

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?

I was speaking of the colonial hang-over. In all these matter Government and or the Port Commissioners depend on the advice tendered to them by their consulting engineers in U.K. The Commissioners of the Port of Calcutta have inherited this firm of consulting engineers as it were from the British days. And, for all I know this firm of consulting engineers are competent to tender advice about dredging and aspects of modern engineering and port engineering. They have hardly any experience about river training. One of the former Deputy Conservators of the Port of Calcutta is now on the staff of this firm of consulting engineers. It seems he came here about two years ago and all the advice he could tender was that additional dredgers must be purchased.

About river training, the Government told us last year in the report that the type of training or the regulatory measures to be adopted in the river are being examined in the Central Water and Power Research Station, Poona, on a top priority basis. The Government do not as yet know what sort of training measures are to be adopted. We are given a homily in the report presented this year that results are still awaited and told that scientific experiments cannot be hustled without detriment to the results. Two years have passed and there is, as yet, no indication and the Port Commissioners also do not know what ought to be done.

The remedy is to increase the head-water supply and all schools of experts are agreed that this could only be done by the construction of the Farrakka Barrage. It was my privilege to raise a discussion about this matter in 1958 and although the Minister-in-charge of Irrigation and Power was to reply, the Government entrusted the responsibility of replying to the debate to Shri S. K. Patil who was then holding the portfolio of Transport and Communications. We were given to understand at that time by Mr. Patil that the Government were fully seized of this pro-

blem and something would be done quickly. Although 1½ years have passed, I do not know what the Government have been doing in the matter. I do not want to argue in detail about the imperative necessity for this barrage and the urgency with which we are confronted. Everybody is agreed on those points. As early as 1958, even the Government said—

"The Port Commissioners continued their programme of intensive dredging. The Government of India are, however of the view that the most effective method to arrest the long-term deterioration is by regulation of upland supplies to the river Hooghly through *Bhagirathi* which could be achieved by the construction of a barrage on Ganga at Farrakha."

If this was the opinion of the Government in 1958—I sincerely hope that they have not changed their opinion in the meantime—then why should not they proceed on these lines? Holding opinion is one matter and taking positive action in implementing that opinion in such an urgent matter is another thing. Somehow or the other, the Government seem to have been dilly-dallying over this matter much too long and the people of Bengal and Calcutta feel as if the Port of Calcutta and river Hooghly is being slowly choked and throttled out of life before their very eyes by this sort of policy.

Only the other day, there was an item of news in the papers that the Transport and Communications sub-committee of the ruling Party had a meeting and our estimable friend, Shri Raghunath Singh, moved a resolution for speeding up the construction of the Farrakha Barrage and it was also stated—I do not know what is the source of the news—that the construction of the Farrakha Barrage had been included in the Third Plan. If it is a fact, I would humbly request the hon. Minister whom we all hold in great respect that he should make

[Shri Tridip Kumar Chaudhuri]

some categorical statement in this regard so that the people of Bengal may feel that at least in the next 10—12 years something will be done to save Calcutta port and the economy of rural Bengal as also the larger economy of the eastern India. I sincerely hope that he will be in a position to make that statement. I do not know what decision the Planning Commission has taken. I have reasons to believe that there are forces and elements in the Planning Commission who are against this scheme. I would only request everybody concerned to bear in mind that even if the scheme is taken up this year, it will take at least 12 years to complete it and after that the flow of increased head-water available through Hooghly and its scouring effect will not have full effect till four or five years afterwards. That is to say, we shall have to wait for another 15-16 years till the Ganga Barrage can really save Hooghly.

With all the earnestness at my command. I would therefore also urge the Government that they should also think of devising adequate training measures. It is no use consigning the task to a research station. I am very thankful to the Government for not deciding to hold a seminar over this question. It was entrusted to the model research station in Poona on a top priority basis in 1958. But what is the meaning of this 'top priority basis'? Top priority remains unchanged for two long years and the research station goes on carrying out this model experiment but nothing comes out of it. If my information is correct, Dr. Pierre Danel, who came recently to advise the Government in this respect, expressed dissatisfaction over the model experiments that were carried on in Poona. It seems that tidal and other conditions in Hooghly were not adequately reproduced there and could not be reproduced there. So I would ask the Government if they could not think of some kind of model experiment being undertaken, under the auspices of the port or

under the auspices of the Government, at Calcutta itself where those conditions can be adequately observed and all proper training measures can be adopted.

I referred, Sir, yesterday, to the fact that such training measures have been successfully adopted in other countries. I mentioned the case of training of the Mississippi outflow in the Mississippi Delta. Similar measures have been taken successfully in Danube and on the Weser between Bremen and Bremen Haven. There are not only those very expensive training measures like fascine mattress jetties concrete walls and other things for narrowing of channels, but cross dykes also can be put, groynes can be put which would narrow the channel and which would increase the scouring effect. All these things should be taken into consideration and something should be speedily done in order to save Calcutta.

I would only end by saying that if you neglect this problem any further, you will hold not only Bengal at peril but the future of your entire Second Five Year Plan and Third Five Year Plan at peril.

श्री श्री ० मु० तारिक (जम्मू तथा काश्मीर) : जनाब डिप्टी स्पीकर साहब, कम्युनिकेशन एण्ड ट्रांसपोर्ट की वजारत पर जब हम नजर डालते हैं तो एक मुहावरा याद आता है, ऊंट रे ऊंट, तेरी कौनसी कल सीधी । वजारत कम्युनिकेशन एण्ड ट्रांसपोर्ट में डाकखाने, तार, सिविल एवियेशन और टूरिज्म सभी शामिल हैं । मैं इस कलील वक्त में जो आपने मुझे दिया है, इन तमाम चीजों पर अपनी राय जाहिर करना चाहता हूँ ।

जनाबेवाला, आज से चन्द साल पहले जब हम आजाद हुए तो डाकखानों की जो हालत थी, उसके मुकाबले में आज जो हालत है, उस पर नजर डालते हैं तो ऐसा महसूस होता है कि डाकखानों की हालत बदतर हुई है, बावजूद इस बात के कि हमने बड़ी बड़ी इमारतें

खड़ी की हैं, बड़ी बड़ी तनख्वाहों वाले अफसर अक्वाम पर लादे हैं, आज खत का मिलना दुश्वार हो गया है, दिल्ली में आप एक चिट्ठी डालें, उसका मिलना नामुम्किन हो जाता है। तमाम मुल्क में इस बात की आम शिकायत है कि साहब डाकखाने में कीमती रसायल, फारेन मेगेजीन और दूसरी चीजें चोरी चली जाती हैं, उनका मिलना सख्त मुश्किल हो गया है और लोग यह कहते हैं कि खत का मजबूत मांप लेते हैं लिफाफा देख कर। पहले लैला और मजनु के किस्से में इस तरह की चीज होती थी लेकिन आज सब कुछ डाकखानों में होता है। बहुत से लोग जिनमें वजीरे साहिबान भी शायद शामिल हैं, यह कहते हुए सुने गये हैं कि उनको डायरियां, कैलेंडर्स और दूसरी किताबें नहीं मिली हैं। यह निहायत अफसोसनाक बात है। मैं दरखास्त करता हूँ कि वजीर साहब इस मामले पर खास निगाह रखें। अगर यह चीज ऐसे नहीं सकती है तो यकीनन हमें एक पोस्टल फॉर्स बनाने की जरूरत है क्योंकि डाकखाना लोगों का एतमाद है जो कि कुछ हद तक खतम हो चुका है और हमें लोगों के दिलों में फिर से उस एतमाद को पैदा करना होगा।

जहां तक मेरी रियासत का ताल्लुक है, मैंने कई बार पी० एंड टी० काउंसिल में इस बात की दरखास्त की है कि हमारे यहाँ डाकखानों की हालत बहुत अर्बतर है। हमारे बहुत से डिस्ट्रिक्ट ऐसे हैं, जहाँ डाकखाने नहीं हैं, तारघर नहीं हैं और खुद श्रीनगर में जो जी० पी० ओ० है। उस इमारत की जो हालत है, वहाँ डाक तकसीम करने का जो तरीका है, उसके बारे में मैंने कई बार तबज्जह दिलाई है और मुझे उम्मीद है कि आज आनरेबल वजीर साहब जब इस बहस का जवाब देंगे तो इस तरफ भी जरूर इशारा करेंगे।

कमेमोरेशन स्टैम्प्स का जो सिलसिला, यादगारी टिकटों का जो सिलसिला आजगदी के बाद से, पिछले चन्द सालों से

हमने जारी किया है वह बहुत ही अच्छी चीज है। उससे हम रहनुमाओं को, अच्छे लिखने वालों को और आलिमों को खराज-तहसीन पेश करते हैं। मैं समझता हूँ कि इस मुल्क में और भी बहुत से आलम हैं जिन की याद में इन स्टैम्प्स को चलाया जाना चाहिए और उनमें मौलाना अबुल कलाम आजाद हैं, बहुत बड़े रहनुमा श्री सुभाष चन्द्र बोस हैं, और रफ़ी अहमद किदवई साहब जिनकी मरहून मिन्नत यह वज्जारत है, और मैं चाहता हूँ कि इन सब को इस में शामिल किया जाए।

जहां तक तार का ताल्लुक है, इस में हम सब एक राय के हैं कि तार का मिलना अब बहुत मुश्किल हो गया है। अगर एक्सप्रेस तार भी दी जाती है तो आदमी पहुंचने के चन्द दिन बाद ही वह तार वहां पहुंचती है। इसकी तरफ हकूमत को कुछ तबज्जह करनी चाहिए ताकि लोगों को इस में और दिक्कतें न हों—

उपाध्यक्ष महोदय : क्या मतलब है, तार देरी में जाने लगी है या आदमी ज्यादा तेज चलने लग गया है ?

श्री अ० मु० तारिक : तार ज्यादा तेजी से नहीं चलती है।

श्री नरसिंहन् (कृष्णगिरि) : आदमी को तार से जाना चाहिए।

श्री अ० मु० तारिक : इसके अलावा मैं टेलीफ़ोन की तरफ भी तबज्जह दिलाना चाहता हूँ। इसमें कोई शक नहीं कि टेलीफ़ोन आज आज हमारे मुल्क में जरूरियात जिन्दगी में शामिल हो गया है। जब हम यह चाहते हैं जब हमारी यह स्वाहिश है कि हमारा मुल्क तरक्की करे तो उस तरक्की के साथ साथ कम्युनिकेशन की तरक्की बहुत जरूरी है। लेकिन एक तरफ हम चाहते हैं कि मुल्क तरक्की करे, मुल्क के ताजर तरक्की करें, लोग तरक्की करें, दूसरी तरफ तरक्की

[श्री अ० मु० तारिक]

के उस जराय को इतना मंहगा कर दिया जाता है कि लोगों के लिए इस्तेमाल करना मुश्किल हो जाता है। टेलीफोन के रेट्स जो हैं और जिस श्रंदाज से इनको ऊंचा किया गया है, उसके लिए मैं वज्जारत को किसी तरह मुबारिकबाद नहीं दे सकता हूँ। मैं दरल्वास्त कहूंगा कि आप एक बार फिर इस पर गौर करें। आजादी से पहले जो सामान टेलीफोन का बाहर के मुल्कों से आता था वह बहुत मंहगा होता था लेकिन आजादी के बाद उस की कीमत कम है क्योंकि बहुत सा सामान यहां पर आई० टी० आई० के कारखाने में बनने लग गया है। आई० टी० आई० के बारे में मैं कहना चाहता हूँ कि इस फ्रैक्टी को मैंने जा कर देखा है और मैं समझता हूँ कि इस पर हर हिन्दुस्तानी को फ़खर है। वहां पर काम करने वाले मजदूरों को मैंने देखा है और वहां के डिस्पिन को देखा है और जो चीजें वहां पर तैयार की जाती हैं उन को देखा है और मैं समझता हूँ कि वे किसी सूरत में भी बाहर के मुल्कों से क्वालिटी में कम नहीं हैं। वहां पर हमें बताया गया था कि चीजों के दाम कम हो रहे हैं लेकिन यहां हमें पता चलता है कि उनके दाम ऊंचे कर दिये गये हैं। कनवर्टिबल पैम्फ्लेट में पता चलता है कि कि कलर्ड इंस्ट्रुमेंट का जिसका किराया पहले १८ रुपये होता था अब ४० रुपये हो गया कहा जाता है कि यह लखरी आइटम है। अगर यह लखरी आइटम है तो मैं पूछना चाहता हूँ कि यह लखरी आइटम सिर्फ़ मिनिस्टर साहिबान के लिए क्यों रहे, सैक्रेटरीज के लिए क्यों रहे, अगर लखरी आइटम है तो इसके चालीस रुपये हम क्यों दें।

Why should they do it at my cost?
Let them surrender these things if they are actually meant for the people of India.

श्री अ० मु० तारिक : अगर आप इन चीजों को, इन कलर्ड इंस्ट्रुमेंट्स को लोगों में देते तो इसकी कीमत इतनी ऊंची नहीं होती लोग इन चीजों को इस्तेमाल में लाना चाहते हैं। लोग चाहते हैं कि खूबसूरत चीजों को रखें लेकिन आप इसको क़लील तादाद में बनाते हैं और सिर्फ़ वजीरों के लिए सैक्रेटरीज के लिये ही रखते हैं और बाहर के लोग जब मांगते हैं तो आप कहते हैं कि साहब इसकी मांग बढ़ गई है, लिहाजा दाम बढ़ा दिये जायें। लेकिन आप से मैं पूछना चाहता हूँ कि आप इस लखरी आइटम को क्यों रखते हैं, क्यों लादते हैं लोगों के कंधों पर ?

