए, सड़कें बनाने के लिये तैयार हूँ। आपकी रिपोर्ट में कहा गया है कि जितना केन्द्रीय सरकार धन

देगी, प्रादेशिक सरकारें भी उतना ही धन देंगी और उतने ही धन का श्रम अगर गांवों के लोग लगा सकें तो हम सड़कें बनवायेंगे। मैं कहता हूँ कि इस तरह से हजारों मील लम्बी सड़कें बन सकती हैं इसी आयोजन के अन्तर्गत बसते कि आप सही तरीके से चले। लेकिन केवल रिपोर्ट लिख देने से ही काम नहीं चल सकता है। आप राष्ट्रीय पथ पर तथा राज पथ बनायें, मैं इस के खिलाफ नहीं हूँ और नहीं मैं इस के खिलाफ हूँ कि आप सिविल एविएशन का विकास करें। लेकिन हमें देखना यह चाहिए कि प्राथमिकता किन को दी जानी चाहिए, कौन सी वह चीज है जिन से हिन्दुस्तान की जनता को फायदा पहुंच सकता है, किससे हिन्दुस्तान के बहुमत को फायदा होता है। मैं निवेदन करूंगा कि मंत्रालय का ध्यान उन लोगों की ओर नहीं है जिन के वोटों में चुन कर वह इस मंत्रालय में आये हैं बल्कि उन लोगों की तरफ है जिन के पैसे से उन्होंने वोट प्राप्त किये हैं। सड़कों का विकास तथा विस्तार इस बात को ध्यान में रख कर किया जाना चाहिए कि कौन से ऐसे क्षेत्र हैं जो पिछड़े हुए हैं, जो अतिक्रमिता हैं ऐसे क्षेत्रों का पहले विकास किया जाना चाहिए।

आप यह कह सकते हैं कि उन सड़कों पर हमारा अधिकार नहीं है, वे हमारे अधिकार क्षेत्र में नहीं आती हैं, केवल राजपथों पर हमारा अधिकार है, इस बास्ते हम ज्यादा नहीं कर सकते हैं। मैं निवेदन करूंगा कि विधान बनने के बाद आपने उस में कई परिवर्तन किए हैं कई संशोधन किए हैं क्या आप जहां पर हिन्दुस्तान की आम जनता का सबाल हो, उस में परिवर्तन नहीं कर सकते हैं?

जो मंत्री महोदय इस मंत्रालय का कार्य लेने वाले हैं उन्होंने बड़े अभावज्ञापी

मान्य में कहा है कि विभिन्न मंत्रालयों में सम्बन्ध नहीं है, इसलिए साथ समस्या है, इसलिए साथ संकट है। इस मंत्रालय केन्द्रीय सरकार, प्रादेशिक सरकारों और जिला स्तर पर जो हमारा खासन है, इन सब में सम्बन्ध न होने के कारण सड़कों का विकास नहीं हो रहा है। इस वास्ते अगर आवश्यकता पड़े इन के बीच आप सम्बन्ध करें, विधान में यदि आवश्यक हो तो संशोधन करें। यह देखा गया है कि जिन सड़कों को केन्द्रीय सरकार बनाना चाहती है उन को राज्य सरकारें नहीं चाहती और जिन को राज्य सरकारें चाहती हैं उनको केन्द्रीय सरकार नहीं चाहती। इस बीच को देखते हुए १९५६ में एक नेशनल हाइवेज एक्ट बना था इसका उद्देश्य यह था कि जिन सड़कों को आप बनाना चाहते हैं उनको बना सकें। उस में यह व्यवस्था भी की गई है कि राज्य पथों और राष्ट्रीय पथों को छोड़ कर यदि आप चाहें तो और सड़कों को भी ले सकते हैं, उन्हें नेशनल हाइवे करार दे सकते हैं। मैं चाहता हूँ अन्तर्राज्यीय महत्व की जो सड़कें हैं और कम से कम वे सड़कें जो प्राथिक महत्व की हैं उन को बनाने की रूपा आप करे जिस से एक राज्य के साथ दूसरे राज्य का सम्बन्ध स्थापित हो सके, जिस से जो कुछ ऐसी समस्याएँ हैं जो शान्ति और व्यवस्था से ताल्लुक रखती हैं, हल हो सकें। इस सन्दर्भ में राजस्थान और उत्तर प्रदेश को मिलाने वाली एक सड़क जो अन्तर्राज्यीय महत्व की सड़क है तथा जिसका प्राथिक महत्व भी है, और खास तौर से हमारे राज बहादुर जी भी उधर से ही भाते हैं बनाने का मैं सुझाव देता हूँ। यह सड़क सर मथुरा से होकर धौलपुर, राजा खेड़ा खडसाबाद, फतहबाद, फीरोजाबाद होती हुई एटा तक बनाई जानी चाहिए। यह अन्तर्राज्यीय सड़क हो सकती है और इस से राजस्थान और उत्तर प्रदेश का सम्पर्क स्थापित हो सकता है। जब आप अन्तर्राज्यीय

सड़क की बात करें तो प्राथिक महत्व की सड़क जो है, उसका भी क्या आपको रखना होगा। इस सड़क के बन जान से आपको दो राज्यों के आखिरी जिलों और राजस्थान की उर्कत समस्या को हल करने में भी सहायता मिलेगी, आपको भवसर मिलेगा उसे हल करने का—जिस पर आप भाज लाखों करोड़ों रुपया खर्च कर रहे हैं और हजारों लोगों में असुरक्षा की भावना फैली हुई है।

सड़क विकास का आपका जो कार्यक्रम है, उसमें क्रान्तिकारी परिवर्तन लाने की आवश्यकता है। हमें यह देखा होगा कि कहां पर हम प्राथमिकता दें। हमें दिल्ली की सड़कों को ही भ्रष्टा बनाने की तरफ ध्यान नहीं देना चाहिए। इस के साथ ही साथ हमें यह भी देखा चाहिए कि मुल्क के वे लोग जो उत्पादन करते हैं, जिन की कोशिशों से हिन्दुस्तान का विकास हो रहा है, उनकी तरफ भी हम ध्यान दें।

इस के बाद मैं पोस्ट्स एंड टेलीग्राफ के सम्बन्ध में कुछ कहना चाहूंगा। बिहार के एक माननीय सदस्य श्री तिवारी ने पटना की बात कही है और कहा है कि शायद वहीं पर बिट्टियों की जो प्राप्ति है वह देर से होती है। मैं आपका ध्यान लखनऊ की तरफ ले जाना चाहता हूँ। कल ही समाचारपत्रों में एक समाचार छप है जिस में बताया गया है कि एक नवयुवक को दो स्थानों से नौकरी के लिए बिट्टियाँ भेजी गईं जिन में से एक रजिस्टर्ड थी। इस रजिस्टर्ड बिट्टी में उसको इंटरन्यू के लिए जाने के लिए कहा गया था। यह बिट्टी उसे देर में मिली। प्रसन्नता में समाचार छपा है कि उस नवयुवक ने सरकार को नोटिस दिया है और ५००० का दावा किया है। इस तरह की जो भ्रष्टता की बात अयोध्या की बात होती है उसको दूर करने की कोशिश की जानी चाहिए।

[श्री बजरंग सिंह]

भाप कहते हैं कि द्वितीय योजना में इस तरह से डाकखाने खुलेंगे जिस से कोई भी गांव जो है वह किसी डाकखाने से दो या तीन मील की दूरी पर न रहे। इस में प्रगति साने की ज़रूरत है और आवश्यकता इस बात की है कि ज्यादा डाकखाने खुलें ताकि जो लोग गांव इस सुविधा से वंचित हैं, उन को यह सुविधा उपलब्ध हो सके।

इस के बाद डाकखानों में काम करने वाले कर्मचारियों की बात में कहना चाहता हूँ। आज उन को विश्वास दिलाने की ज़रूरत है। भाप कहते हैं कि श्रमिकों तथा सरकार में अच्छे सम्बन्ध होने चाहिए और कोई गड़बड़ी नहीं होनी चाहिये। पिछले दिनों हड़ताल हुई थी और कुछ प्रास्थान बंद किये गये थे। मुझे लगता है कि उन प्रास्थानों को पूरा नहीं किया गया है।

आपने डी० डी० जी० पेट्रोल को कायम किया लेकिन मैं पूछना चाहता हूँ कि क्या उस से वह उद्देश्य और वह भंडा पूरी होती है जिस उद्देश्य के लिए वह मुक्ररंर किये गये हैं? वह आप के डिपार्टमेंट के आधमी हैं और इसलिए उनको निष्पक्ष नहीं कहा जा सकता है और इसलिए इस तरह की अपीलों की सुनवाई करने के लिए एक ऐसा निष्पक्ष आधमी होना चाहिए जिसका कि विभाग से कोई सम्बन्ध न हो।

16 hrs.

श्री पिछले दिनों टंडला में तीन आर० एम० एस० कर्मचारियों की रेल में हत्या कर दी गई और वह भी बहुत भयंकर तरीके से की गई। मैं मंत्री महोदय से उस सम्बन्ध में पूछना चाहता हूँ कि उन मारे गये कर्मचारियों के जो आश्रित लोग और घरवाले हैं उनको क्या कोई मुआविजा दिया गया है और अगर नहीं दिया गया है तो क्या मंत्री महोदय के ध्यान में यह चीज है कि इस से दूसरे कर्मचारियों पर क्या

घसर पड़ेगा और इस का लेकर उन कर्मचारियों और असुरक्षा की भावना पैदा होगी जो कि इस विभाग के सफल कार्य संचालन में बड़ी बाधक सिद्ध होगी। इस बात की बहुत ज़रूरत है कि आर० एम० एस० कर्मचारियों में सुरक्षा की भावना पैदा की जाये और जब वे इगुटी पर हों तो उनकी सुरक्षा का माकूल इंतजाम किया जाये और उसके लिए या तो पुलिस रकबी जाय भयवा और कोई उपयुक्त व्यवस्था की जाये। ऐसा प्रबन्ध होने पर ही वे पूरे मन से और क्षमता के साथ अपना काम कर सकेंगे।

पर्यटन के सम्बन्ध में मैं एक शब्द ज़रूर कहना चाहूंगा। यह कहा गया है कि भारत में ऐसे स्थान जहाँ कि विदेशी पर्यटक आते हैं उन को ठीक से रखा जायगा और उन को अधिक आकर्षक और सुन्दर बनाया जायगा और पर्यटन के विकास के लिए सरकार की तरफ से मदद दी जायगी। इस सम्बन्ध में मैं कहना चाहूंगा कि ताज-महल से अच्छी दूसरी दर्शनीय इमारत इस देश में कोई नहीं है और जो कोई भी विदेशी पर्यटक हमारे देश में पंग रखता है वह ताजमहल देखने आगरे में ज़रूर आता है। मैं पूछना चाहता हूँ कि ताजमहल देखने के लिये आने वाले पर्यटकों की सुख सुविधा के लिये, वहाँ की सड़कों आदि को ठीक तौर पर रखने के लिए आपने कितना खपया खर्च किया है? सरकार को तत्काल इस और ध्यान देना चाहिए और वहाँ पर पर्यटन के विकास की समुचित व्यवस्था करनी चाहिए।

इनलैंड वाटर वेज के बारे में मेरा यह निवेदन है कि इस और सरकार को विशेष ध्यान देना चाहिए। दूसरे अन्य काम बाद में भी किये जा सकते हैं लेकिन इनलैंड वाटर वेज का काम बहुत महत्वपूर्ण है और इस को सरकार को प्रौरन हाथ में लेना चाहिए। विधान में वहाँ पर यह व्यवस्था

की गई है कि नेशनल हार्डवेयर ऐक्ट बना कर केंद्रीय सरकार सड़कों को अपने अधिकार क्षेत्र में ले सकती है उसी तौर पर ग्राम विधान के अनुसार वाटर वेज में इसकी व्यवस्था कर सकते हैं और उसके लिए क़ानून बनाया जाना चाहिए। मैं पूछना चाहता हूँ कि इस सम्बन्ध में क़ानून बनाने के लिए क्या कोई व्यवस्था की गई है? क्या कोई इस तरीके की कार्यवाही की गई है जिस से कि ग्राम क़ानून बनाकर इनलैंड वाटर वेज का विकास कर सकें और राष्ट्रीय जलमार्गों का विकास कर सकें। ऐसा करने से जो काम हम रेलों, सड़कों आदि से पूरा नहीं कर सकते वह इस से कर सकेंगे। ग्राम कहते हैं कि ग्रामके पास पैसा नहीं है और इसलिए हवाई जहाजों से इसको पूरा नहीं कर सकेंगे और १ फ़ी सदी से ज्यादा लोग इसका उपयोग नहीं कर सकेंगे। इसलिए मैं मंत्री महोदय से यह कहना चाहूंगा कि उनका ध्यान राष्ट्रीय जलमार्गों के विकास करने की ओर जाय क्योंकि ऐसा करके ही हम जिस हिन्दुस्तान को बनाने का स्वप्न देखा करते हैं वह साकार हो सकता है और बन सकता है।

