

12.15 hrs .

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER AGRICULTURAL PRODUCE (DEVELOPMENT AND WAREHOUSING) CORPORATIONS ACT

The Minister of Community Development and Co-operation (Shri S. K. Dey): Sir, I beg to lay on the Table, under sub-section (3) of Section 52 of the Agricultural Produce (Development and Warehousing) Corporations Act, 1956, a copy of each of the following Notifications:—

- (i) G.S.R. 221 dated the 27th February, 1960.
- (ii) G.S.R. 303 dated the 12th March, 1960 making certain further amendments to the Agricultural Produce (Development and Warehousing) Corporations Rules, 1956.
- (iii) G.S.R. 304 dated the 12th March, 1960.
- (iv) G.S.R. 305 dated the 12th March, 1960.
- (v) G.S.R. 306 dated the 12th March, 1960. [*Placed in Library, See No. LT-217/60.*]

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SIXTIETH REPORT

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

12.16 hrs.

DEMANDS FOR GRANTS—*contd.*

MINISTRY OF TRANSPORT AND COMMUNICATIONS—*contd.*

Mr. Speaker: The House will now resume further discussion and voting on the Demands for Grants under the control of the Ministry of Transport and Communications. Out of the 8 hours allotted about 1 hour and 50

minutes have been taken and the balance available is 6 hours and 10 minutes. Shri Tridib Kumar Chaudhuri may continue his speech.

Shri Tridib Kumar Chaudhuri (Bengal): Sir, I was trying to show yesterday how the policy of complacency and a systematic neglect of the realities concerning the basic problems of conservancy of a deltaic and tidal river channel like Hooghly was hastening the ruin of the port of Calcutta. I do not know whom to blame. On the one hand, there are the Government and the Planning Commission who are responsible for formulating the overall policies and, on the other hand, there are the Commissioners of the Port of Calcutta who are entrusted with the day to day administration of the port and the conservancy of the lower Hooghly navigation channel up to the Sandheads. To my mind, both the Government and the Commissioners of the Port of Calcutta failed to size up adequately the danger that threatens the port and the Hooghly river.

12.17 hrs.

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

It is extremely surprising how in these matters, even after 12 years of independence and over, the colonial past continues to dominate such vital establishments of our national economy like the Port administration.

I was speaking yesterday of the ineffective way the Port Commissioners were trying to tackle the problem of dredging the bars. We have, or had, a fleet of 4 dredgers out of which 2 are admittedly old and outworn and are fit to be relegated to the junk heap. Last year we have acquired only one new dredger, the *Bhagirati*; and we are expecting to acquire one more next year, so that by the end of 1960 we will have a dredger fleet of 3 instead of 4. Do the Government want us seriously to believe that they will be able to tackle the problem of dredging with this inadequate fleet of three dredgers only?