इसके बाद मैं वजीर साहब की तवज्जह आपरेटर्स की तरफ़ भी दिलाना चाहता हूँ। इसमें शक नहीं है कि हमारे यहां टेलीफोन में काम करने वाले लोग क़ाबिल हैं, बहुत अच्छे हैं। लेकिन मैं मिनिस्टर साहब की तवज्जह हुस्न सुलूक की तरफ़ दिलाना चाहता हूँ। हमारे राज बहादुर राजस्थान से आते हैं और वह इससे काफ़ी वाकिफ़ हैं। हमें काफ़ी दिक्कतें हैं। जब किसी नम्बर को हम तलाश करते हैं, कभी जब ट्रंक काल करते हैं और ट्रंक काल को अगर पूछते हैं कि हमारा क्या नम्बर है तो कह दिया जाता है कि होल्ड आन आप होल्ड कीजिए। कई घंटे के बाद, होल्ड करने के बाद पूछा जाता है कि कहिये क्या हुआ तो कह दिया जाता है कि माई जंकशन इज बिजी। अब उन का जंशान खाली नहीं होता है और इधर मैं होल्ड आन किये होता हूँ। अब इस में बतलाइये कि क्या किया जाय। इस बारे में वजीर साहब से मैं दरल्वास्त कहूंगा कि इस हुस्ने सुलूक में उन को थोड़ा सा तह की तरफ़ लाया जाय।

जहां तक हवाई जहाज का ताल्लुक है, हवाई जहाज हमारी जरूरियात जिन्दगी का एक हिस्सा बन चुका है। बाहर के मुल्कों के निर्ल कम होते जा रहे हैं और हमारे मुल्क

Shri Raghunath Singh (Varanasi):
There should be equality.

में बढ़ते जा रहे हैं। पिछली दफा जब यहां कुछ टूरिस्ट आये थे बाहर के मुल्क से, जो कि टूरिज्म को जानते हैं, उन में से बहुत से लोगों ने, खास कर एक रिवस ट्रेवल एजेंट ने इस किस्म का जिक्र किया था हुकूमत हिन्दुस्तान से कि अगर वह इस मुल्क में टूरिज्म को बढ़ाना चाहती है तो उसे हवाई जहाज के निखं कम करने चाहियें। इस सिलसिले में मैं कश्मीर का जिक्र करना चाहता हूं, वहां का टूरिज्म बढ़ता अगर इस निखं में कमी की जाती। पहले बहुत सहुलियात थीं, हवाई जहाज के अन्दर मैगजीन्स मुहैया की जाती थीं, ब्रेक फास्ट और नाश्ता मुहैया किया जाता था, ये ब चीजें दी गईं, लेकिन रेट और बढ़ा दिये गये। अवाम की सहुलियात कम की जाती हैं, लेकिन इस के यह माने नहीं हैं कि सरकार आराम और सहुलियात को कम करके अपने अखराजात को बढ़ा दे।

इस के बाद मैं टूरिज्म के बारे में अजं करना चाहता हूं। टूरिज्म के ऊपर मेरी रियासत का दारोमदार है, इन्हेसार है। सारे हिन्दोस्तान को आज कल टूरिज्म से रू शिनास किया जाता है। जहां तक टूरिज्म का ताल्लुक है, और उस के डिपार्टमेंट का ताल्लुक है, मैं यकीनन बगैर किसी मुबालगे के उस की तारीफ करना चाहता हूं। बावजूद काफी खामियों के इस डिपार्टमेंट ने इस मुल्क में टूरिज्म को बढ़ावा देने के लिए जो कुछ किया है वह काबिले सताइश है, लेकिन अन्द बातें ऐसी हैं जो मैं वजीर साहब के नोटिस में लाना चाहता हूं। वह यह है कि टूरिज्म जो है वह सिर्फ वजारत ट्रान्स्पोंट और कम्यूनिकेशन्स का ही मामला नहीं है। अगर इस मुल्क में हमें टूरिज्म को बढ़ावा देना है तो हम बहुत सी चीजों के, बहुत से शोबाजात के, रेलवे, पुलिस, पब्लिकेशन, इन सब के सहारे से ही टूरिज्म चला सकते हैं और इस में अवाम का कोआपरेशन भी जरूरी है। हम यह जानते हैं कि रेलवे के

अलाहदा मंत्री हैं, लेकिन वजीर टूरिज्म का यह फर्ज है कि वह मुल्क में टूरिस्ट्स को बुलाते हैं, वह चाहते हैं कि इस मुल्क में टूरिज्म बढ़े तो उन्हें चाहिये कि टूरिज्म के बारे में लोगों को सहुलियात मुहैया करें। टूरिज्म के माने सिर्फ यह नहीं होने चाहियें कि बाहर के मुल्कों से आये हुए लोगों को तो टूरिस्ट खयाल किया जाय। टूरिस्ट्स इस मुल्क में भी हैं। हमारे यहां भी टूरिज्म की जरूरत है और इस की भी बड़ी जरूरत है हम अपने लोगों में सैर और सयाहत का शौक पैदा करें। उस से दो फायदे होंगे। एक यह कि हिन्दुस्तान के लोग हिन्दुस्तान को पूरा देख पायेंगे और दूसरे यह कि हिन्दुस्तान के लोगों में एक खास किस्म का रिश्ता पैदा होगा। साउथ के लोगों को नार्थ के लोगों का, ईस्ट के लोगों का और वैस्ट के लोगों को देखने का मौका मिलेगा। मैं वजीर साहब की तबज्जह इस तरफ दिलाना चाहता हूं कि उन्होंने दिल्ली में एक सिलसिला शुरू किया है साइट मीटिंग का और वह डी० टी० यू० के जरिये होता है। लेकिन आप ने इस की कीमतें इतनी ऊंची रखी हैं कि खुद दिल्ली में रहने वाले लोगों को दिल्ली को देखने का मौका नहीं मिलता। जब आप ३ रु० पर हेड इस का निखं रखते हैं तो मैं आप से यह उम्मीद रखूंगा कि आप यह खयाल करेंगे कि दिल्ली में आज ऐसे कितने हिन्दुस्तानी हैं जो ३ रु० पर हेड के हिसाब से इस चीज को देख सकते हैं। हमें सारे परिवार के साथ जाना पड़ता है। आप को अन्दाजा लगाना चाहिए कि हम सारे परिवार के साथ अगर ३ रु० पर हेड खर्च करें तो इस से बेहतर होगा कि हम हिन्दुस्तान को न देखें। मैं वजीर साहब की तबज्जह इस तरफ दिलाना चाहता हूं कि बहुत से लोगों की यह स्वाहिश होती है कि वह ताजमहल देखे जो हिन्दुस्तानी तहजीब का एक नमूना है लेकिन सिर्फ इस बजह से जोग नहीं देख पाते कि उन के पास इतनी रकमें नहीं हैं। मैं वजीर साहब से यह चाहूंगा कि वह इस मुल्क में ट्रान्स्पोंट को इस कदर

[श्री अ० मु० तारिक]

सस्ता करने की कोशिश करें कि तमाम हिन्दुस्तान के लोग हिन्दुस्तान को देख सकें। ट्रान्सपोर्ट के सिर्फ यह माने नहीं हैं कि आप इस मुल्क में बड़ी बड़ी स्कीमें बनाइये। ट्रान्सपोर्ट के यह माने हैं कि आप इस मुल्क में अच्छी सड़कें बनाइये और लोगों को सस्ते किस्म का ट्रान्सपोर्ट मुहैया कीजिये। मैं आप की तवज्जह इस तरफ दिलाना चाहता हूँ कि दूसरी पंच वर्षीय योजना में ट्रान्सपोर्ट और रेलवे के बजटों में २० और ८० फी सदी का फर्क था। अगर आप इस मुल्क में अच्छा ट्रान्सपोर्ट पैदा करना चाहते हैं, अगर आप यह चाहते हैं कि इस मुल्क के लोगों को सफर की सहुलियत हासिल हों, तो इसके लिये दो चीजों की जरूरत है। एक तो सही किस्म का ट्रान्सपोर्ट और दूसरे अच्छी सड़कें। एक तरफ आप डीजल की कीमतें बढ़ाते हैं, आप टायरों की कीमतें बढ़ाते हैं, आप और चीजों की कीमतें बढ़ाते हैं, दूसरी तरफ आप यह तक्को रखते हैं कि मुल्क में टूरिज्म का बढ़ावा हो। मुल्क में लोग घूमना फिरना शुरू कर दें। मैं समझता हूँ कि यह सिर्फ लोगों के जज्बात से मजाक किया जाता है। मैं जिस इलाके से आता हूँ वहां रेल नहीं जाती और हमारी टूरिज्म में काम आने वाली चीजों पर आप दाम बढ़ाते चले जाते हैं। आप यहां डीजल पर, टायर्स पर, ट्रक्स पर २०, २० फी सदी और ४०, ४० फी सदी कीमतें बढ़ाते हैं इस तरह से आप यकीनन हमारी तिजारत पर एक किस्म का, मैं हमला तो नहीं कह सकता, लेकिन नुकसान पहुंचाने की कोशिश करते हैं। आखिर यह हमारी अपनी हुकूमत है, हमारी अपनी कबिनेट है। यह किसी वजीर का जाती मसला नहीं है, एक वजीर को दूसरे वजीर से मिल कर मशविरा करना चाहिये, देखना चाहिये कि मुल्क को कहाँ ले जाना है। हम न किमी वजारत के हामी हैं और न किसी के दुश्मन हैं, लेकिन इस का क्या करें:

“हम सुखन फहम हैं, गालिब के तरफदार नहीं”

मैं समझता हूँ कि वजीर ट्रान्सपोर्ट और वजीर रेलवे को मिल कर बजट बनाते वक़्त इसे देखना चाहिये था कि अगर हम इस मुल्क में ट्रान्सपोर्ट को ऊंचा करना चाहते हैं तो वह ऐसे नहीं हो सकता कि एक दम चीजों की कीमतें ४० फी सदी ऊंची कर दी जायें।

जहां तक टूरिज्म का ताल्लुक है, उस के बारे में मैं दो चीजों की तरफ तवज्जह दिलाना चाहता हूँ। एक तो यह कि भिखारियों का मसला हमारे मुल्क में बहुत बढ़ता जा रहा है। रेलवे स्टेशन हो, कनाट प्लेस हो, कुतुब मीनार हो, ताजमहल हो, जहां आप जाइयेगा आप भिखारियों को पाइयेगा। यह भिखारी वे भिखारी नहीं है जो कि रोजगार नहीं पा सकते बल्कि कुछ लोग फैशन के तौर पर भिखारी हो गये हैं और बाहर से आये हुए जो लोग ह, जब वह हमारे यहां भिखारियों की बढ़ती हुई तादाद देखते हैं तो उन्हें एहसास होता है कि हिन्दुस्तान की तरक्की जो है वह सिर्फ कागजी है, अमलन नहीं है। दूसरी तरफ मैं आप की तवज्जह इस ओर भी दिलाना चाहता हूँ कि आप होटल्स की तरफ गौर कीजिये। शायद आप को याद होगा कि पिछली बार यहां कुछ फारेनर्स आये थे और डाइरेक्टर टूरिज्म ने, जो खुद काफी अच्छे पढ़े लिखे आदमी हैं, समझदार आदमी हैं, उन्होंने उन की एक प्रेस कांफरेंस करवाई थी। उस में उन्होंने कहा था:

“The Swiss travel agent suggested that India should build more first-class hotels. Hotel accommodation would also solve the tourist problem of this country.”