श्री भक्त बर्षान : सभापति महोदय, इस सदन में कल से जो परिचय तबथा संचार मंत्रालय के अनुदानों पर वादविवाद हो रहा है उसमें मुझे कुछ विदाई का सा वातावरण मालूम होता है, क्योंकि मंत्री महोदय कल सुबह दूसरे मंत्रालय का कार्यभार सम्हालने वाले हैं और इस कारण यह विदाई-समारम्भ सा मालूम होता है।

इस मंत्रालय को जब से इसकी स्थापना हुई, भारत के बहुत बड़े-बड़े लोगों ने इसके कार्यभार को सम्हाला है और उन सब के प्रति श्रद्धा प्रकट करते हुये भी मैं यहां पर केवल यह कहना चाहता हूँ कि माननीय शास्त्री जी ने अपने चुम्बकीय व्यक्तित्व के द्वारा इस मंत्रालय में जो नई प्रगति लाई है, जनता के साथ जो नया सम्पर्क स्थापित

किया वा और जनता में जो आत्म-विश्वास की भावना पैदा की थी, वह अनुत्पूर्व है और मुझे विश्वास है कि दूसरे मंत्रालय में जा कर भी अपनी उस कार्यशैली के द्वारा वे भारत की सेवा और भी महानतर ढंग से कर सकेंगे। यहां पर अभी श्री हुमायूँ कबीर का विदाई-भाषण भी हो चुका है। श्री हुमायूँ कबीर के सम्बन्ध में मैं केवल यह कहना चाहता हूँ कि अपने १०-११ महूने के कार्यकाल में नागरिक उद्यम विभाग के सम्बन्ध में उन्होंने जितना प्रयत्न कर लिया वा और उसकी जितनी गहन जानकारी प्राप्त कर ली थी वह अनुसनीय है। मुझे विश्वास है कि वे दूसरे मंत्रालय में जा कर इससे भी अधिक योग्यता और परिश्रम के साथ अपना कार्य करेंगे।

यहां पर हमारे नये मंत्री महोदय श्री एस० के० पाटिल, जो कि कल इस विभाग का कार्यभार सम्हालने वाले हैं, वे यहां पर इस समय मौजूद नहीं हैं; लेकिन हमें विश्वास है और मुझे तो कम से कम इसका आन्तरिक विश्वास है कि वे अपने शोधपूर्ण व्यक्तित्व के द्वारा इसके अन्दर नई स्फूर्ति लायेंगे। कल उन्होंने सिंचाई और बिजली मंत्रालय के सम्बन्ध में भाषण देते हुये जिस उत्साह, तेजी और कुशलता का परिचय दिया मुझे आशा है कि उसी योग्यता, और उत्साह के साथ वे इस मंत्रालय के कार्य को भी भावे बढ़ायेंगे।

सब से बड़ी प्रसन्नता और संतोष की बात यह है कि श्री राज बहादुर जी, जो कि हमारे सबसे बड़े अनुभवी मंत्री हैं, वे अभी तक इसमें विराजमान हैं। बहुत से मंत्री आये और चले गये; लेकिन ऐसा मालूम पड़ता है कि वह स्तम्भ के समान इसमें जमे रहेंगे और यह है भी वे उसके लिये बड़े योग्य, क्योंकि जो जहाजरांनी का विभाग इनके जिम्मे है वह बिना लहर के नहीं चल सकता और वे इस विभाग के सबसे

[श्री जगत बसंत]

संबन्धित संघर्ष मानून पड़ते हैं। वे इस विभाग की बड़ी कुशलता से सम्हाले हुये हैं और वे इसके बेड़े को पार लिये जा रहे हैं। मुझे विश्वास है कि उनके अनुभव से लाभ उठाकर हमारे जो नये मंत्री महोदय इस विभाग का कार्यभार सम्हालने वाले हैं वे जल्दी प्रकार से इस विभाग की चला सकेंगे।

समापति महोदय, पंडित डा० ना० तिवारी ने डाक-विभाग के सम्बन्ध में, बता नहीं शायद किन्हीं कारणों से दुखी होकर यह सम्मति दी की कि अब डाकखानों के विकास-कार्य को रोक दिया जाय अर्थात् डाकखानों की काफी संख्या बढ़ाई जा चुकी है और अब उनका कंसालिडेशन किया जाय और एक्सपेंशन न किया जाय, यह शायद उनका मत है, लेकिन मैं उनसे विपरीत सम्मति रखता हूँ। इस बात में मैं बखर विश्वास रखता हूँ कि आज तक जितने डाकघर खुल चुके हैं उनका भण्डे तरीक़े के प्रबन्ध हीना चाहिये और उनको उन्नत किया जाना चाहिये; लेकिन यह प्रपत्ति धामे बकनी नहीं चाहिये—यह मेरा मत है।

प्रथम पंचवर्षीय योजना के दौरान में हमारे देश में १९७६२ नये डाकखाने खुले। दूसरी पंचवर्षीय योजना में २०,००० नये डाकखाने खोलने का लक्ष्य निर्धारित किया गया है। परन्तु १९५६-५७ में ३६८७ नये डाकखाने खोले गये और सन् १९५७-५८ में यानी, जो वर्ष बीत रहा है, उसमें ३१३१ डाकघर खोले गये हैं। मैं मंत्रालय से और मंत्री महोदय से निवेदन करना चाहता हूँ कि अगर यह २०,००० डाकखानों का लक्ष्य हमें पूरा करना है तो कम से कम प्रतिवर्ष ४००० नये डाकखाने हमें खर खोलने चाहिये। पर जितने डाकखाने अब तक खोले गये हैं वे इस लक्ष्य से नीचे हैं और कम हैं। मत:

में प्रायणा करना चाहता हूँ कि अपनी गति में जरा और तेजी लाने की जरूरत है।

हमारे देश के अन्दर करीब ६,६६,००० गांव हैं, जिनमें कि काफी संख्या ऐसे गांवों की है जहां पर अभी प्रतिदिन या सप्ताह में दो बार भी डाक बंटने की व्यवस्था मौजूद नहीं है। बभाग के प्रतिवेदन के अनुसार ६,६६,००० गांवों में से २,०५,६५१ गांवों में प्रतिदिन डाक बांटी जाती है; १,५६,६०६ गांवों में सप्ताह में तीन बार डाक बंटती है; १,८०,३७६ गांवों में सप्ताह में दो बार डाक बंटती है; १,०७,३१० गांवों में सप्ताह में एक बार डाक बंटती है, और २२,७२५ गांव इस देश के अन्दर अभी भी ऐसे हैं जहां कि एक सप्ताह से देरी में या एक महीने में जा कर डाक बंटती है। इसका मतलब यह है कि डाकघरों के विकास का हमारा कार्यक्रम जितनी तेजी के साथ चलना चाहिये था वह नहीं चल रहा है और उसमें और तेजी लाने की जरूरत है।

दूसरी बात यह है कि कई दिनों से मैं यह सुन रहा हूँ कि डाकघरों के खोलने की जो शर्तें हैं उनको और उदार बनाने का मामला विचाराधीन है और उसके लिये एक समिति भी नियुक्त की गई है। मैं निवेदन करना चाहता हूँ कि इसकी रिपोर्ट जल्दी मानी चाहिये ताकि इस कार्य को और तेजी के साथ आगे बढ़ाया जा सके।

मैं पंडित डा० ना० तिवारी की इस सम्मति से बहुत कुछ सहमत हूँ कि यद्यपि हमारे यहां डाकघरों की काफ़ी संख्या बढ़ गई है परन्तु गांवों के अन्दर उन डाकघरों की व्यवस्था संतोषजनक नहीं है। कुछ दिनों पहिले मैंने इस सम्बन्ध में एक प्रश्न भी किया था। मेरे खिले के अन्दर साकों रुपये के मनीऑर्डर २, २ और ३, ३ महीने से बके पड़े थे, और उनका पेमेंट नहीं हुआ

था। मैं मंत्री महोदय का आभारी हूँ कि उन्होंने उस और ध्यान दिया और उत्तर-प्रदेश के पोस्ट मास्टर जनरल ने उसमें विशेष दिलचस्पी दिखाई, जिसके परिणाम-स्वरूप बहुत सारे पुराने मनीआर्डर बांटे जा चुके हैं और उस सम्बन्ध में जो नये आदेश दिये गये हैं वे बड़े संतोषजनक हैं।

मुझे डाकघरों के सम्बन्ध में दो सुझाव देने हैं। एक कारण तो मेरी समझ में भेल ओवरसियर्स की वहाँ पर कमी है जिसके कि कारण रुपया पहुंचने की व्यवस्था ठीक नहीं हो पाती है। इसलिये मेरा सुझाव है कि वहाँ पर भेल ओवरसियर्स बढ़ाये जायें। दूसरा सुझाव मेरा यह है कि शाखा-डाकघरों को विभागीय बनाया जाये। सब-आफिसर के बनाने के बारे में बहुत धोषेपन से विचार किया जा रहा है। इस रिपोर्ट के अनुसार सारे देश में पिछले वर्ष २६६ छोटे डाकखानों को विभागीय बनाया गया; उनमें से उत्तर प्रदेश में केवल १६ को अपग्रेड किया गया है। मैं इस सम्बन्ध में निवेदन करना चाहता हूँ कि ३०, ३० ५०, ५० और ६०, ६० वर्षों से बहुत से शाखा डाकघर कार्य कर रहे हैं और उनका कार्य बड़ा संतोषजनक है और इसलिये उनको विभागीय पोस्ट आफिसर बना देना चाहिये। इस सम्बन्ध में दूसरी बात जो बहुत जरूरी है यह है कि उनको विभागीय डाकघर इसलिये भी बनाया जाये, क्योंकि हमें पंचवर्षीय योजना की सफलता के लिये अपने आन्तरिक साधनों पर निर्भर रहना पड़ रहा है। अगर हम उनको विभागीय डाकघर बना दें तो लोग वहाँ पर सेविंग बैंक में अपने एकाउंट खोल सकते हैं और उन में करोड़ों रुपये जमा हो कर हमारी योजना की सफलता में सहयोग दे सकते हैं।

मुझे बड़ी प्रसन्नता है, और जैसा कि मैं भी हमारे अग्रज के एक सदस्य ने प्रति-

रिक्त-विभागीय डाकघरों के कर्मचारियों के सम्बन्ध में प्रकाश डालते हुए कहा था कि एक कमेटी, जिसके भी राजन एकमात्र सदस्य हैं, जांच-पड़ताल कर रही है; यह बड़ी संतोषजनक बात है। लेकिन इसके बारे में मैं निवेदन करना चाहता हूँ कि यह काम जरा धीमे से हो रहा है। हमें बताया गया था कि तीन महीने में रिपोर्ट मिल जायेगी; अब कहा जा रहा है कि छः महीनों में मिल जायेगी; और जिस तरह से मनिमंडल में परिवर्तन हो रहा है, हो सकता है कि कुछ महीने और लग जायें। इसलिये मैं निवेदन करना चाहता हूँ कि जो हमारे अतिरिक्त-विभागीय कर्मचारी हैं, उनके बारे में एक गलतफहमी है विभागीय अधिकारियों के दिमाग में यह है कि वे पार्ट-टाइम ही काम करते हैं। परन्तु उनको दिन-भर लटके रहना पड़ता है और वे दूसरा काम नहीं कर सकते। उनके लिये तो इतवार की भी छुट्टी नहीं है और इतने कम रुपये में जनता की सेवा का काम हम उन से ले रहे हैं; उन को पूरा पुरस्कार न दे कर हम कहते हैं कि वे थोड़ा काम करते हैं। इस तरह से कहना उनके जेबे पर नमक छिड़कने के बराबर है। अभी हाल में जो अन्तरिम सहायता दी गई उसमें उनको केवल २ ह० दिये गये। मैं निवेदन करना चाहता हूँ कि जब तक उनका वेतन भी कम था, तो उस कमी की पूर्ति करने के लिये उनको औरों के मुकाबले में ज्यादा इण्टरिम रिलीफ मिलना चाहिये था, पर उनको केवल २ ह० दिये गये हैं। पर यह बात अभी कमेटी के विचाराधीन है और मुझे आशा है कि रिपोर्ट जल्दी आ जायेगी और तब सदस्यों को उस पर बोलने का मौका मिलेगा।

सबसे बड़ी प्रसन्नता की बात यह है कि सन् १९४३ में सारे देश में सड़कों के निर्माण के लिये जो नागपुर-योजना बनाई गई थी उसमें संशोधन करने के लिये चीफ इंजीनियर्स की एक कमेटी बनाई गई है। यह बहुत

[श्री भक्त बर्षान]

संशोधन की बात है। अभी मुझे से पहले श्री मसानी जी ने इस पर प्रकाश डाला है; और श्री कुछ सदस्यों ने कहा है। मैं निवेदन करना चाहता हूँ कि इसमें अब देरी की गुंजायश नहीं है। हमारे देश में अभी नये राज्यों का निर्माण हुआ है; और पुनर्गठन किया गया है। हमारे देश में कई इलाके पिछड़े हुए हैं, कई नदियों पर अभी तक पुल नहीं बन पाये हैं। बीसवीं शताब्दी के अन्दर अभी तक, मैं अपने जिले की गाथायें सुनाऊँ, लोग रस्ती के झूलों पर लटक कर नदियों के पार जाते हैं; एक तरह से मृत्यु के साथ खेलते हुए उनको पार जाना पड़ता है और कई दुर्घटनायें होती रहती हैं। स्वराज्य के दस या ग्यारह वर्षों के बाद भी इस तरह की चीजें हमारे देश में हों और उनके लिये मैं कलंकपूर्ण शब्द कहूँ तो मंत्री महोदय बुरा नहीं मानेंगे। कलंकपूर्ण शब्द तो कम से कम है। इस देश के अन्दर इतनी प्रगति होने पर भी यदि लोगों को रस्ती के झूलों पर लटक कर जाना पड़े और अपनी जान से खेलना पड़े तो यह कलंक से कम नहीं है। इस सम्बन्ध में मैं यह सुझाव दूँगा कि जब इस योजना में संशोधन किया जा रहा है.....

सभापति महोदय : माननीय सदस्य का समय समाप्त हो गया।

श्री भक्त बर्षान : मुझे १५ मिनट तो मिलेंगे ?

सभापति महोदय : दो मिनट।

श्री भक्त बर्षान : मुझे से पहले तो लोग २०, २० और २५, २५ मिनट तक बोल चुके हैं।

Shri Raj Bahadur: I will also require some time. Then the time allotted for the demands is coming to an end.

Mr. Chairman: I will try to give him as much time as is possible. I

have got to accommodate two or three others in the list. I shall be grateful if he finishes in two minutes.

श्री भक्त बर्षान : मैं इस सम्बन्ध में निवेदन करना चाहता हूँ कि जब सड़कों के विकास का प्रश्न विचाराधीन है तो उसके अन्दर उन इलाकों का खास ध्यान रखने की जरूरत है, जहाँ पर की रेलवे लाइनें नहीं बन सकतीं, जहाँ हवाई जहाज के अड्डे नहीं बन सकते वहाँ मोटर की सड़कें ही स्वराज्य का वरदान मालूम होती हैं; इस लिये इसका ख्याल रखने की विशेष जरूरत है।

हमारे मंत्री महोदय ने घोषणा की थी कि हमारे देश में राष्ट्रीय राजपथ जो हैं, उनकी लम्बाई कुल १३ हजार ८०० मील है। शायद उनको १५ हजार किया जाने वाला है। इस १२०० के अन्तर्गत मैं याद दिलाना चाहता हूँ कि जब पिछली १३ अगस्त, १९५६ को राष्ट्रीय राजपथ विधेयक पर बहस हो रही थी उस समय मैंने निवेदन किया था। श्री भलगेसन उस समय इस विभाग में डिप्टी मिनिस्टर थे; मैंने कहा था कि दिल्ली से हरद्वार होते हुए बद्रीनाथ की जो सड़क है उसको राष्ट्रीय जनमार्गों की सूची में सम्मिलित होना चाहिये। उन्होंने इस के बारे में स्पष्ट शब्दों में आश्वासन दिया था कि इस समय तो ६० पी० सरकार को इसके लिये खास तौर से सहायता दे रहे हैं, जब नई सड़कों को जोड़ने का समय आयेगा तो हम इस पर विचार करेंगे। उन्होंने यह आश्वासन दिया था। मैं आशा करता हूँ कि मंत्रिमंडल बदलने के साथ आश्वासन नहीं बदला करेंगे और उन पर दृढ़ता से भ्रमल होगा और जब यह नई सूची बनेगी उसके अन्दर इस सड़क को जरूर सम्मिलित किया जायेगा।

दूसरी बात सड़कों के सम्बन्ध में मुझे यह कहनी है, जैसा श्री बचराज सिंह जी

ने भी कहा, कि अन्तर्राष्ट्रीय और अन्तर्राष्ट्रीय महत्त्व की सड़कों के लिये उत्तर प्रदेश की सरकार को और दूसरी सरकारों को केन्द्रीय सरकार काफी सहायता दे रही है । मैं इस के लिये अनुग्रहीत हूँ, लेकिन रुपया देने में थोड़ी कंजूसी की जा रही है, यह मुझे बताया गया है । मेरे पास ७ मार्च का लिखा हुआ उत्तर प्रदेश के डिप्टी सेक्रेटरी का पत्र आया है कि मोहन कुमैल-बैजराय सड़क के लिये ४ लाख ६० की मांग की गई थी, पर बड़ी मुश्किल से १ लाख ७७ हजार ६० दिये गये । मैं स्पष्ट रूप से कहना चाहता हूँ कि जितना रुपया बजट में हो, उतना रुपया भी राज्य-सरकारों को न दिया जाये तो यह कोई अधिक प्रशंसनीय बात नहीं है । मैं भाशा करता हूँ कि जितना रुपया स्वीकृत हुआ हो, जो बजट के अन्दर है, और राज्य-सरकारों जिस गति से इस काम को भागे बढ़ाना चाहती है, उसमें रुपये की कमी नहीं आने दी जायेगी ।

मैं केवल एक ही बात और कहना चाहता हूँ । बड़ी प्रसन्नता की बात है कि पर्यटन विभाग का विकास करने के लिये एक डाइरेक्टर-जेनरल की नियुक्ति की गई है । जो डाइरेक्टर-जेनरल उस पद के लिये नियुक्त किये गये हैं वे अपने विषय के बड़े विशेषज्ञ हैं ; उन्होंने विदेशी पर्यटकों को आकर्षित करने में बड़ा प्रशंसनीय कार्य किया है । हमें विदेशी मुद्रा की उपलब्धि के लिये ही नहीं, बल्कि जो हमारे देश का पर्यटन-उद्योग है, टूरिज्म है, उसके द्वारा हम देश के एक दूसरे भागों को समझने में काफ़ी नजदीक आ सकते हैं और सारे भारत को बलवान बना सकते हैं । इस सम्बन्ध में दो तीन छोटे-छोटे मुद्दाव भुझे देने हैं ।

एक तो यह है कि हमारी पंचवर्षीय योजना में केन्द्रीय सरकार द्वारा २ करोड़ रुपये खर्च होने हैं । इस २ करोड़ ६० में से पहले दो वर्षों में अब तक कुल ८ लाख ६० ही खर्च हो पाया है ; और इस वर्ष के बजट

में, जहाँ तक मुझे मालूम है, शायद १७ लाख ६० खर्चे जा रहे हैं । लेकिन मुझे विश्वास नहीं है कि यह रुपये पूरी तरह से खर्च होंगे । मैं निवेदन करना चाहता हूँ कि पंचवर्षीय योजना के अन्दर जितना रुपया इसके लिये रक्खा गया है उस का तेजी से उपयोग किया जाना चाहिये, ताकि इसके द्वारा हम केवल विदेशी लोगों को ही अधिक संख्या में न निर्मात्रित कर सकें बल्कि भारत के अन्दर भी इस उद्योग का विकास कर सकें ।

फिर जो टूरिस्ट एडवाइज़री कमेटियाँ और केन्द्र में जो टूरिज्म डेवलपमेंट काँसिल बनाई जा रही है उसमें अभी तक संसद-सदस्यों का कोई प्रतिनिधित्व नहीं है । खास कर जो संसद-सदस्य इसमें दिलचस्पी रखते हैं और जो उन इलाकों के रहने वाले हैं, और जो चाहते हैं कि इस पर्यटन उद्योग का विकास हो, इनमें उनको तो प्रतिनिधित्व मिलना ही चाहिये ।

अन्त में एक बात और कहना चाहता हूँ । गवर्नमेंट सारा रुपया और सारी ताकत काश्मीर पर खर्च कर रही है । मुझे काश्मीर के प्रति कोई शिकायत नहीं है ; काश्मीर हमारे मुकुट का हीरा है ; हमारे सिर के ऊपर जो मुकुट है, काश्मीर उस में हीरे के समान है, अतः उसका हमें ब्याल करना ही चाहिये । अन्तर्राष्ट्रीय कारणों से भी हमें वहाँ ज्यादा रुपया खर्च करना चाहिये, लेकिन अगर आंकड़ों को देखा जाये तो सारे देश के पर्यटन-उद्योग के विकास के लिये जो करीब ३ करोड़ ६० खर्चे गये हैं उसमें से १ करोड़ ६० अकेले काश्मीर पर खर्च किये जायेंगे । मैं निवेदन करना चाहता हूँ कि वहाँ और भी रुपया खर्च किया जाना चाहिये, लेकिन जितना और जगहें हैं उनको इससे बंचित नहीं रखना चाहिये ।

माननीय मंत्री महोदय कई बार मसूरी जा चुके हैं; मसूरी पर्वतीय स्वर्णों की रानी

[श्री मन्त दर्शन]

कहलाती थी, क्वीन माऊ दि हिल स्टेथान्स, लेकिन अब उसकी विषया जैसी हास्य हो गई है और माननीय मंत्री महोदय के रहते हुए उसको विषया जैसी दशा है। मैं तो निवेदन करूंगा कि जो केन्द्रीय हिमालय है, जहां हमारे सभापति महोदय भी कई बार जा चुके हैं, बन्नीनाथ का इलाका, उस का गुणगान करने की मुझे जरूरत नहीं है। हर साल लगभग एक लाख यात्री भारत के कोने-कोने से वहां आते हैं। भारत का समष्टि, रूप यदि देखना है तो वह बन्नीनाथ की यात्रा में देखने को मिलेगा। आदिगुह संकराचार्य से लेकर हमारे माननीय सभापति महोदय तक वहां हो आये हैं और वे वहां के सौंदर्य, वहां के धार्मिक आकर्षण से वहां की पवित्रता से परिचित हैं। वहां लाखों यात्री जाते हैं, मन्दिर की आभूषणी भी होती है, उत्तर प्रदेश सरकार की भी आभूषणी होती है, लेकिन वहां यात्रियों के रहने और उन के टिकने की व्यवस्था सन्तोषजनक नहीं है। दो वर्ष पहले जब श्री अलमेशन वहां गये थे, तो उन्होंने बचन दिया था और उनकी कृपाओं के कारण शायद दस लाख रु० की एक योजना रक्खी गई थी। लेकिन पता नहीं, शायद उत्तर प्रदेश सरकार का बोध है या वहां की ही कमी है, पर न वहां रेस्ट हाउसेज ही बन पाये हैं और न अन्य व्यवस्था ही हो पाई है। इस लिये मेरा निवेदन है काश्मीर पर ध्यान दिया जाये, काश्मीर पर और भी रुपया खर्च किया जाये, लेकिन जनाब! और इलाकों को न भूल जाइये।

श्री बी० चं० शर्मा (गुरदासपुर) : मैं कहना चाहता हूँ कि मसूरी विषया नहीं हुई, डलहौजी विषया हो गई है।

श्री मन्त दर्शन : डलहौजी कैसे विषया हो सकती है, वह तो पुर्लिंग राउट है।

Mr. Chairman: Shri Hem Barua. Unless the House is willing to sit longer, I will have to call the hon. minister..... (Interruptions).

Sardar A. S. Saigal (Janjgir): Let the hon. Minister reply now.

Mr. Chairman: I am calling Shri Hem Barua now. The hon. Minister wants 40 minutes?