लेकिन मैं आप से यहां यह दर्खास्त करूंगा कि यह होटल्स सिर्फ फारेनर्स के लिये ही न बनाये जायें। हमारे लोगों में इस किस्म का शौक

पैदा किया जाय कि वह अगर किसी खास पहाड़ी इलाके में या किसी तवारीखी इलाके में जाना चाहते हैं तो वह भी इस काबिल हों कि किसी अच्छे साफ सुथरे होटल में रह सकें ।

मैं आपकी तवज्जह इस चीज की तरफ भी दिलाना चाहता हूँ कि जैसे पुरी है, अजमेर शरीफ है, अमृतसर है, यह ऐसी जगहें हैं जो सिर्फ तवारीखी यादगारों ही नहीं हैं बल्कि मजहबी यादगारों भी हैं । यहां आप का फर्ज है कि तमाम चीजों को छोड़ कर इस चीज की तरफ तवज्जह दीजिये, यहां अच्छी अच्छी सरायें बनाइये । मैं अजमेर शरीफ के बारे में, भुवनेश्वर और पुरी के बारे में, अमृतसर के बारे में कहना चाहता हूँ कि यह व जगहें हैं जहां दूर-दराज से खुद हिन्दुस्तान के लोग आते हैं और दो मकसद ले कर आते हैं । एक तो हिन्दुस्तान को देखने और दूसरे ओ हिन्दुस्तान की यात्रायें हैं, मुकामात हैं उन की जयारत करने । मुझे आप से तवक्की है कि आप इस तरफ तवज्जह देंगे ।

दूसरी चीज जो है वह रेटों में फर्क के बारे में है । मैंने कई बार तवज्जह दिलाई है, और मुझे उम्मीद है कि आप इस एवान को आगाह करेंगे कि जिस में जो टूरिस्ट इलाके हैं उन में जो चीजों की कीमतें हैं और जो बहुत ऊंची हो जाती हैं वह न हों सकें । खुद वजीर साहब के राजस्थान के बारे में मैं शिकायत तो नहीं करना चाहता, मैंने उन से रिक्वेस्ट की है कि वह इस को देखें कि कोकाकोला सवा रुपया में मिलता है उन के किले में, जिसे देखने के लिय उन्होंने काफी तारीफ की है । वहां के लिये आप ने यह फरमाया है कि एक हाथी रक्खा गया है, जिस पर लोग चढ़ कर उसे देख सकते हैं । लेकिन वह हाथो वाकई हाथी है । उस पर चढ़ने का ३२ ६० लगता है । अगर उस हाथी को आप वहां न रखते तो बेहतर होता ।

मैं इन चन्द अफाज के साथ वजारत ट्रान्सपोर्ट ऐंड कम्यूनिकेशन्स की मर्चों की टाईड करता हूँ ।

[جلباب ڈیٹی سپیکر صاحب -

کمپونکیشن ایلڈ ٹرانسپورٹ کی وزارت پر جب ہم نظر ڈالتے ہیں تو ایک محاورہ یاد آتا ہے - اونٹ رے اونٹ تیری کون سی کل سہدی - وزارت کمپونکیشن ایلڈ ٹرانسپورٹ میں ڈاکخانے، تار، سول اپرنیشن اور ٹورزم سہی شامل ہیں - میں اس قلمل وقت میں جو آپ نے مجھے دیا ہے ان تمام چیزوں پر اپنی رائے ظاہر کرنا چاہتا ہوں -

جلباب والا - آج سے چلنے سال پہلے

جب ہم آزاد ہوئے تو ڈاکخانوں کی جو حالت تھی اس کے مقابلے میں آج جو حالت ہے اس پر نظر ڈالتے ہیں تو ایسا محسوس ہوتا ہے کہ ڈاکخانوں کی حالت بدتر ہوئی ہے باوجود اس بات کے کہ ہم نے بڑی بڑی عمارتیں کھڑی کی ہیں، بڑی بڑی تلمذواہوں والے انسر عوام پر لادے ہیں - آج خط کا ملنا دشوار ہو گیا ہے - دلی میں آپ ایک چٹھی ڈالیں اس کا ملنا ناممکن ہو جاتا ہے - تمام ملک میں اس بات کی عام شکایت ہے کہ صاحب ڈاکخانے میں قیمتیں مسائل، فارین مہکیزین اور دوسری چیزیں چوری چلی جاتی ہیں - ان کا ملنا سخت مشکل ہو گیا ہے اور لوگ یہ کہتے ہیں کہ خط کا مضمون بھانپ لیتے ہیں لہذا دیکھ کر - پہلے لہائی محلوں کے قصے

[شری ع - م - طارق]

میں اس طرح کی چھڑھرتی تھی لیکن آج سب کچھ ڈاک خانوں میں ہوتا ہے۔ بہت سے لوگ جن میں وزیر صاحبان بھی شائد شامل ہیں یہ کہتے ہوئے سلیے گئے ہیں کہ ان کو قذیریاں - کلینڈرز اور دوسری کتابیں نہیں ملتی ہیں۔ یہ نہایت افسوسناک بات ہے۔ میں درخواست کرتا ہوں کہ وزیر صاحب اس معاملے پر خاص نگاہ رکھوں۔ اگر یہ چھڑھرتی نہیں رکھتی ہے تو یقیناً ہمیں ایک پوسٹل فورس بنانے کی ضرورت ہے کیونکہ ڈاک خانہ لوگوں کا اعتماد ہے جو کہ کچھ حد تک ختم ہو چکا ہے اور ہمیں لوگوں کے دلوں میں پھر سے اس اعتماد کو پیدا کرنا ہوگا۔

جہاں تک مہری ریاست کا تعلق ہے میں نے کئی بار پی ایلڈ ٹی کونسل میں اس بات کی درخواست کی ہے کہ ہمارے یہاں ڈاک خانوں کی حالت بہت اتر ہے۔ ہمارے بہت سے قسٹرنکٹس ایسے ہیں جہاں ڈاک خانے نہیں ہیں۔ تار گھر نہیں ہیں اور خود سرپلنگو میں فوجی پی۔ او۔ ہے اس عمارت کی جو حالت ہے۔ وہاں ڈاک تقسیم کرنے کا جو طریقہ ہے۔ بڑے میں نے کئی بار توجہ دلائی ہے اور مجھے امید ہے کہ آج آنرہبل

میںسٹر صاحب جب اس بحث کا جواب دینگے تو اس طرف بھی ضرور اشارہ کریں گے۔

کیمروریشن سٹامپس کا جو سلسلہ؛ یادگاری ٹکٹوں کا جو سلسلہ آزادی کے بعد ہے؛ پچھلے چند سالوں سے ہم نے جاری کیا ہے وہ بہت ہی اچھی چھڑھرتی ہے۔ اس سے ہم رھلٹوں اچھے لکھنے والوں کو اور عالموں کو خراج تحسین پیش کرتے ہیں۔ میں سمجھتا ہوں اس ملک میں اور بھی بہت سے عالم ہیں جن کی یاد میں ان سٹامپس کو چلایا جانا چاہئے اور ان میں مولانا ابوالکلام آزاد ہیں۔ بہت بڑے رھلٹا شری سبھاہ چلندر ہوس ہیں اور رفیع احمد قدوائی صاحب میں جن کی مرھوں ماتر یہ وزارت ہے اور میں چاہتا ہوں کہ ان سب کو اس میں شامل کیا جائے۔

جہاں تک تار کا تعلق ہے اس میں ہم سب ایک رائے کے ہیں کہ تار کا ملٹا اب بہت دشوار ہو گیا ہے۔ اگو ایکسپرس تار بھی دی جاتی ہے تو آدمی کے پہلچنے کے چند دن بعد ہی وہ تار وہاں پہلچتی ہے۔ اس کی طرف حکومت کو کچھ توجہ کرنی چاہئے تاکہ لوگوں کو اس میں اور دقتیں نہ ہوں۔

اپادھیکش مہودے : کہا مطلب
ہے - تار دیہی میں جانے لگی ہے
یا آدمی زہازہ تہز چلنے لگ گیا ہے ؟

شری ع - م - طارق : تار زیادہ
تہزی سے نہیں چلتی ہے -

شری نرسہن (کرشنا گری) : آدمی
کو تار سے جانا چاہئے -

شری ع - م - طارق : اس کے علاوہ
میں تھلہفونز کی طرف بھی توجہ
دلانا چاہتا ہوں - اس میں کوئی
شک نہیں کہ تھلہفون آج ہمارے
ملک میں ضروریات زندگی میں
شامل ہو گیا ہے - جب ہم یہ چاہتے
ہیں ، اب ہماری یہ خواہش ہے کہ
ہمارا ملک ترقی کرے تو اس ترقی
کے ساتھ ساتھ کمونیکیشن کی ترقی
بھی بہت ضروری ہے - لیکن ایک
طرف ہم چاہتے ہیں کہ ملک ترقی
کرے ، ملک کے تاجر ترقی کریں ،
لوگ ترقی کریں ، دوسری طرف ترقی
کے اس ذریعہ کو اتنا ملہکا کر دیا
جاتا ہے کہ لوگوں کے لئے استعمال
کرنا مشکل ہو جاتا ہے - تھلہفون
کے جو ریٹ ہیں اور جس انداز سے
ان کو اونچا کہا گیا ہے اس کے
لئے میں وزارت کو کسی طرح مبارکباد
نہیں دے سکتا ہوں - میں درخواست
کروں گا کہ آپ ایک بار پھر اس پر
غور کریں -

آزادی سے پہلے جو سامان تھلہفون
کا باہر کے ملکوں سے آتا تھا وہ بہت

ملہکا ہوتا تھا لیکن آزادی کے بعد
اس کی قیمت کم ہے کیونکہ بہت
سا سامان یہیں پر - آئی - تی
آئی - کے کارخانے میں ہلے لگ گیا
ہے - آئی - تی - آئی - کے بارے
میں میں کہنا چاہتا ہوں کہ اس
فیکٹری کو میں نے جا کر دیکھا ہے
اور میں سمجھتا ہوں کہ اس پر
ہر ہلدوستانی کو فخر ہے - وہاں
پر کام کرنے والے مزدوروں کو میں
نے دیکھا ہے اور وہاں کے قسبلن کو
دیکھا ہے اور جو چھڑیں وہاں تہار
کی جاتی ہیں ان کو دیکھا ہے ،
اور میں سمجھتا ہوں کہ وہ کسی
صورت میں بھی باہر کے ملکوں سے
کوالٹی میں کم نہیں ہیں - وہاں
پر ہمیں بتایا گیا تھا کہ چھڑوں
کے دام کم ہو رہے ہیں لیکن یہاں
ہمیں پتہ چلتا ہے کہ ان کے دام
اونچے کو دئے گئے ہیں - کلورٹیہل
پمپلیٹ میں ریٹس کا میں پتہ
چلتا ہے کہ کلرہ انسٹرومنٹ کا جس
کا کرایہ پہلے ۱۸ روپے ہوتا تھا اب
۲۰ روپے کر دیا گیا ہے - کہا جاتا
ہے کہ یہ لکڑی آنتم ہے - اگر یہ لکڑی
آنتم ہے تو میں پوچھنا چاہتا ہوں کہ
یہ لکڑی آنتم صرف مسٹر صاحبان کے
کئے کیوں رہے - سیکریٹریز کے لئے کیوں
رہے - اگر لکڑی آنتم ہے تو اس کے ۲۰
روپے ہم کیوں دیں -

Why should they do it at my cost?
Let them surrender these things if
they are actually meant for the
people of India.

Shri Raghunath Singh (Varanasi):
There should be equality.

شری ع - م - طارق : اگر آپ ان چیزوں کو - ان کلرڈ انسٹرومنٹس کو لوگوں میں دیتے تو اس کی قیمت اتنی اونچی نہ ہوتی - لوگ ان چیزوں کو استعمال میں لانا چاہتے ہیں - لوگ چاہتے ہیں کہ خوبصورت چیزوں کو رکھیں - لیکن آپ اس کو قلیل تعداد میں بناتے ہیں اور صرف وزیروں کے لئے ۱ سیکریٹریز کے لئے ہی رکھتے ہیں اور باہر کے لوگ جب مانگتے ہیں تو آپ کہتے ہیں کہ صاحب اس کی مانگ بڑھ گئی ہے لہذا دام بڑھا دئے جائیں - لیکن آپ سے میں پوچھتا چاہتا ہوں کہ آپ اس لکڑی انٹم کو کیوں رکھتے ہیں - کیوں لاتے ہیں لوگوں کے کندھوں پر - اس کے بعد میں وزیر صاحب کی توجہ اوپریٹرز کی طرف بھی دلانا چاہتا ہوں - اس میں شک نہیں ہے کہ ہمارے یہاں تھلیفون میں کام کرنے والے لوگ قابل ہیں - بہت اچھے ہیں - لیکن میں منسٹر صاحب کی توجہ حسن سلوک کی طرف دلانا چاہتا ہوں - ہمارے راج بہادر جی راجستھان سے آئے ہیں اور وہ اس سے کافی واقف ہیں - ہمیں کافی نکتہ ہیں - جب کسی نکتہ کو ہم تلاش کرتے ہیں - کبھی جب ٹرنک کال کرتے ہیں اور ٹرنک کال کو اگر پوچھتے ہیں کہ ہمارا کیا نمبر ہے تو کہہ دیا

جاتا ہے کہ ہولڈ آن - آپ ہولڈ آگئے - کئی گھنٹے کے بعد - ہولڈ کرنے کے بعد پوچھا جاتا ہے کہنے کیا ہوا تو کہہ دیا جاتا ہے کہ مائی جلیکشن از بزی - اب ان کا جلیکشن خالی نہیں ہوتا اور ادھر میں ہولڈ کئے ہوتا ہوں - اب اس میں بتلانے کہ کہا کیا جائے - اس لئے میں وزیر صاحب سے درخواست کروں گا کہ اس حسن سلوک میں ان کو تھوڑا سا تعریف کی طرف لایا جائے -

جہاں تک ہوائی جہاز کا تعلق ہے - ہوائی جہاز ہماری ضروریات زندگی کا ایک حصہ بن چکا ہے - باہر کے ملکوں کے نرخ کم ہوتے جا رہے ہیں اور ہمارے ملک میں بڑھتے جا رہے ہیں - پچھلی دفعہ جب یہاں کچھ ٹورسٹس آئے تھے باہر کے ملک سے - جو کہ ٹورزم کو جانتے ہیں - ان میں بہت سے لوگوں نے خاص کر ایک سوس ٹریپول ایجنٹ نے اس قسم کا ذکر کیا تھا حکومت ہندوستان سے کہ اگر وہ اس ملک میں ٹورزم کو بڑھانا چاہتی ہے تو اسے ہوائی جہاز کے نرخ کم کرنے چاہئے - اس سلسلہ میں، میں کشمیر کا ذکر کرنا چاہتا ہوں - وہاں ٹورزم بڑھتا اگر اس نرخ میں کمی کی جاتی - پہلے بہت سہولیات تھیں - ہوائی جہاز کے اندر میگزینس