Shri Raj Bahadur: About that. May-be more.

Shrimati Parvathi Krishnan: I hope the hon. Minister will take a lesson from his colleague and be brief.

Mr. Chairman: I hope the hon. Member will not insist on 15 minutes.

Shri Hem Barua: I shall be as fast as possible.

Sir, the budget estimates for the year 1958-59 show a surplus of Rs. 2.34 crores. This shows that the Post and Telegraph Department is a paying department. This is such a public utility concern as the Railways are, but it pains me to find that the budget of the Post and Telegraph Department is a part of the General Budget, whereas the Railway Budget is not a part of the General Budget. The Post and Telegraph Department stands, from the point of view of a public utility concern, on the same footing as the Railways, and it discharges the same kind of responsibilities. That is why my suggestion is that the P. & T. Budget should be separate. The Budget of the P. & T. Department is now controlled and scrutinised by the Finance Ministry. That is the reason why, when the Minister of Transport and Communications wants to give some relief to the employees in that Ministry the Finance Minister puts his foot down and there is no possibility of giving any relief even if the Minister of Communications wants to give it. Therefore, my suggestion is that the P. & T. Budget should be separate from the General Budget as the Railway Budget is separate from the General Budget.

At the same time, I would suggest that there should be a Post and Telegraph Board. Just as we have the Railway Board attached to the Ministry of Railways, the Post and Telegraph Board may be attached to the Ministry of Transport and Communications.

Then, Sir, I come to the labour legislations. Before I start with that point, I must congratulate the Government for agreeing to the demand of the workers for a Second Pay Commission. There was a lot of trouble about the appointment of a second Pay Commission, but ultimately the Government has agreed to the proposal made by the workers. I also congratulate the Government for giving the Assam Compensatory Allowance to the workers working in that State. The workers there were agitating for it for a long time.

Again, quick on the heels of the strike-threat on 9th August, 1957 two black measures were introduced: (i) The Essential Services Maintenance Bill, and (ii) Amendments to Government Servants Conduct Rules. So far as the Government Servants Conduct Rules Amendments are concerned, clauses 4-A and 4-B were amended, by which there is an attempt to throttle the aspirations and the democratic rights of workers. I will just read out the clauses as amended. Clause 4-A, as amended, lays down:

"No Government servant shall participate in any demonstration."

Clause 4-B, as amended, lays down:

"No Government servant should continue to be a member of any service association of Government servants which has not within a period of six months from its formation attained the recognition of Government."

So far as recognition of Government is concerned, it is always difficult for unions or associations of workers to get recognition. That is the case with the Union Railway Ministry as well. Things have been

hanging fire for a long time, and it depends entirely on the mercy of Government

So far as participation in any demonstration in concerned, this was explained by the Director General in his letter of 25th October. He has explained it as "wearing of badges such as 'hungry postman'; organising processions with slogans; public meetings in which general citizens take part; public meetings in which P. & T. staff take part; displaying of objectionable posters; issue of bulletins addressed to the general public and to the staff; and deputation with large number of staff with slogans". These are the measures that the Government has so far adopted relating to the amendment of clause 4-B. These things, in principle are legally indefensible and morally intolerable. These things go against the Fundamental Rights guaranteed by the Constitution. The Constitution has granted certain rights to citizens.

Mr. Chairman: I think the hon. Member may be interested to know that the Supreme Court has held recently that there is a fundamental right to form a union and not a fundamental right to serve the Government.

Shri Hem Barua: That might be the thing, but I doubt very much whether these things can stand scrutiny in a law court.

Then, Sir, about the question of Port and Dock workers there was the Chaudhury Commission. The Chaudhury Commission made certain recommendations. Those recommendations were calculated to improve the conditions of workers. They related to certain things like provident fund gratuity, working hours, holidays, over-time allowance and all that. The dock and port workers have been agitating for a long time. They had certain local and sectional demands port-wise. They have been demanding that these demands must be settled port-wise or they must be adjudicated. There has been no adjudication and no

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attempt made to settle the demands. At the same time, the recommendations of the Chaudhury Commission which were calculated to improve the conditions of workers were put in cold storage in spite of the assurance given by the hon. Minister. The port and dock workers are now going to serve a strike notice on the Government on 7th May, and I think this strike is coming on 22nd May. The workers have been driven to that pass.

The Government comes out with an argument that the second Pay Commission has been constituted and it will examine the whole matter thoroughly, and that is why the Chaudhury Commission's recommendations have been put in cold storage. The second Commission has been constituted in order to enquire into conditions and salaries of the Government servants. The port and dock workers are not Government servants. I do not know how the recommendations of the second Pay Commission would apply to them. I feel that this is just an eye-wash in order to put in cold storage the recommendations of the Chaudhury Commission. If the Chaudhury Commission's recommendations were not in favour of the workers, possibly, the Government would not have done anything of that kind.

I now come to civil aviation. There are losses, and the Minister who spoke some time ago has admitted that there are losses. At the same time, he paid compliments to the officials of the Indian Airlines Corporation. I thank him for paying these compliments. There were certain irregularities, and I would very much like to point them out to Shri Humayun Kabir because I had the proud privilege of sitting at the feet of Shri Kabir as a student in the Calcutta University. On the strength of that, I thought I would point out the irregularities and get a reply from him; but I could not do that before

he spoke. Shri Lal Bahadur Shastri is replying tomorrow, and I think he would take some pains to give me an adequate reply.

The I.A.C. has its economic drive, but it was during this period that a number of officers drawing fat salaries were given gross increments and many lucrative jobs were created, whereas people at the lower ranks were deprived of their due increments. Their matters were not considered at all. Their demands were put in cold storage, simply because there was the economic drive.

During this economic drive a new Public Relations Department was opened. If there was economic drive, where was the necessity of having a new public relations department at that time? What about this new public relations department? It is overloaded with girls, and now they have been sent to the aerodromes in order to look to the comforts of passengers. Six girls are sent just to look after the comforts of passengers numbering about 40 or 44. When the passengers are thirsty and they want some ice, the only reply that the girls can give, of course with a Kolyos smile, is that the refrigerator is out of order.

Shrimati Parvathi Krishnan: A man would have given the same reply.

Shri Hem Barua: A man would have run to a stall and helped the passengers if he were entrusted with that kind of responsibility.

Then, Sir, there is wastage of public money in publicity materials as well as in literature. They have printed costly playing cards, they have got ashtrays, calendars etc. Lakhs of rupees are wasted in these things. I do not know why this money should be wasted like this.

The Air Transport Council was asked to go into the financial ills of

the Corporation. This Council has made certain recommendations about increase of fares and freight rates. But before these recommendations of the Air Transport Council are given effect to by the Corporation I will just demand a thorough enquiry into the operational side of this Corporation, because that alone will justify this. One of the recommendations is that in the case of very short-haul routes the fare should be 6·6 annas per seat-mile and then there is a progressive lowering of this fare till it reaches 4 annas per seat-mile for long distances over 900 miles. I would rather say, what is the use of having a higher fare so far as these uncomfortable short distance flights are concerned, whereas in cases where the flights are more comfortable and luxurious—operated by Viscounts—they must enjoy this privilege of having a decrease in the fare? This is a subject which should be enquired into. At the same time. I would request the Government to consider my suggestion. While a higher rate may be charged for people enjoying flights on long distance routes in luxurious and comfortable planes, people travelling by the uncomfortable air-lines on short haulage should be given some sort of concessions.

Even the Minute of Dissent in the report says:

“ . . . the aim of the air transport industry particularly if nationalised should be continuously to strive for extending the benefit of air travel to larger and larger sections of the public”.

I now come to air accidents. In the course of the year 1957, there were as many as 36 major accidents. During the last world war, I remember, they said as a sort of propaganda: “Join the Army, join the Navy and join the Air Force”. Somebody else said, “Join the Army, join the Navy and see the world”.

And somebody added at the end, “Join the Air Force and see the next”. That was what happened here: 36 major accidents in the course of one year, 1957. There are two major reasons for this. One is, our pilots are not properly trained. I know that out of 290 I.A.C. pilots only 49 pass second class licences. At the same time, I think they should be given time to relax, more leave and more comfort and all that. Further, I feel that our planes are not suited for tropical regions. It has been recently observed at the Aero-Medical Conference that the cockpit where the pilot sits becomes an oven in a sense. In the west they are experiencing that difficulty because they are in the grip of centrifugal forces at the higher altitudes. Therefore, in the west, there has been a suggestion that the pilot should be allowed to carry what is called “man-carrying centrifuges”. These modern, scientific instruments must be introduced into our country as well. But they have not yet been introduced.

About Dum Dum, I shall not say anything, for Shri Biren Roy has said about it. I come to inland water transport. I should like to say just a word about this aspect. In Bihar, there are the British companies playing their boats. They have threatened to close down their service, and if the service is closed down there, there will be trouble. The State Government of Bihar appointed a Committee, the Mitra Committee, to enquire into the matter. That Committee has said that the maintenance of inland water transport is essential. In order that the difficulties that may arise on account of any closure, I understand that they have made some arrangements, *bandobust*, etc., to run a skeleton service at least for a year.

The same thing has happened in Assam, also. The Joint Steamer companies there, who are plying their boats, on the Brahmaputra river, are incorporated in England, and they have also threatened a closure.

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They say that they are suffering losses, but people who are in the know of things say that they are not suffering losses; they are enjoying profits. They know, at the same time, that the Government is in a tight grip, that the Government cannot nationalise them, or cannot take to any alternative measures, to enable the workers to have what they want—better facilities, better salaries and better amenities. So, they want to say, rather, "let us threaten them with closure".

That is why I shall be very happy if the Minister holds an enquiry into the affairs and sees at least that the balance-sheets are placed before him, the balance-sheets of the British companies plying their boats on the Brahmaputra and also of those plying theirs in Bihar rivers.

16.35 hrs.

[MR. SPEAKER *in the Chair*]

Mr. Speaker: Shri Raj Bahadur.

Shri Manay (Bombay City Central—Reserved—Sch. Castes): I pray that opportunity may be given to Members from the Republican Party to speak on this Demand. In spite of nine hours having been allotted, not a single representative from that party has spoken.

Mr. Speaker: Let the hon. Minister reply now.

Shri Manay: I hope you will give an opportunity for us at least tomorrow morning.

Shri D. A. Katti (Chikodi): Here also untouchability is practised.

Mr. Speaker: There are other persons belonging to the same community. But nobody is treated as an untouchable unless those people want to segregate themselves.

I would like to make this point very clear to the hon. Members. I cannot

go on extending the time. Nine hours have been fixed. When two hours are fixed for a Demand within the available time of five hours, on a day, I give opportunities to the Communist Party or other bigger or major parties. Where two days are allotted, I give opportunities to all the groups generally, wherever policy is involved. Then I call upon all groups, the spokesmen of all groups, big or small. Time does not count always. When nine hours are allotted, I try to give opportunities to one or the other of the three or four smaller groups, by turns. I call upon them by turns. It is not that in every debate they can insist upon being called.

I have no objection to any Member coming to my chamber so that I could explain things to him. I am prepared to abide by whatever permutation or combination that Members may suggest. I am reasonable and I shall try to accommodate them. Shri Raj Bahadur.

Shri Raj Bahadur: Mr. Speaker, Sir, I find myself rather in a queer position, privileged as well as handicapped; happy as well as rather unhappy. Privileged, because my association with the Ministry of Communications in particular extends for over a period of six to seven years. Rather handicapped, because I find that a very able and respected senior colleague who guided me in day-to-day functioning in this Ministry and from whom I drew inspiration is going away to another Ministry. I am privileged because another Minister is coming to hold this Ministry, who is equally able and whose shoulders, I think, are broader.

Shri Braj Raj Singh: Heavier also.

Shri Raj Bahadur: I am grateful to the House for enjoying this remark.

Mr. Speaker: These are all signs of the coming blossom.

Shri Raj Bahadur: Thank you for the blessing. I would start with road transport first, because, last year, when we were discussing the budget, unfortunately, on account of paucity of time from which I again suffer this year also, we could not deal with road transport at all. So I do not want to be guilty of it twice, of the same dereliction of duty.

About road transport comparisons have been made with foreign countries, and it was said that we are lagging behind. It is common knowledge that we do lag behind. There is hardly any doubt that so long as the steam engine had not come on the field, we were leading in many ways. We were leading as a maritime nation. We were leading in the entire trade of boat-building industry when boats and bullock-carts ruled the day. We were then behind none.