مہیا کی جاتی تھیں - بریکفاسٹ اور ناشتہ مہیا کیا جاتا تھا - یہ سب چھڑیں گت دی گئیں - لیکن ریٹ اور بڑھا دئے گئے - عوام کی سہولیات کم کی جاتی ہیں - لیکن اس کے یہ معنی نہیں ہیں کہ سوکار آرام اور سہولیات کو کم کر کے اپنے اخراجات کو بڑھا دے -

اس کے بعد میں ٹورزم کے بارے میں عرض کرنا چاہتا ہوں ٹورزم کے اوپر مہری ریاست کا دار و مدار ہے - انحصار ہے - سارے ہلدوستان کو آج کل ٹورزم سے روشناس کرایا جاتا ہے - جہاں تک ٹورزم کا تعلق ہے اور اس کے تیارتمنت کا تعلق ہے - میں یقیناً بغیر کسی ممانعہ کے اس کی تخریف کرنا چاہتا ہوں - باوجود کافی خاموشی کے اس تیارتمنت نے اس ملک میں ٹورزم کو بڑھاوا دینے کے لئے جو کچھ کیا ہے وہ قابل ستائش ہے - لیکن چند باتیں ایسی ہیں جو میں وزیر صاحب کے نوٹس میں لانا چاہتا ہوں - وہ یہ ہے کہ ٹورزم جو ہے وہ صرف وزارت ٹرانسپورٹ اور کمپنیکیشنس کا ہی معاملہ نہیں ہے - اگر اس ملک میں ہمیں ٹورزم کو بڑھاوا دینا ہے تو ہم بہت سی چیزوں کے - بہت سے شعبہ جات کے - ریلوے - پولیس - پبلکیشنس ان سب کے سہارے سے ہی ٹورزم چلا سکتے ہیں اور اس

میں عوام کا کوآپریشن بھی ضروری ہے - ہم یہ جانتے ہیں کہ ریلوے کے علیحدہ مندری ہیں لیکن وزیر ٹورزم کا یہ فرض ہے کہ وہ ملک میں ٹورسٹس کو بلاتے ہیں - یہ چاہتے ہیں کہ اس ملک میں ٹورزم بڑھے تو انہوں نے چاہئے کہ ٹورزم کے بارے میں لوگوں کو سہولیات مہیا کریں - ٹورزم کے معنی صرف یہ نہیں ہونے چاہئیں کہ باہر سے آئے ہوئے لوگوں کو ہی ٹورسٹ خیال کیا جائے - ٹورسٹس اس ملک میں بھی ہیں - سہارے یہاں بھی ٹورزم کی ضرورت ہے اور اس کی بھی ضرورت ہے کہ ہم اپنے لوگوں میں سیر و سیاحت کا شوق پیدا کریں - اس سے دو فائدے ہوں گے - ایک یہ کہ ہلدوستان کے لوگ ہلدوستان کو پورا دیکھ پائیں گے - اور دوسرے یہ کہ ہلدوستان کے لوگوں میں ایک خاص قسم کا رشتہ پیدا ہوگا - ساؤتھ کے لوگوں کو نارتھ کے لوگوں کو - ایسٹ کے لوگوں کو اور ویسٹ کے لوگوں کو دیکھنے کا موقع ملے گا - میں وزیر صاحب کی توجہ اس طرف دلانا چاہتا ہوں کہ انہوں نے دہلی میں ایک سلسلہ شروع کیا ہے سائٹ سیلنگ کا اور وہ ٹی - ٹی - پیو - کے ذریعہ ہوتا ہے - لیکن آپ نے قیمتیں اتلی اونچی رکھی ہیں کہ خود دہلی میں ریلے والے لوگوں کو دہلی دیکھنے کا موقع نہیں ملتا - جب آپ تین روزیہ پر ہمد اس کا نرخ

[شری ع - م - طارق]

رکھتے ہیں تو میں آپ سے یہ امید کروں گا کہ آپ یہ خیال کریں گے کہ دہلی میں آج ایسے کتلے ہندوستانی ہیں جو ۳ روپیہ پر ہیڈ کے حساب سے اس چھڑ کو دیکھ سکتے ہیں۔ ہم ہندوستانوں کی ایک مشکل ہے کہ جب ہم کہیں سپر کرنے جاتے ہیں تو اگلے نہیں جا سکتے۔ ہمیں سارے پریوار کے ساتھ جانا پڑتا ہے۔ آپ کو اندازہ لگانا چاہئے کہ ہم سارے پریوار کے ساتھ اگر تین روپیہ پر ہیڈ خرچ کریں تو اس سے بہتر ہوگا کہ ہم ہندوستان کو نہ دیکھیں۔ میں وزیر صاحب کی توجہ اس طرف دلانا چاہتا ہوں کہ بہت سے لوگوں کی یہ خواہش ہوتی ہے کہ وہ تاج محل دیکھوں جو ہندوستانی تہذیب کا ایک نمونہ ہے۔ لیکن صرف اس وجہ سے لوگ نہیں دیکھ پاتے کہ ان کے پاس اتنی رقمیں نہیں ہیں۔ میں وزیر صاحب سے یہ چاہوں گا کہ وہ اس ملک میں ٹرانسپورٹ کو اس قدر سستا کرنے کی کوشش کریں کہ تمام ہندوستان کے لوگ ہندوستان کو دیکھ سکیں۔ ٹرانسپورٹ کے صرف یہ معنی نہیں ہیں کہ آپ اس ملک میں بڑی بڑی اسکیموں بنائیں۔ ٹرانسپورٹ کے یہ معنی ہیں کہ آپ اس ملک میں اچھی سڑکیں بنائیے اور لوگوں کو سستے قسم کا ٹرانسپورٹ مہیا کھجئے۔ میں آپ کی توجہ اس طرف دلانا چاہتا ہوں کہ دوسری پلج ورکشاپ ہو جانا جس ٹرانسپورٹ اور

ریلوے کے پھٹوں میں ۲۰ اور ۸۰ فی صدی کا فرق تھا۔ اگر آپ اس ملک میں اچھا ٹرانسپورٹ پیدا کرنا چاہتے ہیں۔ اگر آپ چاہتے ہیں کہ اس ملک میں لوگوں کو سفر کی سہولیات حاصل ہوں تو اس کے لئے دو چیزوں کی ضرورت ہے۔ ایک تو صحیح قسم کا ٹرانسپورٹ اور دوسرے اچھی سڑکیں۔ ایک طرف آپ تیز کی قیمتیں بڑھاتے ہیں۔ آپ ٹائروں کی قیمتیں بڑھاتے ہیں۔ آپ اور چیزوں کی قیمتیں بڑھاتے ہیں۔ دوسری طرف آپ یہ توقع رکھتے ہیں کہ ملک میں ٹورزم کا بڑھاؤ ہو۔ ملک میں لوگ گھومنا پھرنا شروع کر دیں۔ میں سمجھتا ہوں کہ یہ صرف لوگوں کے جذبات سے مذاق کہا جاتا ہے۔ میں جس علاقہ سے آتا ہوں وہاں ریل نہیں جاتی اور ہماری ٹورزم میں کام آنے والی چیزوں پر آپ دام بڑھاتے چلے جاتے ہیں۔ آپ یہاں قبیل پر ٹائرس پر۔ ٹرکس پر ۲۰ - ۲۰ اور ۳۰ - ۳۰ فی صدی قیمتیں بڑھاتے ہیں۔ اس طرح سے آپ یقیناً ہماری تجارت پر ایک قسم کا مہنہ حملہ تو نہیں کہہ سکتا۔ لیکن نقصان پہنچانے کی کوشش کرتے ہیں۔ آخر یہ ہماری اپنی حکومت ہے۔ ہماری اپنی کھیلہٹ ہے۔ یہ کسی وزیر کا ذاتی مسئلہ نہیں ہے۔ ایک وزیر کو دوسرے وزیر سے مل کر مشورہ کرنا چاہئے۔

دیکھنا چاہیئے کہ ملک کو کہاں لے جاتا ہے۔ ہم نہ کسی وزارت کے حامی ہیں اور نہ کسی کے دشمنی ہیں۔ لیکن اس کا کہا کریں :

ہم متعلق فہم میں غالب کے طرفدار نہیں

میں سمجھتا ہوں کہ وزیر ٹرانسپورٹ اور وزیر ریلوے کو ملک کو بھرتے بلاتے وقت اسے دیکھنا چاہئے تھا کہ اگر ہم اس ملک میں ٹرانسپورٹ کو اونچا کرنا چاہتے ہیں تو وہ ایسے نہیں ہو سکتا کہ ایک دم چھڑوں کی قیمتیں ۳۰ فی صدی اونچتی کر دی جائیں۔

جہاں تک ٹورزم کا تعلق ہے اس کے بارے میں میں دو چیزوں کی طرف توجہ دلانا چاہتا ہوں۔ ایک تو یہ کہ بھکاریوں کا مسئلہ ہمارے ملک میں بہت بڑھتا جا رہا ہے۔ ریلوے اسٹیشن ہو۔ کڈاٹ پلیس ہو۔ قطب میلار ہو۔ تاج محل ہو جہاں آپ جائیں گے آپ بھکاریوں کو پاؤں گے۔ یہ بھکاری وہ بھکاری نہیں ہیں جو کہ روزگار نہیں پا سکتے بلکہ کچھ لوگ فیشن کے طور پر بھکاری ہو گئے ہیں اور باہر سے آئے ہوئے جو لوگ ہیں جب وہ ہمارے یہاں بھکاریوں کی بوہتی ہو۔ تعداد دیکھتے ہیں تو انہیں احساس ہوتا ہے کہ ہندوستان کی ترقی جو ہے وہ صرف دکھاوا ہے عملاً نہیں ہے۔ دوسری طرف میں آپ کی توجہ اس اور بھی دلانا چاہتا

ہوں کہ آپ ہوٹلس کی طرف فور کھینچئے۔ شاید آپ کو یاد ہوگا کہ پچھلی بار یہاں کچھ فارملوس آئے ہوئے تھے اور ڈائریکٹر ٹورزم نے جو خود کافی اچھے پڑھے لکھے آدمی ہیں۔ مسجدار آدمی ہیں۔ انہوں نے ان کی ایک پریس کانفرنس کروائی تھی۔ اس میں انہوں نے کہا تھا

"The Swiss travel agent suggested that India should build more first class hotels. Hotel accommodation would also solve the tourist problem of this country."

لیکن میں آپ سے یہاں یہ درخواست کروں گا کہ یہ ہوٹلس صرف فارملوس کے لئے ہی نہ بلائے جائیں۔ ہمارے لوگوں میں اس قسم کا شوق پیدا کیا جائے کہ وہ اگر کسی خاص پہاڑی علاقہ میں یا کسی تواریختی علاقہ میں جانا چاہتے ہیں تو وہ بھی اس قابل ہوں کہ کسی اچھے صاف ستھرے ہوٹل میں رہ سکیں۔

میں آپ کی ترجمہ اس چیز کی طرف بھی دلانا چاہتا ہوں کہ جیسے یورپی ہے۔ اجمنر شریف ہے۔ امرتسر ہے۔ یہ ایسی جگہیں ہیں جو صرف تواریختی یادگاریں ہی نہیں ہیں بلکہ مذہبی یادگارتیں بھی ہیں۔ یہاں آپ کا فرض ہے کہ تمام چیزوں کو چھوڑ کر اس چیز کی طرف بھی توجہ دیجئے۔ یہاں اچھی اچھی سرائیں

[شری ع - م - طارق]

بنوائے - میں اجمیر شریف کے بارے
میں - ہونہشور اور پووری کے بارے
میں - امرتسر کے بارے میں کہنا
چاہتا ہوں وہ یہ وہ جگہوں میں
جہاں دور دراز سے خود ہندوستان کے
لوگ آتے ہیں اور دو مقصد لے کر آتے
ہوں۔ ایک تو ہندوستان کو دیکھنے اور
دوسرے جو ہندوستان کی باتراہوں
ہوں - مقامات میں ان کی زیارت
کرنے - مجھے آپ سے توقع ہے کہ آپ
اس طرف توجہ دیکھے -

دوسری چیز جو ہے وہ ریٹوں کے
بارے میں ہے - میں نے کئی بار توجہ
دلائی ہے - اور مجھے اُمید ہے کہ
آپ اس ایوان کو آگاہ کریں گے کہ
جس میں جو توریست علاقے ہیں
ان میں جو چیزوں کی قیمتیں ہیں
اور جو بہت اونچی ہو جاتی ہیں
وہ نہ ہو سکیں - خود وزیر صاحب
کے راجستھان کے بارے میں میں
شکایت تو نہیں کرنا چاہتا - میں
نے ان سے رکوہست کی ہے کہ وہ
اس کو دیکھیں کہ کوا کولا سوا روپیہ
میں ملتا ہے ان کے قلع میں -
جسے دیکھنے کے لئے انہوں نے کامی
تعریف کی ہے - وہاں کے لئے آپ
نے فرمایا ہے کہ ایک ہاتھی رکھا گیا
ہے - جس پر چوہکر ایسے دیکھ سکتے
ہیں - لیکن وہ ہاتھی سفید ہاتھی
ہے - اس پر چوہلے کا ۳۲ روپیہ لگتا

ہے - اگر اس ہاتھی کو آپ وہاں نہ
رکھتے تو بہتر ہوتا -

میں ان چلند الفاظ کے ساتھ
وزارت ٹرانسپورٹ اینڈ کونٹیکٹس
کی مددوں کی تائید کرتا ہوں -]

Shri Raghunath Singh: Sir, in the world today, 74 maritime nations have a total tonnage of 125 million GRT, consisting of 21,000 overseas going vessels. Of these countries, 17 countries have over 1 million GRT of which only four have over 10 million GRT, viz., U.S.A., U.K., Nigeria and Norway. About a dozen countries have 4 million GRT or more, which may be regarded as having reached maturity in the maritime world. Countries having 1 million GRT and less may be regarded as infants in the maritime world, while those under 1 million tons may be called babes in arms. The countries between 1 million and 4 million tons may be called adolescents.

India's share in the world tonnage is 0.60 per cent, i.e., 7.39 lakh tons. We have only 68 over-seas going vessels out of 21,000 over-seas vessels of the world, with a tonnage of 4,65,000 only. Thus, we are babes in arm, though of 40 years of age. This old-aged child is neither becoming mature nor proving helpful to earn foreign exchange for poor Mother India.

With the present over-seas tonnage of 4,65,000 GRT, Indian shipping is carrying only 8 per cent. of the foreign trade. Our foreign trade today is 20 million tons by volume. It is to be remembered that during the years 1954-58, the cargo handled at Indian ports has grown from 22 million tons in 1954 to 32 million tons in 1958-20 million tons over-seas and 12 million tons coastal, 6 million tons imports and 6 million tons exports, largely due to

the economic development resulting from earlier plans. With later plans, the development will be much faster. Indian tonnage is carrying 1.6 million tons, i.e., 8 per cent. of the trade only.

Now, if by the end of the third Plan period, India's foreign trade goes up to 30 million tons, on the basis of fifty-fifty, Indian tonnage will have to carry 15 million tons, which means, we must have ten times the gross tonnage we have now, viz., 4,500,000 GRT. But as the ships are growing in speed and the port work is improving both in India and elsewhere and as the coastal trade has been falling, 4 million tons GRT exclusive of the passenger steamers, may be regarded as a legitimate national target to be attained in due course instead of the old figure of 2 million GRT that was fixed by the 1947 shipping committee.

Moreover, it has been officially stated by Shri Raj Bahadur, the Minister of Shipping, that the capacity of Indian ports will be 40 million tons if the second Plan schemes are completed, i.e., coastal and over-seas trade are expected to reach that figure. So despite the fall in the coastal trade, the inevitable development in the foreign trade will be conveniently handled at the Indian ports. Therefore, our target should be 4 million tons.

As far as the third Five Year Plan is concerned, India is paying at present Rs. 160 crores per year to foreign shipping companies as freight. This drainage of foreign exchange will never allow India to overcome the difficulty of deficit financing and adverse balance. The present budget shows an adverse balance of Rs. 203 crores in this year, i.e., 75 per cent. adverse balance is due to the payment of freight of foreign exchange to the foreign shipping companies. If we exclude this payment, there remains an adverse balance of 53 crores only. This deplorable condition is continuing from year to year. These facts are being ignored by our Finance

Minister and hon. Members who are in the helm of Government.

The place of India in maritime nations is nineteenth. India's percentage of world trade is 1.54 per cent. The earning of Indian shipping from foreign trade is only Rs. 16 crores per year. If we reach the 2 million target in the third Five Year Plan, the Indian shipping earning will save Rs. 80 crores per year.

Leaving out the private sector, let us see how much money Government is paying on its own account to the shipping companies. In 1956-57, this Government has paid Rs. 40 crores in the public sector to the shipping companies. In 1958-59, this Government has paid Rs. 60 crores to the foreign shipping companies. These figures will prove that the target should be at least 2 million tons as was envisaged in 1947.

There are men who like foreign cloth in spite of national sentiments, reason, boycott and freedom movement. In India, the Swadeshi movement was started in 1905. Still some people like foreign cloth, discarding *khadar* and *swadeshi*. The story of shipping tells the same story. Many Indian shipping companies who are taking advantage of the Government loan to the extent of 80 per cent., still do not want to buy Indian-made ships although the money belongs to the poor tax-payer of India, firstly because foreign ship will always be better than *swadeshi* ship like *swadeshi* cloth and *khadar* and secondly because of decreasing trend of national spirit and patriotism in our shipping companies.

The Indian shipyard is more than 15 years old, but it has been neglected. Dying children like Japan, West Germany and Italy emerged from the war hospitals like grown up young men. At present in the world shipyard, upto December, 1959, ships of more than 5 million tons are being constructed, India will construct only 3 ships this year, i.e., not more than

[Shri Raghunath Singh.]

16,000 tons, if the Hindustan Shipyard works to its full capacity. Japan is importing iron scrap and ore from India and constructing 1 million tons of ship. Out of this, 71.5 per cent. is for export. West Germany is building 1 million GRT and is exporting 88.9 per cent. of her ships. In 1948, West Germany had one-sixth of the tonnage of India, i.e. 1,20,000 GRT only. After 10 years, she developed her shipping by 40 times and she has now 4 million GRT consisting of 2,733 vessels. Take the case of a small country like Sweden. She is exporting 5 million GRT, i.e. 65.1 per cent. of her ships built. Our Hindustan Shipyard, since its beginning, has delivered only 23 ships and we have placed order for 26 ships with West Germany.

Let us take the case of a tiny country like Norway. Her whole merchant navy was destroyed during World War II. From May 1945 to 1958, she has built 1426 new ships and since October, 1959, placed order for building 408 ships with a total tonnage of 4.65 million GRT. Thus, she will have 11.15 million GRT whereas India with six steel plants, three in the private sector and three in the public sector, with a huge ore deposit, will construct only three ships in Hindustan Shipyard of 16,000 GRT only if it works to full capacity.

13 hrs.

We welcome the announcement of the hon. Minister of Transport the other day about the construction of the second shipyard. The drain on foreign exchange for purchasing foreign ships will then be stopped. India must develop her ship-building industry and like textile, in the near future, should be an exporting market of ship and its equipment.

India has no dry docks. In U.K., instead of the slipway system, a system has been evolved where ships are being constructed in dry docks. At present at the new port in Manmouth-

shire of United Kingdom the Atlantic Shipping Company Limited is constructing 45,000 GRT ships in her dry dock. She has delivered many 5,000 GRT ships built in her dry dock. The present tendency in the world is to build the ships in dry docks instead of slipway. India has no dry dock worth the name. Indian ships are being dry docked in foreign countries. This is a shame for a big country like India, which is the second maritime country in Asia after Japan. A dry dock is the immediate need of the country. It will serve both the purposes—construction of ship as well as repair. I do not understand why Government is not investing four crores of rupees for the construction of a shipyard, thus saving nearly Rs. 3 crores to 4 crores a year now spent on purchasing new ships.

The construction of the second shipyard should not be delayed. It should not be sandwiched between Planning Commission and vested interests of the country who are totally against any shipyard. It should thrive on the beautiful sunny shore of Kerala.

After every four years ships are surveyed. In each survey more than Rs. 4 lakhs to 6 lakhs are spent.

Shri D. C. Sharma (Gurdaspur): Is the hon. Member reading out his speech?

Shri Raghunath Singh: I have so many papers with me.

Mr. Deputy-Speaker: What is the hon. Member showing me?

Shri Raghunath Singh: These are my notes.

Mr. Deputy-Speaker: That is exactly the complaint that the other hon. Member has made, that he is reading from his notes.

Shri Raghunath Singh: But this is a technical subject.

Mr. Deputy-Speaker: I know it is a technical subject. Therefore, he is allowed to do it.

Shri Raghunath Singh: After every four years ships are surveyed. In each survey more than Rs. 4 lakhs to 6 lakhs are spent. I do not agree with the view that a ship of more than five years of age should not be acquired. If a ship is in a good condition and can be run economically, age should not come in the way. The age of the ship is not important. The condition of a ship is important. When the foreign exchange condition is tight, India must have second-hand ships to develop her shipping industry and save foreign exchange.

I may point out here that the other day we heard that 9 ships are being purchased by Pakistan, 9 second-hand ships, which come to a tonnage of one lakh. If Pakistan enters the shipping industry, our business in the Persian Gulf and in the Arabian Sea will be captured completely by Pakistan and other countries. If Pakistan also enters that line, with Japan already in the field, I do not know where we will stand unless we develop our shipping industry and capture more markets.

Vested interests in India have started a subtle propaganda against the construction of a second shipyard and acquiring of second-hand ships. This is mainly due to the fact that new-comers may not enter in the shipping with limited resources. The House will not tolerate any monopolistic tendency from any quarter but will encourage and support the free development of this industry of the country.

Shipping is a best patriotic way of earning and investing money. Even Eastern and Western Shipping Corporations in the public sector have made a net profit of Rs. 17.38 lakhs in 1958-59 after providing for normal depreciation of Rs. 47.43 lakhs. Ten Indian shipping companies have made a net profit of Rs. 3.63 crores in 1957-58. Their earning was Rs. 33.41 crores in 1957-58 and Rs. 35.87 crores in 1958-59.

In support of my point of view I want to place before the House a

survey of eight prominent companies of the world, five from the U.K., namely, P. & O., B.I., Clan Line, Ellerman & Bucknell and Brockle Bank, two from U.S.A. namely, American Export Lines and American President and one from France, namely, Messageries Maritimes. They own 303 oversea vessels. Among them 24 ships are under five years of age, 68 under 9 years of age, 58 under 13 years of age, 99 under 17 years of age and 54 are above 17 years of age.

It will be found that the largest number of ships of these very important liner companies are in the group 13—17 years, far away from the higher limit of 1—5 years for the second-hand ships which has been so unwisely fixed by the National Shipping Board.

I request the Government not to advance loans to those shipping companies who do not want to purchase Indian-made ships and to meet the requirements of Indian shipping the Government should implement the recommendations of the Committee they had appointed for the purpose and invest sufficient amount for the construction of the second shipyard and the development of the Hindustan Shipyard.

The speech of the Chairman of the Hindustan Shipyard is very pessimistic and out of tune and a timely reply was given by the hon. Minister of State for Shipping, who will have the unanimous congratulations of the House. I can say that responsibility of an office should combine with its sincerity of purpose and belief in its objective.

In this atomic age India needs a dynamic policy of shipping so that India may keep pace with the rest of the world. During the time of emergency or war Indian shipping will get its life and blood from Indian shipyards and dry docks. Indian shipyards should produce a flotilla to serve as the second line of defence.

India's overseas tonnage should carry at least 50 per cent of its

[Shri Raghunath Singh]

foreign cargo. U.S.A. is pursuing a policy of 50:50. India should also follow the same policy. Government should press the oil refineries in India to take at least 50 per cent of the oil carried by them in Indian tankers.

I will mention one point here. In India there are eight maritime States. Out of these eight, only six have major ports. The other two, Mysore and Orissa, have no major ports. Therefore, I would suggest that Mangalore in Mysore and Paradip in Orissa should be included in the Third Plan for construction of major ports.

Every year there is talk about the improvement of Calcutta port and the removal of congestion there. As a *via media*, why should we not develop the Haldia port, which is twenty miles below Calcutta? Even ships of 30 to 40 draft can anchor there. Therefore, these three ports should be included in the Third Plan. Also, immediate steps should be taken for the training of officers, engineers and seamen for the development of our mercantile marine.

My last point is about tankers.

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

Shri Raghunath Singh: I must be given more time as I never speak on other subjects. I have taken only 19 minutes.

Mr. Deputy-Speaker: He was entitled to 15 minutes. He himself says that he has taken 19 minutes.

Shri Raghunath Singh: Yes, I have taken 19 minutes.

Shri Tyagi (Dehra Dun): He is honest.

Mr. Deputy-Speaker: He might take another minute.

Shri Raghunath Singh: Tankers and passenger liners should not be withdrawn from the private sector.

Let private sector and public sector develop together. Private sector should be encouraged to invest money in passenger liners and tankers and preference and facilities be given to those companies who invest money in passenger and tanker liners. The reason is obvious. Private companies do not wish to invest money in passenger ships as they are not very paying in comparison with cargo ships.

In Ceylon there is a regular fight going on between the English shipping companies and the Indian shipping companies. English shipping liners have asked our shipping not to touch Ceylon ports. I congratulate the Indian shipping companies because they have ignored it and have touched Ceylon ports. This House must say to the world that if the other shipping companies are ready to co-operate with us we are ready to co-operate with them, but if they want to pass us over we will not allow our shipping to die. We will stand for it and fight for it.

There is one thing more and that is about money. Always it is said that there is no money. We are investing Rs. 16 crores in the purchase of four aeroplanes. I do not want that we should not purchase aeroplanes.