But we also know that so far as roads are concerned, in our country roads have been there even during the time of the Vedas. We find mention also of archaeological excavation which revealed that in our country roads were there even as far back as 2,500 years B.C. As far back as the reign of the Guptas, we find that there was a long road connecting the north-west with the south-east. So, we were not lagging at that time. But, with the advent of the steam engine and the railways, we found that we could not keep up the progress or we could not keep pace with the other nations.

It has to be acknowledged that our historical condition and our socio-political status also acted as inhibiting factors so far as the development of roads was concerned. We know that the foreign rulers had vested interest in the expansion and prosperity of railways. They wanted that whatever they had invested should yield good dividends, and that was why we find that whether one compares it from the point of view, road mileage per square mile, or compares it on the basis of a lakh of population or

compares it on any other basis, we did lag behind.

But what have we done during the course of these years after Independence? The Nagpur plan is a sort of a landmark, which has always been quoted in this House. That was formulated in 1943. But before coming to 1943, may I take the House back to about 30 years prior to that, namely, 1913-14? If I remember aright, the figures for surfaced roads at that time—1913-14—were 50,000 miles, and for non-surfaced roads, the figures were 1,19,000 miles. The Nagpur plan laid a sort of target for us. That was 123,000 miles for surfaced roads and 208,000 miles for unsurfaced roads. But, at the time of the end of first plan what was the condition? The condition was that we had 88,000 miles of surfaced mileage and about 1,32,000 miles of unsurfaced mileage. The difference will be clear. Within the course of 30 years' time, that is, from 1913-14 to 1943 in the surfaced roads the increase was about 38,000 miles. So far as the unsurfaced roads were concerned, the development was still poorer; it was only about 13,000 miles.

We find that during the course of the First Plan the progress that has been made is appreciable. We know that since Independence only eight years have passed when the First Plan period expired. At that time we had already as much as about 1,21,000 miles of surfaced roads and 1,95,000 miles of unsurfaced roads. So, by the end of the first Plan period we have achieved what could not be achieved in thirty years before the Nagpur plan. Therefore, it cannot be said that the progress that has been achieved since Independence is not material or significant. And this has happened despite the fact we have suffered greatly from the great handicap of financial resources. As I said, we have got to apportion financial provisions for various schemes of development equitably.

I have got calculated by the department certain figures that might

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be interesting to members. If we propose to increase our road mileage so that in developed areas every village should be within three miles of a pukka road, I will show what the additional mileage required would be and its anticipated cost. I will give some anticipated mileage for 1st April, 1961 and the estimated cost thereof, under a long-term new plan. The anticipated mileage for 1st April, 1961 will be 13,800 miles for national highways, 35,000 miles for State Highways, 95,200 for major district boards, 78,300 miles for other district board roads, 1,56,700 for village roads etc. making a total of 3,79,000 miles.

Now, according to the new plan that is being formulated and has been considered by the Conference of State engineers recently, the targets that have been proposed are: national highways 25,000 miles, State highways 1,02,000 miles, major district board roads 2,00,000 miles (taking un-surfaced rural roads together 2,67,000) and so on and the cost involved for this small advance is Rs. 4,581 crores. This will take our road mileage up to only 50 mile per square mile. So, we can just imagine the position. Even if we want to go to that extent, we have to spend as much as Rs. 4,581 crores.

Then, we have to take into consideration the expenditure that will be incurred on these roads for maintenance and other things as well. So, it should be apparent that it is not for want of planning or due to any fault arising out of any 'patch-work' in planning that we have not progressed to the extent that we desire. It is because of certain conditions, which we have been trying to overcome. But let it be said to the credit of the road engineers and even road planners that within the short space of time that has elapsed since Independence we have achieved some significant progress.

I do not think I need burden the House with more details about facts and figures.

Let me say something about the bridges about which so much mention was made. So far as bridges are concerned at the beginning of the plan period there were as many as 147 unbridged rivers in 1946. In the First Plan period we completed as many as 33 bridges. Out of the balance of 114 bridges, the number expected to be completed during the Second Plan is 60. The number to be carried over to the Third Plan is 54. The number on which work was started in 1956-57 is 13 and the number completed in 1956-57 is seven. The number on which work was started in 1957-58 is six and the number of bridges completed in 1957-58 is five.

You know, Sir, that for bridges we can take into account the smaller bridges and the bigger bridges, whatever they are. According to the latest techniques of bridge building the type of bridges that are made of pre-stressed concrete have come to be recognised as the best ones. However they have got many advantages—I will not go into those details, but they require a substantial quantity of high tensile steel. We do not manufacture that. We depend for that on the availability of foreign exchange. Here too, we are handicapped on account of the non-availability of this particular essential item. Even then it is expected that at the conclusion of the Second Plan period we should have undertaken bridge construction over all the major important rivers and out of the most important ones only two will remain—one on the Ganga near 'Faraka' and the other on the Brahmaputra near Gauhati. About the latter also we know that the railways are anxious to complete the construction of a bridge for the railways quickly and we also propose to participate in that bridge to have a rail-cum-road bridge. Our participation will cost us Rs. 4 crores and that will be out of the amount allotted for bridges which comes to about Rs. 22

crores. So, you can just imagine that on one big bridge we have got to spend so much.

I would not say much about the National Highways because the position is clear and it is well-known—from time to time we have given the figures. We have covered a long distance so far as the work of surfacing is concerned. So far as provision of the missing links is concerned other factors also have got to be taken into consideration in regard to the improvement of National Highways where too we have done reasonably well.

I will now advert to another point which was made by Shri Khadilkar yesterday and that was about the West Coast road. He said that it was a very important road.

Shri Sinhasan Singh: What about the proposed bridges on Rapti near Gorakhpur and Ghagra at Barolgunj?

Shri Raj Bahadur: I will come to that. I am not forgetting that. I am grateful to the hon. Member for reminding me.

About Rapti Bridge, I may say that it is included in the Second Plan period. As the hon. Member knows it is on National Highway No. 28 at Gorakhpur and sanction with regard to it was given as late as on 27th February, 1958. It will cost about Rs. 41.43 lakhs and I think it may be completed in the Second Plan period. That is our desire at least.

Shri Sinhasan Singh: What about Ghagra?

Shri Raj Bahadur: About that I will not be able to say much.

Regarding the West Coast Road, it is known that in 1955 this was being constructed as a State road. The road extends in three States, Bombay, Mysore and Kerala. Bobmay has got the longest part of it, i.e., 291 miles. Mysore has 153 miles and Kerala 210 miles. Now, 684 miles of this long road have got to be improved and the missing links have to be removed. We have also got to

provide a large number of bridges. This being the case—you can well imagine the number of rivers, rivulets and nallahs that will cross the road practically every ten or twenty miles—it is obvious what a tremendous cost it involves. We used to contribute up to 50 per cent towards the construction of roads until 31st March, 1955, but we found that the work was not going apace or with that momentum of progress and development as it should. Therefore, in 1955, we took over the responsibility for this particular road, and since then we propose to meet the entire cost of the construction of this road which comes to Rs. 10 crores. There too, we are again handicapped for lack of funds. I would say that till March 1956, we had spent Rs. 28.03 lakhs and odd, in 1956-57, Rs. 42.64 lakhs; in 1957-58, we have estimated Rs. 35 lakhs and in 1958-59 provision has been made for Rs. 34 lakhs. We are spending all these amounts. Whatever is allotted, we are trying to spend. We have got to function necessarily within the limitations of the finances that are placed at our disposal.

I may, in this connection, also say that we have recently sanctioned the following bridges on the West coast road in the Mysore State; a bridge at Uppanda, a bridge at Kalyanpur, a bridge at Mabukal and one on the Netravati. These are four very important bridges. I think this should satisfy the hon. Member who hails from that part of the country and thinks that perhaps we are not giving as much attention to it as we should. These facts and figures and the background that I have given just now should convince him that we have done as best as we could in the circumstances.

Now, I think I must go to the next point.

Shri Hem Barua: Before the hon. Minister goes to some other point . . .

Shri Raj Bahadur: I am at your disposal, Sir. I am prepared to speak till 6 o'clock because I want to deal

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with all the points. I would request the hon. House to give me that time.

Mr. Speaker: If the House is willing later on, let us see.

An Hon. Member: We can sit another 15 minutes.

Shri Sambandam: What about the Eastern Coastal road?

Shri Raj Bahadur: About the East coast road, the proposals are new. They have so far been dealt with by the State Governments. We shall consider them as and when the proposals are put up by the State Governments concerned. Of course, within the limited finances at our disposal, because, the Planning Commission can turn round and say that they could not provide for it within the Second Plan period.

A point was made by the hon. Member from Tripura about the Tripura road. I can tell him that in 1956-57, the expenditure that was incurred on the construction of roads in that State was to the tune of Rs. 56.04 lakhs; in 1957-58, it was Rs. 91 lakhs and in 1958-59, the provision is Rs. 60 lakhs. I happen to come from an ex-State which was as small as the size of Tripura. These amounts were not allotted to us for roads in that ex-State. I believe that this should satisfy the hon. Member from Tripura that whatever can be done in regard to this Union Territory in the matter of construction of roads is being done.

Then, I come to another point pertaining to transport. When we think of transport, at once rush to our minds the inhibitory factors and limitations under which our transport system has to function today. There can be no two opinions about the need for removing these inhibitory factors. We are all at one that the transport system of the country should be developed to an extent that it meets the requirements of our growing economy and the economic development that results from the implementation of the Plan. Transport

happens to be the vehicle on which our economic prosperity has to march. Therefore, I am very grateful to the Members who have laid due emphasis on the need for giving more attention to transport. In this behalf I can only say that I am at one with whatever fell from Shri Khadilkar, Shri M. R. Masani and other Members on this side and I can assure the House that we are trying our best to see that these inhibitory factors are removed.

In this connection, let me also advert to the question of taxation. It is acknowledged on all hands that the level of taxation, so far as transport is concerned, in our country, perhaps is the highest on motor vehicles and it is high time, rather, I think it is already late that we should consider somehow or other to relieve the burden of taxation on motor vehicles. I have not the least doubt in my mind that the taxation on motor vehicles did grow to this level also on account of political conditions. There was a time when we all thought that anybody who owned a car or travelled in a lorry or bus was a big man, and when we came to the municipalities or the legislatures or other places, we all thought this was perhaps the one cow from which as much milk as we liked could be drawn. That is why we find that the level of taxation has gone up to that extent.

In this connection, we have also to recognise that practically in all the States they have always fallen back upon the motor vehicles or motor fuel to enlarge their revenues from year to year.

Shri Dasappa (Bangalore): Not excluding the Centre.

Shri Raj Bahadur: Let us all recognise the fact that in our country motor vehicles are put to the highest level of taxation in the world, but the background is there. We have got to get out of the old ruts if we want to come to the proper solution of the problem.

In this connection, let us realise that there are two things to be done. Firstly, we have got to achieve a uniformity in the rate of taxation. Secondly, as far as possible, we should try to see that the machinery to realise these taxes should be simple.

On the subject of Taxation from time to time enquiries have been made by efficient and authoritative bodies. I need hardly remind the House about the Motor Vehicles Taxation Enquiry Committee or about the Taxation Enquiry Commission or about the study group on Transport planning. I need hardly also tell the House what that august body, the Indian Roads and Transport Development Association, has been doing about it from time to time.

These bodies have all felt that somehow or the other, the level of taxation should be reduced, but we have not yet achieved any success in this behalf. From year to year the Transport Advisory Council has met, from year to year conferences are held of the Transport Commissioners and Controllers. We all agree that we should not raise these taxes. We all agree that we should put a ceiling, and it is well known that even as late as October, 1957 the conference of the Transport Commissioners and Controllers from the various States that was held at Mussoorie also came to this conclusion and reaffirmed once again that a ceiling should be put on the level of taxation which should not exceed more than 75 per cent of the present Madras rates. But this resolution, or this recommendation of the various conferences has not been implemented so far. Why? Because, the States can ill-afford to allow any cut in their revenues.

I wonder what else can be the remedy in the circumstances than trying to centralise this system of taxation. This is just a suggestion, and I am only speaking out my mind. If we can realise these taxes centrally, and then distribute *pro rata* according to the income derived by the States concerned at the moment, perhaps that might be some solution of the problem

of achieving uniformity and rationalisation of taxation on motor vehicles.

In this connection, we have also got some suggestions from the IRTDA, and I can only say that they are under examination at the moment.

About taxation I need not say more, but apart from taxation there is the need for relaxation of certain controls on movement of vehicles also.