Mr. Deputy-Speaker: Now from the sea bottom to the skies!

Shri Raghunath Singh: I am simply comparing them. If we invest only Rs. 4 crores in shipping, our tonnage will go up to two lakh tons. Why? Because at present ships are being purchased on deferred payment. On 20 per cent advance only if Rs. 16 crores are spent by the hon. Finance Minister, we can save Rs. 80 crores per year.

Shri Tyagi: The hon. Finance Minister is very miserly.

Shri Raghunath Singh: They are going to invest Rs. 16 crores in aeroplanes. Why are they not spending Rs. 6 crores or Rs. 4 crores on shipping so that India can save Rs. 80 crores? I say that if the hon. Finance Minister wants to wipe away deficit financing and the adverse balance, this

Rs. 160 crores should be saved, which is being paid to foreign shipping companies as freight.

One word about passenger shipping. We have got no passenger ship. We must have passenger shipping line. A ship under our flag with our nationals must go on the seas, at least to the U.K. It is very humiliating and shameful that our nationals and our friends should go in foreign ships. Why should we pay to the foreign companies? We have invested Rs. 1,200 crores in Railways. We are getting a return of only 4 per cent. In the shipping business only Rs. 80 crores have been invested, both in the private and public sectors. By an investment of Rs. 80 crores you are saving Rs. 3 crores and by investing Rs. 1,200 crores in the Railways you are getting only 4 per cent. Therefore I request that the Government should give at least Rs. 6 crores immediately for the expansion of Indian shipping.

श्री ना० नि० पटेल (बुलसार—रक्षित—अनुसूचित आदिम जातियाँ) : उपाध्यक्ष महोदय, इस मिनिसट्री आफ ट्रान्सपोर्ट एंड कम्युनिकेशन्स की डिमांड्स पर जो वाद-विवाद चल रहा है तो इस अवसर पर मैं आप के द्वारा कुछ थोड़ी सी बातें मंत्री महोदय के सामने रखना चाहता हूँ ।

सब से पहली बात मेरी नेशनल हाईवे नम्बर ८ को ले कर है जोकि बम्बई से अहमदाबाद तक जाती है । आज से पांच महीने पहले हम ने रेलवे एयारिटीज के साथ बैठ कर बुलसार के पास जो एक रेलवे क्रॉसिंग आती है वहाँ उस के ऊपर से कितनी ट्रैफिक चलती है वह देखा था । उस वक्त २४ घंटों के अन्दर ४०० मोटर वैहीकिल्स गुजरी बुलक कार्ट्स और साइकिलों का जिस में कोई हिसाब नहीं रक्खा गया । इतनी ट्रैफिक उस नेशनल हाईवे नम्बर ८ के ऊपर चलती है । बम्बई और अहमदाबाद के बीच

में किसी भी टाईम कोई जाय और वह चैक करे तो यह देखा जायेगा कि हर एक पांच मिनट में एक मोटर वैहीकिल चलती है जिस के कि मानी यह हुए कि २४ घंटे के अन्दर करीब करीब ३५० या ४०० मोटर वैहीकिल्स वहाँ पर चलती हैं, मसींड्स चलती हैं जिन के कि अन्दर ५ टन से भी ज्यादा वजन लादा जाता है और अगर उस नेशनल हाईवे की हालत कोई भी जा कर देखे तो उसे पता चलेगा कि अहमदाबाद और बम्बई के बीच में चाहे वह कभी भी जाय कम से कम २०-२५ मोटर वैहीकिल्स टूटी पड़ी मिलेगी । किसी का स्टीयरिंग टूट जाता है तो किसी का स्प्रिंग टूट जाता है और किसी का टायर फट जाता है । उस रास्ते की हालत इतनी खराब है कि उस के ऊपर मोटर चलाना बड़ा मुश्किल है । बम्बई के अन्दर मुहम्मदअली रोड है जिस पर कि मोटर ट्रान्सपोर्ट कम्पनीज के आफिसेज हैं । वहाँ पर मुनशा मोटर कम्पनी है, गुजरात ट्रान्सपोर्ट है, न्यू सौराष्ट्र ट्रान्सपोर्ट है और विजय ट्रान्सपोर्ट है यह जितनी भी ट्रान्सपोर्ट कम्पनीज हैं इन में से किसी को भी भेजा जाय और उन ट्रान्सपोर्ट कम्पनी वालों को पूछें कि साउथ में नार्थ में और कलकत्ता साइड में आप की ट्रैफिक रन करती है लेकिन क्या इस से ज्यादा परेशानी आप लोगों को और किसी भी रास्ते पर पड़ती है तो वे सब यही कहेंगे कि इस नेशनल हाईवे पर सब से ज्यादा दिक्कत उठानी पड़ती है ।

13.16 hrs.

[MR. SPEAKER in the Chair]

वे लोग फौरन बतलायेंगे कि बम्बई और अहमदाबाद का जो यह नेशनल हाईवे है उस के ऊपर उन लोगों को बड़ी परेशानी है । जब भी वे निकलें कोई भी वैहीकिल सीधी पहुंच नहीं सकती । पहले तो बम्बई से अहमदाबाद तक लोग कार में जाते थे मगर अब उस रास्ते की हालत इतनी खराब

[श्री ना० नि० पटेल]

हो गई है कि कोई भी कार वहां सीधी नहीं पहुंच सकती। आज से दो साल पहले माननीय राज बहादुर हमारे यहां बिलीमोरा में आये थे उस वक्त मैं ने उन से कहा था कि आप जो ट्रेन में आये हैं तो ट्रेन में आने के बजाय अगर आप बम्बई से बिलीमोरा तक जोकि करीब १६५ मील का फासला है वहां बाई रोड़ आते तो उन को पूरी तरह पता चल जाता कि वह रास्ता वाकई में कैसा है। आज भी मैं उन को दावत देता हूं कि वे उस नेशनल हाईवे की हालत देखें या उन का कोई भी अफसर आ कर खुद उस रास्ते की हालत को देख सकता है।

अभी तो आप सब लोगों को मालूम है कि बम्बई का विभाजन होने वाला है; अहमदाबाद कैपिटल होने वाला है। जहां वह नया कैपिटल होता है वहां से वह नेशनल हाईवे नम्बर ८ पास होता है और अगर उसके बारे में कुछ नहीं सोचा जायगा तो बड़ी परेशानी होगी।

इस नेशनल हाईवे के बारे में दूसरी बात मैं यह कहना चाहता हूं कि वहां बम्बई से १४३-१४४ मील की जहां पर वह धारडी आती है और उस पहाड़ी के बाजू में जो नेशनल हाईवे जाता है तो उस नेशनल हाईवे को सीधा करने के लिये एक साल पहले वहां दो मील की एक लाईन लगाई गई थी और उस पर पत्थर भी लगाये थे और वह सीधा रास्ता था मगर क्या हुआ ? एक साल गया। अभी वापिस जो लोग लाइन लगा रहे हैं वह सीधी नहीं जाती है बल्कि घूम कर जाती है। इस के क्या माने हैं समझ में नहीं आता।

दूसरा नेशनल हाईवे अभी बुलसार सिटी के अन्दर से जाता है तो सिटी में अभी उस को निकालने के लिये उन्होंने ने इंतजाम किया है और वहां से सिटी के बाहर से

जो सीधी लाइन जाने वाली है उस की लाइन आज से दो साल पहले बनाई गई थी। वाकीं और औरंगा रिक्स के बीच में से जो लाइन बांधी थी वह सीधी थी मगर वहां के लोग मेरे पास आये और उन्होंने ने यह मुझे नकशा दिया तो उस से पूरा पता चलता है कि पहले जो रास्ता सीधा था उस को अभी टेढ़ा बनाया है। आखिर इस का क्या मतलब है कुछ समझ में नहीं आता है। वैसे जब भी मेरे पास सब कागजात आये और वहां के लोगों ने मुझे एप्रोच किया तो मैं ने उन्हें यकीन दिलाया और जब उस की बाबत हम ने ट्रान्सपोर्ट एंड कम्युनिकेशन्स मिनिस्ट्री में एप्रोच किया तो मुझे कहा गया कि हम ने वह सब कागजात बम्बई भेजे हैं। अब मैं पूछना चाहता हूं कि अगर बम्बई वालों ने सीधी लाइन बनायी होती तो फिर हमें यहां एप्रोच क्यों करना था। जब वहां नकशे के हिसाब से टेढ़ी लाइन बनाई जानी थी तो हम ने उस के खिलाफ दिल्ली वालों को एप्रोच किया तो यहां केन्द्र ने इस पर बगैर सोचे समझे जो इस को वापिस बम्बई वालों को भेज दिया गया है तो बम्बई वाले दूसरा क्या करने वाले हैं। अब चूंकि बम्बई वाले ठीक नहीं करते हैं इसलिये तो हम ने यहां केन्द्रीय सरकार को एप्रोच किया था और इसलिये आप का उन कागजात को उसी तरह बगैर सोचे समझे वापिस कर देना कोई मायने नहीं रखता है। एक वक्त वह सीधी लाइन बनाते हैं, उस के बाद दूसरे साल एक दूसरी लाइन लगाते हैं और तीसरे साल वह कोई और ही लाइन लगायेंगे तो इस तरह तो काम चलने वाला नहीं है। अब नेशनल हाईवे के ऊपर बम्बई से आते वक्त १५४ मील के नजदीक एक छोटी सी कांवरी नदी है और वह नदी बारिश के दिनों में आप सब लोगों को मालम है कि वहां पर कितनी बारिश होती है, हमारे वहां १०० इंच से भी ज्यादा बारिश गिरती है और वह चूंकि एक छोटी सी नदी

है और अगर १ घंटा भी पानी गिर जाय तो नदी में बाढ़ सी आ जाती है और फिर वहां तो बारिश ४, ४ और ५, ५ रोज तक गिरती रहती है और हालत यह हो जाती है उन वर्षा के दिनों में कि कभी भी आप उस नदी के पास जा कर देखिये तो आप को १०० वैहकिल्स एक बाजू में और १०० वैहकिल्स दूसरे बाजू में वहां अटकी पड़ी रहती हैं। वहां पर एक छोटा सा पुल बनाया जाना बहुत जरूरी है और मैं ने वहां इस की बाबत इंजीनियरों से दरियाफ्त किया तो मालूम हुआ कि कोई ५०००० रुपया उस पुल के बनाने पर खर्च आयेगा लेकिन जहां तक मुझे पता है वह शायद अभी तक मंजूर नहीं हुआ है। मैं नहीं समझता कि जब वहां पर यह हालत हो और १००-१०० वैहकिल्स दोनों बाजू पर वर्षा के दिनों में ४, ४ और ५, ५ दिन तक अटकी पड़ी रहे और बम्बई और अहमदाबाद के बीच जो ट्रैफिक बिल्कुल बन्द हो जाती है तो इस आवश्यक पुल के निर्माण पर जिस का कि तखमीना करीब ४०, ५० हजार होगा अभी तक उस की मंजूरी क्यों नहीं दी गई ? तो माननीय राजबहादुर जी से मेरी प्रार्थना है कि इस के बारे में पूरा ध्यान दें और इस को बनाने का जल्दी कुछ उपाय करें। वहां से १५८ मील के ऊपर एक नया पुल भी चोली नदी पर बनाया है एक छोटी सी नदी पर। तो वह बन रहा है। आजकल हमारी सरकार की यह पालिसी है कि जो रास्ते बांके हैं उन को सीधा बनाया जाय, पर वह बात कागज पर है। मगर जब हम देखते हैं तो सीधे रास्तों को बांका बना रहे हैं और ऐसा दिखायी देता है। आप कहीं भी जाइये यह देखेंगे। हमारे यहां एस० टी० चलती है। उस में कभी कभी मैं जाता हूँ। तो एस० टी० में मुसाफिर मुझ को कहते हैं कि देखो तुम्हारी सरकार कैसे सीधे रास्ते बनाती है। अजीब बात है। जो रास्ता सीधा था तो वहां पर जो पुल बनाया तो उस नये पुल को दूसरी बाजू

में बनाया। उस के लिये कितनी जमीन एक्वायर की, उस के लिये कितना पैसा दिया, और जो रास्ता सीधा था उस को बांका बनाया। उस नदी का नाम भीचोली है।

नेशनल हाईवे को चौड़ा करने की एक विशेष योजना है, इस के लिये जो अभी रास्ता है उस के दोनों बाजू चालीस चालीस फुट जगह सरकार रास्ते के लिये एक्वायर कर रही है। इस के लिये सैकड़ों मील तक चालीस चालीस फीट जगह एक्वायर करनी होगी, वह जमीन मुफ्त तो नहीं मिलेगी, उस के लिये लाखों करोड़ों रुपया खर्च करना होगा। मगर जो नेशनल हाईवे अभी चल रही है और अभी कायम है, वह टूट फूट गयी है और दो साल के पहले दिल्ली के एक अफसर आये थे और उसी नेशनल हाईवे पर खड़े हो कर ठेकेदार से पूछ रहे थे कि नेशनल हाईवे नम्बर ८ कौनसा है। ठेकेदार ने कहा कि यही वह नेशनल हाईवे है। तो अफसर ने कहा :

"I am seriously asking where is the National Highway No. 8." The gentleman also told him, "I am also seriously saying that this is the National Highway No. 8." तो वह रास्ता टूटा फूटा है। लाखों करोड़ों रुपये लगाकर आप उस के बाजू की जमीन को एक्वायर कर रहे हो। जो नेशनल हाईवे है उस के ऊपर पहले कच्चा रास्ता था। उस पर आप ने एसफाल्ट डाला। आप ने पीन इंच एसफाल्ट डालने का आर्डर दिया। ठेकेदारों ने आधा इंच ही डाला। एक बारिश आयी और वह एसफाल्ट बिल्कुल साफ हो गया। और आप को मालूम है कि रास्ते का एसफाल्ट अगर एक बार निकल गया तो फिर उस पर पैच नहीं लगाया जा सकता। तो जो रास्ता है उस के ऊपर आधा इंच और पीना इंच का लेअर डालने के बजाय अगर आप दो इंच का या डेढ़ इंच का एसफाल्ट का लेअर डाल दें तो वह रास्ता कई साल तक

[श्री ना० नि० पटेल]

बरबाद न हो। जो रास्ता है उसी पर कुछ करिये। बाजू की जमीन ले कर लाखों करोड़ों रुपया खर्च करने से क्या फायदा होगा। मेरा सुझाव है कि इस पर भी आप थोड़ा बहुत सोच विचार करें और बम्बई से अहमदाबाद तक का जो इंफ़ारटेंट रोड चलता है उस के ऊपर ध्यान देना बहुत जरूरी है।

दूसरी बात मैं टेलीफोन के बारे में कहना चाहता हूँ।

Mr. Speaker: After 15 minutes the hon. Member goes to दूसरी बात।

Shri N. N. Patel: Sir, I have been waiting for so many days; but only today I got this chance to speak.