In this connection, the Mussoorie conference has done some good work. They have recommended certain relaxations, according to which now a public carrier or a truck, permit for which is granted by STA, can go freely within the limits or boundaries of a State.

Similar relaxations may have to be made for inter-State traffic also.

We have to welcome the appointment of the Inter-State Transport Commission in this connection. I am sure that the House will give its full blessings to the new Commission that has come into being.

It has got a very onerous and a very delicate duty to discharge. It has to act as a unifying link between the various States and the Central Government, it has also to provide the necessary liaison between the operators—public and private—and the Governments concerned. It may also have to plan how much of transport on a particular route has got to be provided. These duties are onerous and the three words that have been incorporated in the particular provision, *viz.*, development, co-ordination and regulation, give it enough powers and are wide enough to impose upon it a very heavy responsibility and a very difficult duty and a very onerous duty.

17 hrs.

I think a suggestion was made yesterday and repeated today that there should be a central body which may be known as road transport commission, which should have control and authority all over the country just

[Shri Raj Bahadur]

as the Railway Board have in respect of Railways. The Inter-State Transport Commission might be just a nucleus or a beginning in that direction. At least I feel like that. Sooner or later we should examine this question with all its complications and in all its details, because we know that the Constitution has divided the responsibility in regard to development of transport between the Centre and the States, whereas the provisions of the Constitution even in regard to the taxes are different; for, we know that under entries 56 and 57 in the State List, the power to impose taxation has been given to the States. But then, whether in regard to the powers that have been given for taxation or in regard to control, some day, we shall have to consider this question in all its implications.

The next question that arises in connection with transport is about the number of vehicles. I am afraid I do not know exactly whether I was right or quoted rightly or otherwise. But the figures that have been given to us by the Planning Commission are as follows. I am referring here to the remark or observation made by Shri M. R. Masani.

It has been estimated that at the end of the Second Plan period, the demand for transport will be to the tune of 40,000 vehicles per annum. The estimate has been accepted by the Tariff Commission also. The annual manufacturing capacity of the four approved manufacturers of motor vehicles, as disclosed by them to the Tariff Commission in 1956 was as follows: The Hindustan Motors: 6,000; The Premier Automobiles: 6,000; The Tata Locomotive Engineering Co. Ltd: 7,500; Ashok Leylands: 1,500, which comes to 21,000 in all.

Subsequently, these firms have taken steps to increase their manufacturing capacity. The Hindustan Motors have also plans to increase their production capacity.

So, it is believed that in order to meet the increased demand from road transport necessitated as a result of the implementation of the various projects included in our Plan, we would require another 1,20,000 goods vehicles during the remaining three years of the Second Plan period. We have planned for production of 1,36,000 vehicles as follows: 1957-58: 20,000; 1958-59: 32,000; 1959-60: 39,000, and 1960-61: 45,000, thus bringing the total to 1,36,000. Out of this 120,000 will be available for goods Transport—I think we might be able to meet this requirement, and we might be able to bridge the gap if the gap is only that much wide, because these examinations about the requirements may differ from body to body or from authority to authority. Therefore, in all humility I would say that the figures that have been given by the RTDA may be correct, but this is the conclusion which has been arrived at, so far as Government are concerned.

I would now come to the question of bullock-carts.

An Hon. Member: May I know for how long we would be sitting today?

Mr. Speaker: As long as it is interesting.

Shri Raj Bahadur: I am entirely in the hands of the House. I think I shall take about fifteen minutes more.

Mr. Speaker: Hon. Members are all anxious to hear him.

Shri Raj Bahadur: About bullock-carts and the provision of rubber tyres for their wheels, I may say that on an average it will cost about Rs. 500 for one bullock-cart to have rubber tyred wheels. We have got a crore of such bullock-carts. So, it would come to Rs. 500 crores in all, and taking roads into account another Rs. 4,700 crores would be needed, because these bullock-carts with rubber-tyred wheels can go better on roads, whether they are surfaced or unsurfaced, rather than on muddy paths; because, whenever it rains, it has been experienced that these rubber

tyres do not work well in muddy tracks. So this is the whole position so far as this particular scheme is concerned.

We have never been indifferent to it. We have given all possible consideration and attention that it deserves. The interests of the bullock-cart, and particularly of the man who plies the bullock-carts, who goes behind the bullock-cart, are as dear to us as they are to anyone else in this House or outside. We yield to none in that anxiety or interest, so far as the good of that 'man' is concerned. But some people try to be needlessly chivalrous and try to champion each and every cause, knowing very well that what little can be done is being done, knowing very well the limitations and handicaps under which things have to be done.

So about that also, as the House is aware and as Pandit Thakur Das, Bhargava also informed us, a team of our officers has gone to USA. Shri Roy, who has been taking a good deal of interest in this matter, sent me a note. I personally discussed that note with the Secretary, gave him that note and requested him to explore the possibilities, how far that particular scheme of getting tyres for wheels from America for the bullock-carts free or at nominal prices, which Shri Roy has put forth, can be worked. That is a matter which can only be decided after we get the results from that particular step which we have now taken.

Now, I will come to the Delhi Road Transport Authority. I was thinking that with the progress that the DTS had made, nothing much would be said. But Shri Vajpayee, who is not here, waxed eloquent about so many things in regard to that. I can only tell him that in 1956-57 alone we have added a fleet of 133 new buses to the existing fleet of the DTS, bringing the total to 534. These buses provide a total seating capacity for 22,269 passengers while the room for standees is for 7,206. It will be appreciated that within the limitations of finance

whatever expansion of the service could be achieved has been achieved.

So far as the question of labour relations is concerned, I may say that we have tried our level best to do whatever we could for meeting the demands of the union. I can say without any fear of contradiction that all the demands have been satisfied, including the one in regard to bonus which is proposed to be given as good performance reward. We have laid down that for such an allowance in the form of a good performance reward, there should be a minimum expectation of good duty and good work. We have laid down that at least 21 days attendance on duty is necessary to entitle one to this particular advantage or benefit. We have also said that he should have a record of good behaviour. He should not have been punished over and over again. These two restrictions are there. I believe that across the table, all such points can be discussed and settled. In this particular matter, however we have gone as far as we could.

Shri Sonavane (Sholapur—Reserved—Sch. Castes): What has been done about the reduction of bus fares in Delhi? They are the highest in the country.

Shri Raj Bahadur: No, I dispute that. I repudiate that. On the lowest slabs, the bus fares in Delhi are the lowest compared to Bombay and Calcutta. In the medium-slabs, our rates are high. Then we are nearly equal so far as the highest slabs are concerned.

Recently, we have rationalised the fare structure. Now, the new rates system is very convenient and I think we have also received some compliments for that. So I think that so far as that matter is concerned, we have done as best as we could.

To provide for concessions for children etc.

Shrimati Parvathi Krishnan: What is this "etc."?

Shri Raj Bahadur: Of course, students also; and I think if the ladies also require concession, we may also look into it.

Shrimati Parvathi Krishnan: I object to "etc."

Mr. Speaker: They are an important category; he must have said, women and children etc.

Shri Raj Bahadur: That is a point which we would always like to look into. But, then, we have got to see that the DTS pays its way and does not run at a loss. It was after a good deal of effort that it has struck even and has just started making some profit. As soon as we observed that, we have made some profit, we have given something to labour and we have also rationalised the fare structure which has cost us about Rs. 6 lakhs more so far as the bill is concerned. So, I think there should be no dispute about that too.

Then, I come to the ports. I would only say that so far as the ports are concerned, 1956-57 was a hectic period for all the major ports. All I could say is that they were tried to their utmost and they did come out of the ordeal creditably. In 1956-57, the import export traffic reached the peak figure of 27.9 million tons. But this also has been exceeded this year, that is 1957-58, and it is expected to be as high as 29.7 million tons. Let us remember that during the worst period, the war years, it had never gone beyond 20 million tons—that is what I am told. So, the ports machinery, the staff etc. all have been put to the severest strain during these 2 or 3 years. Let us also recognise that the type of cargo they had to handle was also much more difficult than what they used to handle previously. I am referring to the huge equipment for the steel plants, the iron and steel that used to come both to Visakhapatnam and Calcutta.

If there had been some delays and some congestion, it could have been expected. Much was said by my hon. friend, Shri Raghunath Singh about

demurrage. According to his calculations, we have paid a demurrage of Rs. 225 lakhs. But, in answer to a question that had been put over and over again by my hon. friend Shri Tyagi, we placed on the Table of the House and before the House as much of information as we have collected. We put in a statement all the information, whether it was a daily figure or a monthly figure and all that. Unfortunately, in the calculations, it appears all these figures have been summed by Shri Raghunath Singh up to Rs. 2.25 crores. There were many overlappings of figures in this total-ling. I think all the figures here won't go beyond Rs. 1 crore in the real total of demurrage paid.

Shri Raghunath Singh: That was only for three months.

Shri Raj Bahadur: Besides, all these months the ports have been earning despatch money also. Various departments which were getting or bringing goods have been getting despatch money as well and that also should be taken into account. I would only quote the figures of one department, the Food Department. The total freight paid in 1956-57 was Rs. 2084.3 lakhs. This year they did not pay any demurrage; and, they earned despatch money to the tune of Rs. 29.32 lakhs. In 1957-58, the total freight paid was Rs. 30.26 crores and the demurrage paid was Rs. 72.35 lakhs and the despatch money was Rs. 18.9 lakhs. Now, I would say that as and when it is possible for us to collect all the figures and to marshal them properly we would do that.....

Mr. Speaker: What does 30.26 represent?

Shri Raj Bahadur: That is the total freight paid by the Food Ministry, Rs. 30.26 crores. Out of that Rs. 72.35 lakhs have been paid as demurrage. We have also earned despatch money on that. I won't like to say that demurrage should have been avoided. But, was it possible to avoid it? That is another question we shall have to take into account because nobody

could have planned for the type of cargo that was not expected. We came to know that the steel plants would be there and some equipment will have to be brought for them only as late as about 1954-55. Therefore, we cannot have planned for all the mobile cranes needed in the port of Vizagapatam or for equipment whether in Bombay or Calcutta. It is so obvious that I will not go into that question.

Mr. Speaker: I am sure that the House will be satisfied if no more demurrage is incurred.

Shri Raj Bahadur: About that I may say that no ship has now to wait in any of these ports. If we allow the labour to work peacefully and in harmony, I think it will be a very great factor to ensure this particular thing. If there is labour unrest from time to time, if the peace of the port is disturbed, of course it reflects upon the operation and efficiency of the port as well. To that point also, I will come presently.

Another question that has been put is:

What has been done so far as the development of ports is concerned? In Kandla, four berths were originally planned and they were completed. Two are under construction for ore. At Calcutta mechanical ore berth, a heavy lift yard equipped with 200 tons crane and a mechanical coal loading plant and a new dredger had been provided. In Bombay, 34 new electric cranes have been brought into commission. Work on 11 out of 12 transit sheds under construction had been completed.

In Madras a new marshalling yard has been completed. Good progress has been made in the construction of coal and ore berths. At Vizag considerable addition has been made to the fleet of cranes for cargo handling. A new dredger had been provided.

We have also approached the World Bank for the developments of these ports, particularly to finance the

foreign exchange component needed for development. A negotiating team is already there in Washington and we hope they will return successfully.

Considering the labour unrest in the major ports, particularly in the period of congestion, we have come out with a good deal of success in the discussions so far as these labour problems are concerned. I may inform the House what we have done so far. All their demands were practically conceded when they met us in July last. Only a few demands remained. I may say from memory that they wanted the implementation of the favourable recommendations of the Chaudhury Committee report. We thought that such of the recommendations as were covered by the terms of reference to the Pay Commission could not be possibly implemented by us, because the ports of Cochin, Vizag and Kandla are being run directly by the Government. The terms and conditions of service which apply to the workers in these ports should naturally be the same as should be available to the workers in the ports of Calcutta, Bombay and Madras. Therefore, we shall have to wait for the Pay Commission's recommendations. It is well known that in the ports of Bombay, Madras and Calcutta, committees have been constituted consisting of representatives of labour and the port management. They are on this work. I hope they have proceeded very satisfactorily. The question of categorisation of the various workers in the various pay scales recommended by Mr. Chaudhury can also be considered. It shall also be successfully tackled, I hope.

I now come to the observations made by Mr. Menon about Cochin. He was rather angry or bitter about it. I would only say: let us consider what is in his mind when he says that the Arur bridge or Cochin port is a problem, as he calls them. How far is the Government or the administrative officer of the port responsible for that?

Shri Narayanankutty Menon: For giving the contract.

Shri Raj Bahadur: So far as the bridge is concerned, the work on the bridge has been restarted since yesterday. Perhaps the hon. Member is not aware of that.

Secondly, I may tell him.....

Mr. Speaker: The hon. Minister has anticipated him.

Shri Narayanankutty Menon: He did not inform me. I have not got the machinery which the hon. Minister has.

Shri Raj Bahadur: I can only say that the contractor, who was the best available contractor available to us, could not work because of labour troubles, and his financial position deteriorated. Therefore, that work had to be suspended for some time because of the financial trouble that the contractor was facing. We could not get hold of another contractor in the middle of the work easily. Therefore, we tried our level best, and it shall have to be said to the credit of the Administrative Officer of that Port that he has brought about a solution of the problem. Despite all troubles that had been created for him, he has carried on the work of the Port admirably. So far as development work at the Port is concerned I can tell you, with a good deal of pride in it, that he has undertaken all the work connected with the Second Plan, and he hopes to complete all works by the end of 1959. All the four new berths have already advanced far enough in construction. So far as the working of the Port is concerned, there has not been a single day's delay. So far as the handling of ships is concerned, the operations have been perfectly smooth and, despite all troubles that have been created he has done well.

The hon. Member says that there is a "satyagraha" going on. He has repeated this word 'satyagraha' several times. I would submit to the House what actually happened. How

can it be called satyagraha? No other person than the hon. Member himself wanted to, if I may say so, put certain demands—no other demands than the ones we hear here—and they were that the Chaudhury Committee's recommendations should be accepted. The Port Officer said that it will have to be decided after receipt of the Pay Commission's recommendations, and that it all depends upon the overall solution of the whole matter. Then the hon. Member and, perhaps, the union or the people whom he led staged a demonstration. There demonstration, or the so-called satyagraha, consisted of 6 or 8 people.

Mr. Speaker: Did he himself take part in the demonstration?

Shri Raj Bahadur: Yes, Sir. I will presently show something about that also, because I have got some relevant document in that connection.

Mr. Speaker: According to principles of democracy it is open to any Member of Parliament to convert the majority, and if he does not succeed in that he himself can go and demonstrate.

Shri Narayanankutty Menon: I do not know how the hon. Member says that I was there. The satyagraha is going on there and I never participated. He is at liberty—as he has been telling all these days—to make such allegations.

Shri Raghunath Singh: He may be behind that satyagraha.

Shri Raj Bahadur: I will just now produce a copy of a letter which was written by the hon. Member to the Port Officer; that would prove my humble submission. I only wanted to point out what type of super-satyagraha it is. It is just 5 or 8 people collecting either in front of the office of the Port Officer, or at his house, or at both places from 9.00 A.M. till 5.00 P.M. I do not know whether it was a sort of *Ram Nam* or some other thing they were chanting there, but it is admitted and known to all who pass by that way that all types of vituperative abuses and all types of

I should say, filthy things are uttered in respect of the Administrative Officer. It will neither be parliamentary nor dignified on my part to repeat all those things here, but it happens to be a fact that this is the type of thing which my hon. friend chooses to call "satyagraha". I think it is doing a grave outrage to the very sacred name of "satyagraha" to call such outrageous deeds as "satyagraha". It is, I think, better not to use this expression.

Then, when my friend was dissatisfied with the reply given by the Port Officer, he gave an ultimatum that he will hold meetings in the precincts or area of the port. No meetings are allowed to be held there without permission because that might disturb the port operations. Naturally, the Port Officer refused permission. Then came threats of so-called satyagraha again, till ultimately it was threatened that the work of the dredger will be stopped, which means that the entire safety of the port will be in jeopardy—at least the operation part of it. Because the Navy is also there, the Port Officer reported the matter to the Navy and said that they should take over. He also reported the matter to the Chief Minister. The Chief Minister did intervene and he wrote a letter. I would like to read what he wrote in the letter to the Administrative Officer. This is the letter which the Chief Minister, Shri E. M. S. Namboodiripad, wrote. The letter is dated 11th March, 1958. I can also give the number, etc., of the letter. The letter says:

"After you left yesterday, I had a talk with Shri T. C. N. Menon. It is my impression that if you have a heart to heart talk with him, all the outstanding points can be settled. I would, therefore, request you to arrange such a talk. I have advised Shri T. C. N. Menon also accordingly."

He sent a reply. I need not read out all that, because that will take a long time.

Shrimati Parvathi Krishnan: What is the operative part of that letter?

Shri Raj Bahadur: Of the letter of the Administrative Officer?

Shrimati Parvathi Krishnan: Yes.

Shri Raj Bahadur: The hon. Member may listen to that also.

"I acknowledge with thanks the receipt of your letter dated 11th March, 1958. Shri T. C. N. Menon met me very casually at the Malabar Hotel on the 8th evening and while expressing regret to me for the misconduct of the members of his Union, mentioned to me that he wanted to meet me outside the office hours. I told him that I had no objection; but I was surprised to find that on the 10th morning he sent a letter about holding a meeting without getting my permission. Immediately on my return after meeting you he held a Press Conference where he made fantastic allegations against me personally. With this background I wonder whether any useful purpose will be served by my meeting Shri Menon as his public utterances bear absolutely no relation to his private conversation. Since you desire that I should meet him, I will have no objection to meeting him. I would, however, like to point out that the demands he has made on me are all of an All-India nature and therefore have to be decided by the Government of India".

Again, the threat of holding that meeting came. The Port Officer reported to the police and some thing happened as a result of which on 15th March, 1958, the hon. Member Shri T. C. N. Menon, M.P. from Ernakulam, wrote to the Administrative Officer, Port of Cochin, as follows:

"It seems from the correspondence we had with you that there is some misunderstanding regarding the holding of meetings in the Port area by the Cochin Port Employees' Union. I wish to make it

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quite clear that I am satisfied that previous permission will have to be obtained from you for holding meetings within the Port limits.

I can also inform you that I very much regret that on a previous occasion, permission was not specifically asked for.

I request you once again to permit me to hold the proposed meeting today."

This was the hon. Member's letter, and the reply to it is:

"With reference to your letter No. nil dated.....

Shri Narayanankutty Menon: There is nothing wrong in that letter.

Shri Raj Bahadur: I can produce that letter. It only shows that for that so-called agitation, so-called satyagraha, so-called desire or keenness to hold the meetings in the Port area, the hon. Member himself has, without any reservation, expressed his deep regret.

Shri Narayanankutty Menon: The hon. Minister was reading which letter?

Shri V. P. Nayar (Quilon): We want to hear the so-called reply to the so-called letter of the Administrative Officer.

Mr. Speaker: Let the hon. Members wait.

Shri Raj Bahadur: I would like the House to take into consideration the aspect as to how an officer can function in these circumstances. From time to time, he is threatened and unseemly demonstrations are held before this officer or his house. His wife and children have to put up with all these types of harassment which goes on; before the door-step of the officer, there are four or ten people, from morning to evening, sitting, and shouting all sorts of slogans and all sorts of vituperative

words and all that. If this is going to be the way in which we conduct our public activities, we will not do well. It will be at least harmful to the port, for, I am only concerned with the port now. We would like to see to it that no disturbance, no interference, is done by anybody, whatever his position, to the smooth working and running of the port. That is our first duty and we would like to discharge that duty to the best of our ability. I think I could end there so far as the ports are concerned.

I shall come to lighthouses now. But I think nobody spoke about lighthouses. So, I shall take up the development of minor ports. I may say two or three things here. We have got provision of Rs. 5 crores. It is well known to the House. So far as the Tuticorin, Karwar, and Bhatkal ports are concerned—there were four or five particular ports which have been mentioned in the debate—I can say that we are in very great sympathy with the demand to develop them. We also accept the dictum of the Nanjundiah report that such of the ports which have got traffic up to a particular limit may be classed as intermediate ports.

I think it will do well if I may invite the attention of the hon. Members to the recommendation of the National Harbour Board made at their meeting held recently in Kandla, namely that a Committee should be set up to go into the priorities so far as the development of these ports are concerned. We are interested deeply in the development of the minor ports. And I think with the co-operation of the State Governments concerned we should be able to develop these ports as quickly as possible. So far as 'ho Second Plan is concerned, we have got no provision for converting minor ports into major ports. But these proposals can be taken into consideration only when the appropriate time comes and I do not think I can say much beyond that.

I will now come to certain observations which were made about the Visakhapatnam shipyard. So far as the observation that not a single ship goes out of the yard without showing some trouble either to the left or the right is concerned, I can only say that it is too much of an exaggeration. There is no doubt that the consultants have not given that satisfaction and that quality of service which could have been expected from them, so far as the construction of ships is concerned. But it is also a fact that as many as ten ships have already been turned out by them since they joined us in 1952. So far as I know, barring one or two minor defects in one or two vessels—there have been no defects in any other ships or vessels turned out by them.

Of course, the case of *Andamans* has been unfortunate. But, as I said, a committee was appointed to go into that. Now to hang all criticism always on this particular case of *Andamans* and to blame that the entire shipyard has been doing nothing and to say that everything has gone wrong is, I think, an overstatement not at all warranted by facts.

Mr. Speaker: Are the consultants continuing in office?

Shri Raj Bahadur: No. We have already given notice of termination of their contract. We are also exploring the possibilities of having some other people from other countries to act as our consultants.

Mr. Speaker: Who were our consultants before 1952?

Shri Raj Bahadur: I am sorry, I do not know that.

Then, a point was made about the cost of ships when they referred to the efficiency of the yard. I can only give out two or three facts in this connection. The main reasons for the disparity in prices are as follows:

The price of steel in U.K. is less by about Rs. 125 per ton than the price at which steel is available to

our shipyard. Secondly, on machinery, stores and equipment the shipyard had to incur an extra charge of 15 to 18 per cent on the cost by way of packing, forwarding and handling charges, insurance of the engines which have to be imported etc. Another reason for the high costs is the small number of ships produced, as the yard is comparatively small. Therefore, the prices do not compare favourably with the prices at which ships are built in U.K.

I will now come to tourism. So far as the compliments that have been paid to the department of tourism is concerned, I accept them on behalf of the Department with all humility and thankfulness. About certain suggestion which has come from a denizen of the Himalayas, Shri Bhakt Darshan, I would only say, we are all interested . . .

Shri V. P. Nayar: 'Denizen' is not a good word.

Shri Raj Bahadur: It is not a bad word either, I can assure you.

Shri V. P. Nayar: It is normally used for animals.

Shri Raj Bahadur: No.

Shri V. P. Nayar: Especially in Himalayas.

Shri Raj Bahadur: I can only say that we are very mindful of the needs of the great place of pilgrimage, Bhadrিকা Ashram and that it has to be connected with the rest of the country by roads.

About the other places, we have got limited funds at our disposal.

Mr. Speaker: Is there a proposal to link Bhadrিকা Ashram by road?

Shri Raj Bahadur: The road now goes up to 19 miles of Bhadrিকা Ashram.

Mr. Speaker: Is there a proposal to have it in this Plan?

Shri Raj Bahadur: We hope to do that, because we have to finance such roads in the interest of developing home-tourism and pilgrimages are a part of it. I think a good deal of finance was allotted for roads in the Himalayas region. Of course, my friend Mr. Bhakt Darshan was very pungent in his remarks especially so far as people going on ropes and *julas* are concerned, I can only say that the limitations from which we suffer are the main reasons for our not constructing bridges in the *nullahs*. As far as the Himalayas are concerned, we all are proud of it and we would like to beautify it as soon as possible, so that a larger and larger numbers of people can go to Himalayas and pray or stay there.

An Hon. Member: And do *tapasya*.

Shri Raj Bahadur: And also *tapasya*; I do not mind.

So far as tourism is concerned, it should be remembered that during the First Plan we had no specific provision for tourism as such. In the second Plan we started with some provision and we have got some funds allocated for us. I would only say that those funds will be utilized to the best advantage for the development of tourism.

In this connection, let me mention the two outstanding developments. First is in regard to the re-organisation of the department. We had only a tourist section or tourist department in the Ministry. Now it has been converted into a full-fledged department under a Director-General and the Director-General is no less a person than Mr. Chib.

Shri Braj Raj Singh: What about the Taj?

Shri Raj Bahadur: I will come to Taj also. Taj stands by itself. We have spent a good amount—the Archaeological Department has spent about Rs. 40,000 to Rs. 50,000 over it. That is all I remember about it. There is a particular feature about which I would like to make a mention.