Mr. Speaker: Very well.

श्री ना० नि० पटेल : बम्बई के लोग मेरे पास आते हैं जिन की अर्जी आज चार चार पांच पांच साल से लगी हैं। उन को कहा जाता है कि आप को टेलीफोन आप के नम्बर के हिसाब से मिलते जायेंगे। अभी एक भाई मेरे पास आये उन्होंने ने कहा कि बम्बई में एक डेविड सैसन लायब्रेरी है, उस के एक हजार मेम्बर हैं और अच्छे खानदानों के लोग उस के मेम्बर हैं। वह चाहते हैं कि वहां टेलीफोन हो। आज चार साल से वहां के लोगों ने टेलीफोन के बारे में एप्लीकेशन दिया हुआ है। उन को कहा जाता है कि आप को प्रायरीटी के हिसाब से टेलीफोन मिलेगा। और यह उन्होंने ने मुझे कहा—जिसे मुन कर मुझे बड़ा ताज्जुब हुआ—कि उसी लाइब्रेरी के सामने एक नया होटल लाबेला शुरू हुआ है जिस की ओरपनिंग सैरीमनी हमारे माननीय पाटिल साहब ने की थी। मैं उस होटल के अन्दर तो नहीं गया मगर मुझे बताया गया है कि उस होटल के अन्दर १२ टेलीफोन दिये गये हैं। इस होटल को शुरू हुए ६ महीने नहीं हुए हैं। तो यह अजीब बात है। जिन का सालों से लिस्ट पर नाम हैं, जो डिपॉजिट देने के लिये तैयार हैं, जिन का इंफ़ारटेंट है, उन को

टेलीफोन नहीं मिलता। जब हम लोग ऐप्रोच करते हैं तो कहते कि उन का नाम लिस्ट पर है, जब उन का नम्बर आयेगा तब उन को टेलीफोन दिया जायेगा। तो इस के बारे में सोचना चाहिये कि अगर आप ने नामवार लिस्ट से देना है तो वैसे ही देना चाहिये। जो नये आदमी हैं उन को पहले नहीं मिलना चाहिये।

दूसरे हमारे सूरत के लिय भी मिनिस्ट्री ने कुछ सोचा है कि अंडर ग्राउन्ड केबिल दे कर ज्यादा लोगों के लिये टेलीफोन की सहूलियत दी जाये। लेकिन जहां तक मैं जानता हूँ सूरत के लिये जो मेटैरियल आया था उस काम के लिये वह मेटैरियल किसी दूसरी जगह भेज दिया गया और सूरत वाले फिर भी चिल्ला रहे हैं। और वहां पर जो टेलीफोन एक्सचेंज की बिल्डिंग बनने वाली थी वह भी किसी दूसरे कारण से नहीं बन सकी है। मेरा सुझाव है कि जो सूरत का जूना पोस्ट ऑफिस है वहां पर एक्सचेंज को बनाया जाये और टेलीफोन की जो लोगों की ज्यादा मांग है उसे पूरी करन का प्रबन्ध किया जाय।

श्री आस्र (रत्नागिरि) : अध्यक्ष महोदय, परिवहन और संचार मंत्रालय की रिपोर्ट को देखने से मालूम होता है कि इस विभाग ने कुछ प्रगति की है। लेकिन जहाजरानी बड़े के बारे में जितनी हमने अपेक्षा रखी थी उतनी प्रगति नहीं हुई। और इस का परिणाम यह है कि हम को अपना ६० प्रतिशत माल विदेशी जहाजों में डोना पड़ता है और इस के लिये करोड़ों रुपया फारिन एक्सचेंज का खर्च करना पड़ता है।

शिपिंग पार्लिमेण्टरी कमेटी की रिपोर्ट के अनुसार हमारा शिपिंग टनेज सन् १९५४ तक २०,००,००० (बीस लाख टन) होना आवश्यक था लेकिन आज की हमारी शिपिंग के बारे में जो पालिसी है उस को देखते हुए द्वितीय पंचवर्षीय योजना में भी हम दस लाख

टन भी नहीं कर सकेंगे। तो इसकी ओर ध्यान दिया जाये और जहाजी बेड़े का लक्ष्य पूरा करने के लिये तीसरी पंचवर्षीय योजना में आवश्यक अनुदान दिया जाये।

हमारे यहां सीमैन की बेरोजगारी दिन प्रति दिन बढ़ती जा रही है। तो इस पर पूरा ध्यान दिया जाये कि हमारे जहाजों पर कोई परदेशी आदमियों को नौकरी न दी जाये। और अपने सीमैन को पूरी सुविधायें देने की ओर ध्यान दिया जाये।

दूसरी बात मैं बम्बई के हार्बर के सम्बन्ध में कहना चाहता हूँ। बम्बई के बन्दरगाह में दिन पर दिन सिल्टिंग बढ़ता जा रहा है, इसलिये वहां हैवी ड्रेजिंग की आवश्यकता है जिस से आने जाने के चैनल्स ठीक रहें।

बम्बई के बन्दरगाह में माल की यातायात बहुत बढ़ी है और भीड़ भी बहुत रहती है। तो इसको कम करने की दृष्टि से एक नया भ्रच्छा पोर्ट बम्बई के नजदीक बनाना आवश्यक है। रत्नागिरि कोस्टलाइन पर कोई भ्रच्छा स्थान देखकर एक मेजर पोर्ट बनाया जाये।

सैकिंड शिपयार्ड के बारे में मिनिस्टर साहब ने बताया कि हम ने उस बारे में अभी तक निर्णय नहीं लिया है। द्वितीय शिपयार्ड के बारे में जो तीन सिफारिशें थीं उन में मजगांव डाक को ज्यादा महत्व दिया गया था, और बताया गया था कि वहां पर सैकिंड शिपयार्ड बहुत इकानामिकल रहेगा। मेरी प्रार्थना है कि अगर अभी तक कोई निर्णय इस विषय में नहीं किया गया है, तो आगे ऐसी जगह के लिये निर्णय लिया जाये जहां वह इकानामीकली बन सके। मेरा सुझाव है कि यह निर्णय मजगांव के लिये लिया जाये।

पोस्ट ग्रंटर टेलीग्राफ के बारे में एक बात ठीक हो गयी कि उस के लिये आप ने एक बोर्ड बना दिया। लेकिन बोर्ड बनाने के प्रतिरिक्त सरकार के ऊपर एक और जिम्मेदारी है। जैसे रेलवे बोर्ड ने अपने सब एम्प्लोईज

को सुविधायें दी हैं इसी प्रकार पोस्ट एंड टेलीग्राफ विभाग के एम्प्लोईज को भी सुविधायें देने का प्रयत्न होना चाहिये। मकान आदि की जो जो सुविधायें रेलवे बोर्ड ने दी हैं वे ही सुविधायें इस विभाग को भी अपने कर्मचारियों को देनी चाहियें।

सैकिंड प्लान पीरियड में देहातों में जितने पोस्ट आफिस खोलने की आवश्यकता थी उन को अभी तक नहीं खोला गया है। मेरी प्रार्थना है कि सैकिंड प्लान पीरियड में जहां जहां पोस्ट आफिस खोलने की आवश्यकता है वहां पोस्ट आफिस अवश्य खोले जायें। लोग कहते हैं कि यह सरकार कहती तो है लेकिन पोस्ट आफिस नहीं खोलती। तो इस ओर ध्यान दिया जाये।

इस के बाद मैं इस बात की ओर ध्यान आकर्षित करना चाहता हूँ कि पोस्ट्स एंड टेलीग्राफ्स के कर्मचारियों के सर्विस कंडक्ट रूल्स में चेंज करना आवश्यक है। इस का कारण यह है कि ये सब रूल्स ब्रिटिशर्स के जमाने के हैं। इस विषय में रूल ४-ए और ४-बी का मैं विशेष रूप से जिक्र करना चाहता हूँ। थोड़े दिन पहले पोस्ट्स एंड टेलीग्राफ्स एम्प्लोईज यूनियन ने चीनी आक्रमण के विरुद्ध एक प्रस्ताव पारित किया। सरकार ने उस पर आपत्ति की और कहा कि यह पालिटिक्स है। मैं यह पूछना चाहता हूँ कि यदि आक्रमणकारियों के विरुद्ध प्रस्ताव पारित करना पालिटिक्स है, तो फिर राष्ट्र की सुरक्षा क्या है। ऐसे नियमों को बदलना आवश्यक है।

जहां तक पोस्टल एफिशिन्सी का सम्बन्ध है, मैं उस के बारे में कुछ अनुभव बताना आवश्यक समझता हूँ। बम्बई में एक मकान में एक नीचे रहने वाले आदमी ने उसी मकान की पांचवी मंजिल पर रहने वाले दूसरे आदमी को टेलीग्राम भेजा।

एक माननीय सदस्य : उम ने उम को टेलीग्राम भेजा ही क्यों ?

श्री आसर : आदमी ऊपर जा कर बात कर सकता है, लेकिन उस आदमी ने टैस्ट करने के लिए वह टेलीग्राम भेजा। यह कितने आश्चर्य की बात है कि वह टेलीग्राम छः सात दिन के बाद मिला। पोस्टल एफिशियन्सी की यह स्थिति ठीक नहीं है और इस तरफ ध्यान दे कर इस में सुधार किया जाना चाहिए।

हम प्रायः देखते हैं कि जब कोई एक्सप्रेस डिलिब्री पत्र पोस्ट किया जाता है तो कहा जाता है कि एक्सप्रेस डिलिब्री मत कीजिए और उस का कारण यह बताया जाता है कि एक्सप्रेस डिलिब्री लैटर रेगुलर सेंटर से भी देर में पहुँचता है। मैं यह निवेदन करना चाहता हूँ कि इस स्थिति पर विचार किया जाये और इस में एफिशियन्सी लाई जाये।

हम ने यह भी अनुभव किया है कि देहात में इकानोमी के नाम पर पोस्टमैन की संख्या कम कर दी गई है, जिस का परिणाम यह हुआ है कि जिन इन-एक्सेसिबल और बैकवर्ड एरियाज़ में डिलिब्री दो दिन बाद होती थी, वहाँ अब छः सात दिन के बाद डिलिब्री होती है। यह स्थिति संतोषजनक नहीं है और इस तरफ ध्यान दिया जाना चाहिए। इस बात का प्रयत्न किया जाना चाहिए कि जिन स्थानों में पोस्टमैन कम किए गए हैं, वहाँ डिलिब्री का ठीक प्रबन्ध हो।

आज बड़े बड़े हाईवेज, कन्क्रीट रोड्स और एसफाल्ट रोड्स बन रही हैं, लेकिन इस बात की खास आवश्यकता है कि देहात में ट्रांसपोर्ट फैसिलिटीज ज्यादा से ज्यादा मिलें। इस ओर ध्यान देना आवश्यक है। लेकिन यह दुख की बात है कि हमारी इस मिनिस्ट्री की ओर से देहात में रोड्स और रास्तों की प्रवस्था ठीक करने के लिए कोई प्रयत्न नहीं किया जा रहा है। देश में विकास योजनाओं के अन्तर्गत छोटे छोटे रास्ते बनाए जाते हैं। विकास योजनाओं के नाम पर करोड़ों रुपए खर्च किए जाते हैं और जनता भी खाली पेट