I may say that our tourist traffic is going up every year. Last year in 1956, the figure was 68,808. During 1957, it went up to 80,545.

An Hon. Member: Are they foreign tourists?

Shri Raj Bahadur: They are all foreign tourists. This number does not include the Pakistanis who come in quite a good number otherwise. So, this is about 400 per cent more compared to 1951.

An Hon. Member: Mr. Chib has done good work.

Shri Raj Bahadur: I am thankful to you for that remark.

Then we have drawn up a list of 20 or 25 places—I will place a list of such places on the Table of the House later on—which are attended to, particularly in respect of construction of rest houses, canteens and other amenities and other facilities for the tourists.

So far as the need for co-ordination is concerned, we find that the activities of the department are such as are related to or dependent upon so many other departments of the Central Government and also of the State Governments. For that reason we always found difficulty in co-ordinating these activities. We have to depend, for example, on the Home Department or on the Education Department or on other departments. So a Tourist Promotion Committee has been set up under the chairmanship of the Cabinet Secretary, who looks to this work of liaison and co-ordination with a view to remove all the bottlenecks or obstacles that might come up in the implementation of the various plans that we draw up for the promotion of tourism.

So far as formalities are concerned, with the help of other Government departments, we can say that the formalities for the foreign tourists have been greatly reduced. They have been reduced to the minimum and are nearing the ideal of a tourist entering

India with one disembarkation card and a health card.

For the purpose of entertainment of tourists and for organising these entertainments and cultural activities in a better way we propose to consult various people in this behalf. A meeting has already been held in the Department of Tourism for that purpose. I think a good deal of co-ordination in regard to these cultural and entertainment activities will also be achieved. In this connection, we propose to issue a calendar of cultural festivals. That will be publicised widely in foreign countries and that will help the foreign tourists to synchronise their visit to India so as to be able to witness these cultural entertainments and get some idea of that also. I do not think I need say much about anything else so far as that is concerned.

I should now like to come to shipping. But before I come to shipping I may just say a word about these labour problems, because off and on that have been raised.

Mr. Speaker: Shipping is a major subject. Is it not?

Shri Raj Bahadur: Yes, Sir.

Mr. Speaker: Then why did he keep it till the end?

Shri Raj Bahadur: P. & T. is also there still.

Mr. Speaker: I am afraid we will have to adjourn.

Shri Raj Bahadur: If you could give me ten minutes I will finish these two points.

Some Hon. Members: No, no.

Shri Raj Bahadur: Ten minutes more and I will finish.

Mr. Speaker: Very well. Hon. Members will be patient.

Shri Raj Bahadur: This is just to complete my answer with regard to the labour problems pertaining to the ports. I had said something about the Chaudhuri Committee report. Then

some points of dispute were thereon which also the labour unions seem to be rather agitated, particularly in regard to implementation of the decision of July, 1957. About that, I may say that there were three or four decisions. First, settlement of local demands. The items concerning two unions have been discussed with union representatives and they have been referred to adjudication. The items raised by the third union are under discussion with labour representatives. Then the dispute about claims relating to payment of arrear on account of overtime, has also been referred to adjudication. Then, the dispute relating to over-payment of bonus to stevedore workers. This has been settled in favour of the workers. Then, the demand regarding listing schemes and the uniformity in leave rules between classes III and IV. They have all been implemented. Then, comes the demand regarding payment of provident fund to piece rate workers at 6½ per cent. on total earnings. This happens to be the one thing on which there still remains some dispute. During negotiation some sort of information was given to us that piece-rate earnings are taken into account in the port of Calcutta while calculating the quantum of provident fund. That was found to be incorrect. This does not mean that because these piece rates are not taken into consideration while calculating the provident fund contribution a dispute should be raised on that point. Obviously the assurance given on this basis was on incorrect information. It is not possible to implement this in advance of the Pay Commission's recommendation, because this particular item is also covered by the Pay Commission. I think there is no reason whatsoever for our workers in the ports to feel agitated. We have succeeded in settling all their demands and all their points of dispute between the stevedore workers on the one hand and port authorities on the other hand, and other matters by mutual discussion across the table and I think the same thing will be done.

[Shri Raj Bahadur.]

So far as shipping is concerned, I will only list a few achievements that have been made in this field. I will give barely a list. A firm decision has been taken to establish a non-lapsable Shipping development fund. We think that in the course of the Plan period, we shall get about Rs. 10 crores. Rationalisation in the rate of interest has also taken place. Three per cent will now be charged for loans given to acquire ships both for the coastal and overseas sectors.

So far as shipping companies are concerned, they have acquired three ships on a self-financing basis without outlay of foreign exchange. The shipping companies have also been informed that they can acquire tonnage on a deferred payment basis provided the payment of the price of the vessel is spread over 6 or 7 years. A part of the Yen credit made available by the Government of Japan has been secured for the acquisition of tonnage. A shipping co-ordination committee has been set up. This will effect liaison between the shipping companies and the Government and ensure full utilisation of the available Indian ships.

Exemption from payment of wealth tax was another achievement in favour of the shipping companies. Exemption from the compulsory deposit scheme was another such concession which has now been extended to others also. Development rebate has been increased from 25 to 40 per cent. The Rail-Sea Co-ordination Committee's recommendations have been implemented to some extent with the result that a 15 per cent. increase has been made in the freight rate of the coastal vessels.

In the field of training also, I may say, we have proposed to increase the number of annual intake of trainees from 60 to 75 so far as Dufferin is concerned and from 50 to 65 so far as the Directorate of Marine Engineering is concerned. The Employment scheme applicable so far only to foreign going seamen has been extend-

ed to recruits for home trade also. The Deck Passenger Committees at Bombay, Madras and Calcutta have been re-constituted, and a committee has been set up in Nagapattinam port also. The Merchant Shipping Bill has been introduced and the Control of Shipping Act has been extended for a further period of two years. This is a brief list of the achievements of the year and I can perhaps humbly claim that in one single year, so much has not been done for the cause of shipping before.

I may now come to Posts and Telegraphs. So far as this department is concerned, one point which is rather important and which I should take in the few minutes at my disposal is about the demands of the Federation. It is well known that the P. & T. Federation put up as many as 63 demands before the strike period, out of which seventeen were accepted while 18 were partially accepted. Twenty-one demands were rejected at that time. Out of these 21, also, the Second Pay Commission was accepted later on. As a result of that, five more demands which were rejected in the initial stages, were referred to the Pay Commission. I need not detail them. I should further like to say that apart from the Second Pay Commission, we have also appointed a committee for the extra-departmental employees, and although some complaint has been made, some criticism has been levelled that too much time has been taken, I can assure the House that the officer who has been deputed for the purpose is going into all the necessary details, and he will submit a report as early as he can possibly do, but he does require time for it, because he has been going about quite a lot in the various parts of the country.

So far as the establishment of a permanent conciliation machinery is concerned, a standing committee was announced and is in the process of being formed. The Federation knows it very well, and I believe the hon.

Members also know it. I would only say that a point which has already been settled should not be raked up over and over again.

Legislation on departmental rules: This is another point about which I may say that the department is taking action to issue statutory rules.

Liberalisation of pension funds has also been done.

Thus, out of these 21 demands which were rejected, eleven go out like that, and only ten remain. I will just now mention the nature of these demands also.

One of the demands is for the repeal of the Safeguarding of National Security Rules. Another was for investment of free trade union rights and full citizenship privileges according to which the right to contest elections should also be given. These were of political nature and could not be accepted.

So, such are the demands which were rejected. I am glad to say the Federation has also accepted our stand that these demands are of a political nature and that we do not want politics and trade unionism to be confused with one another. Trade unionism for political ends, but then trade unionism by itself is not politics.

So, about these demands, I can say that all the demands have been practically settled, and we can now only hope that the Pay Commission will give due consideration to the rest of them.

About mails, Shri Bhakt Darshan said there should be at least one delivery in the villages in a week. I would like to say that we would like that the list of all these 22,724 villages, wherever there is no delivery even once a week, should be eliminated as quickly as possible, but that would take time. With the opening of more post offices, however, this can be done.

About the non-recognition of unions, some complaint was made. We

are on the horns of a dilemma in this connection because quite a number of unions, so far as the P. & T. itself is concerned, want to be recognised. There are unions which were recognised previously, and they want to enrol new members and there has been restriction on that too. If we allow such unions to be recognised, we are criticised. If we do not, then even we are also criticised. So, we are on the horns of a dilemma and we do not know what to do.

Shri Narayanankutty Menon: Follow a uniform policy.

Shri Raj Bahadur: Uniform procedure is there.

Shri Sambandam (Nagapattinam): Extra-departmental workers also want to have a separate union. What is the opinion of the hon. Minister?

Shri Raj Bahadur: I have already said that we have to wait for the committee's recommendations. They are of various categories, school teachers, station masters, of different professions and coming from different walks of life, and the same rules cannot be applied to all of them nor can the same organisation hold them all.

Various points have been made about the opening of post and telegraph offices and delays and all that. In regard to delays or inefficiency, reference was made to papers like the *Searchlight*, or the *Pioneer* in Lucknow. Complaints are made, but then, I do not think they are followed up with the specific facts, and sometimes when we have taken action on these newspaper clippings, we find that the complaints cannot be proved. In many cases, sometimes politics is also mixed up with these particular complaints that are published either by way of letters to the editor or something else. Local politics is also brought in. I may assure the House that every suggestion about the opening of post offices and telegraph offices and telephone exchanges—I would not like to take more time of the House—will be attended to, and it

[Shri Raj Bahadur]

will be our earnest endeavour to see that we do whatever we can in regard to those demands.

Thank you very much for the patience that has been shown and for the time allowed.

Shri Narayanankutty Menon: He referred . . .

Mr. Speaker: Personal explanation, is it?

Shri Narayanankutty Menon: Yes, Sir. He referred to two letters, one written by the Chief Minister to the administrative officer telling him that everything could be settled by direct talks, the other about permission to hold a meeting.

I came down from Trivandrum to meet the administrative officer, but found he circulated 20,000 copies of a notice printed by him as if he was a political leader. He also wrote to the Chief Minister saying there was no use meeting me because I was speaking politics at a press conference. That was what really happened. I expressed my willingness to meet him and discuss with him and settle matters, but he was not prepared.

Another letter was read out asking for permission to hold meetings. I asked for permission. He refused. Then he told the Chief Minister that I did not formally ask for it. Then I wrote to him stating there was a misunderstanding. I stated: "I seek formal permission from you. Permit me to hold the meeting", and then the meeting was held. These are the two letters. And this is the way in which the lower rank officers brief the Ministers and this is how they tell this House.

Shri Raj Bahadur: I do not think it is any fault of ours to get the required information, when the hon. Member from time to time criticises the Administrator. We should get facts from him. If we do not enquire into that then also we are blamed. If we enquire into that and get the facts

and place them before the House for its consideration, then also the hon. Member wants to blame us. I think it is for the House to judge how far such criticism is valid.

I can only plead in all humility and in all earnestness that let the port function smoothly and peacefully . . .

Shri Narayanankutty Menon: That is our demand.

Shri Raj Bahadur: There are about 14,000 workers in the port there. Out of that number, only a few workers in the workshop and in one or two other places are, frankly speaking, covered and perhaps led by the hon. Member. The other three unions have been functioning smoothly, properly and in all harmony with the port officer. So, I would expect all co-operation not only from the hon. Member but from the Government there also. I think the Chief Minister in this behalf was good enough to intervene . . .

An Hon Member: He is always good.

Shri Raj Bahadur: But if I may say so, we cannot say the same thing about other people.

17.52 hrs.

Shrimati Parvathi Krishnan: When the hon. Minister, Shri Humayun Kabir, got up to speak, he prefaced his speech by saying that he would be dealing with the problem of civil aviation which had not been touched by other people. He should not think that we were cold-shouldering him. Certainly, civil aviation is very important. It is an important wing of the transport and communications in this country, and that is why it is disturbing to see that in spite of the fact that year after year we ask of Government some clear-cut policy with regard to the development, the maintenance and the efficient running of civil aviation, such a policy is not

put before us, and we do not see where they are heading.

Mr. Speaker: Evidently, the hon. Member will take some more time.

Shrimati Parvathi Krishnan: Yes.

Mr. Speaker: The hon. Member may continue tomorrow.

BUSINESS ADVISORY COMMITTEE

TWENTY-SECOND REPORT

Shri Raghbir Sahai (Budaun): I beg to present the Twenty-second Report of the Business Advisory Committee.

17.53 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, the 28th March, 1958.