वहाँ पर श्रमदान करती है। लेकिन उन रास्तों के बन जाने के बाद उन का मालिक कोई नहीं बनना चाहता। जब लोकल बोर्ड को बताया जाता है कि रास्ता तैयार हो गया है, आप इस को हाथ में ले लें, तो वह कहते हैं कि हमारी आर्थिक स्थिति ठीक नहीं है और आर्थिक कठिनाई के कारण हम इस को हाथ में नहीं ले सकते हैं। न ही स्टेट गवर्नमेंट ऐसे रास्तों को अपने हाथ में लेती है। इस सम्बन्ध में हमारा अनुभव यह है कि इन रास्तों की मरम्मत ठीक तौर पर नहीं की जाती है और एक वर्ष के अन्दर ही वे बारिश की वजह से बह जाते हैं और परिस्थिति इतनी खराब हो जाती है कि कोई यह नहीं कह सकता कि वहाँ पर रास्ता बना भी था या नहीं। कम्युनिटी डेवलपमेंट ब्लाक की ओर से ये रास्ते बन जाने के बाद इन को स्टेट गवर्नमेंट से ले, इस तरफ ध्यान देना आवश्यक है। मंत्री महोदय शायद यह कहेंगे कि यह स्टेट का प्रश्न है, हम इस में क्यों दखल दें, लेकिन कम्युनिटी डेवलपमेंट के अन्तर्गत सेंटर की ओर से हम यह काम कर रहे हैं और इस पर करोड़ों रुपए खर्च कर रहे हैं और लोग भी इस में श्रमदान कर रहे हैं, इस पर भी इन रास्तों की हालत ठीक न हो, तो जनता में फस्टेशन होता है और विकास योजनाओं के प्रति उस में निराशा होती है। इस लिए यह आवश्यक है कि विकास योजनाओं के अन्तर्गत जो रास्ते बनें, उन को स्टेट गवर्नमेंट अपने हाथ में ले और उन पर उस का कंट्रोल रहे। इस विषय में सेंटर की ओर से जो भी सहायता आवश्यक हो, वह दी जाये।

मुझे दुख के साथ कहना पड़ता है कि टूरिज्म की दृष्टि से बम्बई स्टेट की ओर जितना ध्यान देना आवश्यक है, वह नहीं दिया जा रहा है। इस बात पर प्रकाश डालना आवश्यक है कि हमारे यहाँ विशेषतः महाराष्ट्र में टूरिस्ट्स के देखने लायक छत्रपति शिवाजी महाराज के जो पुराने किले रायगढ़, सिचुदुर्ग, प्रतापगढ़ हैं, वहाँ

काई भी ऐसा स्थान नहीं है, जहां टरिस्ट लोग आराम से प्रवास कर सकें। हमारा आग्रह है कि जहां हम टरिस्ट्स को आलीशान बगीचे आदि दिखाते हैं, वहां हम को उन्हें वे स्थान दिखाने का भी प्रयत्न करना चाहिए, जहां पर हमारे लोगों ने शौर्य दिखाया है और जिन से हमारे प्राचीन इतिहास की झलक मिलती है। इस लिए मेरी प्रार्थना है कि इन स्थानों को भी टूरिज्म की दृष्टि से आवश्यक माना जाये और इन किलों के प्राधान्य को देखते हुए इन को महत्व दिया जाये और वहां पर टूरिज्म की उचित व्यवस्था की जाय, क्योंकि इन के द्वारा हमारा प्राचीन इतिहास सब के सामने आता है।

एक आवश्यक बात यह है कि सिंधु दुर्ग रत्नागिरि डिस्ट्रिक्ट में है। वह दरया में है और देखने के लायक है, लेकिन सरकार की ओर से उस की मरम्मत नहीं की जाती है और उम को उचित महत्व प्रदान करने के लिए जो प्रबन्ध किया जाना चाहिए, वह नहीं किया जाता है। मेरी प्रार्थना है कि वहां पर अच्छी व्यवस्था की जाये।

श्री स्यागी (देहरादून) : कहां है वह किला ?

श्री आस्रर : मालवन, रत्नागिरि डिस्ट्रिक्ट में।

अभी हाल ही में मैसूर में एलू रगोलीबारी—फायरिंग—हुई थी। उस समय बेलगाम से दिल्ली और दिल्ली से बेलगाम ट्रंक-काल करने का प्रयत्न किया गया, लेकिन वह सारा दिन एनगेज्ड रहा। उन्होंने कहा कि हम ट्रंककाल नहीं लेते, नहीं ले सकते। मैं यह जानना चाहता हूँ :
Was in the direction of the Ministry not to take trunk calls from Belgaum to Delhi or Delhi to Belgaum? यह जानना आवश्यक है। इस बारे में यह परेशानी हुई कि बहुत से लोग समाचार भेजना चाहते थे, लेकिन वे नहीं भेज सके। इस का खुलासा दिया जाये।

टेलीफोन डारेक्ट्री पहले हर एक पार्लियामेंट के मेम्बर के घर पर आती थी, लेकिन अब हमें यह मुझाव मिला है कि उम को टेलीफोन आफिस में लेने की व्यवस्था की जाये। पता नहीं, यह क्या गड़बड़ हुई है। इसकी ओर सरकार को ध्यान देना चाहिए।

अब मैं अपनी कांस्टीच्युएन्सी के बारे में दो तीन बातें बताना आवश्यक समझता हूँ। हमारे शिपिंग मिनिस्टर श्री राज बहादुर थोड़े दिन पहले हमारे डिस्ट्रिक्ट में प्रवास कर के आए हैं। वहां की स्थिति क्या है, उन्होंने इस का प्रत्यक्ष परिचय पा लिया है। वहां पर बहुत समय से एक बात पेंडिंग पड़ी हुई है और वह इन्टरमीडिएट पोर्ट्स की है। उस के बारे में वहां झगड़ा चल रहा है। सरकार की ओर से उस का निर्णय नहीं दिया जाता है कि वह कौन सा पोर्ट बनाना चाहती है। इस का परिणाम यह है कि हर पोर्ट वाला कहता है कि हमारे यहां पोर्ट बनाना आवश्यक है। मेरी प्रार्थना है कि इस बारे में झगड़ा मिटाने के लिए यह आवश्यक है कि जहां भी पोर्ट बनाना है, उस का तुरन्त निर्णय कर दिया जाय।

सैंकिड फाइव थीभ्रर प्लान में हमारे माइनर पोर्ट्स के लिए कुछ एमाउंट सैंकशन हुआ था। मैंने यह प्रश्न पूछा था कि जो एमाउंट सैंकशन किया गया है, उस में से कितना खर्च हुआ है और हमारे यहां कितने पोर्ट्स का डेवेलपमेंट हुआ है। मुझे बताया गया कि इस विषय में आवश्यक इन्फर्मेशन मिलने के बाद दी जायगी। वह इन्फर्मेशन अभी तक नहीं मिली है। लेकिन सैंकिड प्लान पीरियड तो पूरा होने को आया है। मुझे लगता है कि एक दो पोर्ट्स में थोड़ा पैसा खर्च हुआ है, बाकी पोर्ट्स वैसी की वैसी हैं। मेरी प्रार्थना है कि सैंकिड प्लान पीरियड पूरा होने से पहले रत्नागिरि डिस्ट्रिक्ट की पोर्ट्स के बारे में पैसा खर्च किया जाय और उन को डेवेलप किया जाय।

[श्री आसर्]

इन-एक्सेसीबल एरियाज में टेलीग्राफ आफिस की बहुत आवश्यकता है। हमारे यहां कई ऐसे स्थान हैं, जहां यदि कोई बीमार हो जाय, या खलास हो जाय और उस का समाचार भेजना हो, तो वह भेजना सम्भव नहीं है। इस का कारण यह है कि इन-एक्सेसीबल और बैकवर्ड एरियाज में कोई ट्रांसपोर्ट फैसिलिटीज नहीं हैं। मेरी प्रार्थना है कि ऐसे एरियाज में टेलीग्राफ आफिस खोलने का प्रबन्ध करना आवश्यक है। हर एक स्थान पर ऐसी व्यापारी वृत्ति नहीं होनी चाहिए कि मुनाफा होता है, तो हम खोलेंगे, नहीं तो नहीं खोलेंगे। ऐसा विचार न करते हुए जहां जहां ऐसी स्थिति है, वहां पर टेलीग्राफ आफिस खोलने की व्यवस्था की जाय।

कोकण शिपिंग कमेटी की रिपोर्ट के बारे में बड़ी देरी हो रही है। मेरी प्रार्थना है कि इस पर जल्दी निर्णय किया जाय। वहां की फेरी सर्विस ठीक नहीं है। जब चाहे, तब वे डिसकनेक्ट कर सकते हैं। इस लिए इस और ध्यान दिया जाना चाहिए।

Mr. Speaker: Dr. Sushila Nayar. Then I will call Shri Osman Ali Khan, and then this side. Hon. Members who have spoken ought to continue to sit in the House.

An Hon. Member: Yes, we are trying.

Dr. Sushila Nayar (Jhansi): The subject of transport, I think, is second only to food production in its urgency and in the effect it has on the life of the masses in our country. We do not have enough hospitals in the country. If we can have good roads and good transport facilities, we can carry the sick to the nearest hospital or dispensary within a reasonable time and with without too much damage as a result of the journey.

Similarly, today we find the strange spectacle that excellent foodstuffs,

fruits, vegetables and other food articles are going dead cheap in certain parts of the country, while they are most costly in certain other parts of the country simply because there are not enough transport facilities to enable these things to be transported from one part of the country to the other with speed and rapidity.

It is very gratifying that the Transport and Communications Ministry has constituted a non-lapsing road fund so that money which is not used in one financial year can be used in the coming year, and the same principle has also been applied to the fund for shipping purposes. However, the provision made for these purposes is most inadequate.

Shri Raghunath Singh has said enough about shipping, so I will concentrate on the need for a better and bigger plan provision for the roads in our country.

The National Council of Applied Economic Research has recently published a report by Mr. Lokanathan in which facts and figures have been quoted to prove the importance of road transport in national economy. According to this report in 1957-58 the net contribution by road transport to the finances of the country was Rs.95.55 crores; the gross contribution was Rs. 133.55 crores and the difference was the money spent on roads, administration and everything else combined. Thus, the total amount that the Government earned from road transport was a substantial sum of Rs. 95.55 crores. As against this, during the same period, the net contribution made by the railways to the finances of the country was Rs. 54.55 crores, which means it was Rs. 41 crores less than the contribution made by road transport. Yet, if we look at the plan provision, the railways get at least five times the money allotted to road transport.

I am not decrying the necessity for the expansion of railways, money has

to be spent if the railway system has to be extended in this country, but when we have done with somewhat inadequate or not very beautiful railway stations for a number of years, we can manage to go on with them for a few more years, instead of beautifying the railway stations here and there, having more beautiful buildings, or making the railway lines double. We can carry on with some difficulty. What is necessary is that we open up those parts of the country which have not been opened up, and open them up as rapidly as possible. If it can be done by extending the railway system, by all means let the railway system be extended to these areas. But it is much cheaper and much quicker to open up these areas with the help of road transport than it is by extending the railway lines. Therefore, I plead that a better provision should be made for expanding the road transport for opening up many of the areas which are today inaccessible.

13.50 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Apart from the advantages which are obvious as a result of setting up of road transport and communications for linking up these backward areas in the interior with the rest of the country, road transport offers a considerable amount of opportunities for gainful employment, which is very urgently needed in this country

It is a strange kind of irony that we are increasing the burden on road transport by the levy of taxes on diesel and by the levy of extra taxes on tyres and so on. Cars may be a luxury article, although that is also a questionable point, but buses certainly are the poor man's mode of transport, and they are by no stretch of imagination an item of luxury. The bus-owners are not going to pay the extra taxation that we have levied on them, but the extra burden is going to fall on the poor man in this country

who has to travel by the buses, because he can have no other or better means of transport.

I, therefore, plead that the hon. Minister should take up this matter with the Finance Ministry and see to it that we provide good and cheap transport for the common man in this country and extend the transport system particularly to those areas which are today not connected by any other means.

I represent an area which is very backward, namely the area of Jhansi in Bundelkhand. The roads are in a miserable condition in that area, and there are many rivers flowing all around, dividing up the whole area during the rainy season, so that there are no means by which people can get from one part of the district to another part of the same district.

The hon. Minister has been good enough to promise one bridge over the Betwa in that area at Noteghat. I hope the construction of this bridge would be taken up as early as possible. But there are many other similar rivers in that locality which need bridges. The roads are so awful that even for a bullock-cart to go on some of those roads, is very difficult. It is amazing how the people have continued to live in those conditions for hundreds of years. It is time that our Government pay some attention to these backward areas in U.P., in Madhya Pradesh and in the hill areas of our country, and laid good roads, so that these areas can be linked up with other parts of the country, both in the interests of the people living in those areas and also in the interests of the overall economy of the country. I wish to add that even for the defence of the country, it is most important that more attention is paid to the roads, and particularly, to roads along our border areas in the north and in the east.

Something has already been said on the subject of tourism and tourists. I find that while some beautiful big hotels have been put up in places like

[Dr. Sushila Nayar]

Delhi or Banaras, in most other places the facilities are very inadequate. The guides are even more inadequate than the accommodation. In Bombay, a system has been instituted whereby some ladies from good middle-class families, wanting part-time employment have been employed on a part-time basis. They are informed when there are tourists of a particular intellectual type. These ladies are given training for giving proper information to the tourists. I wish that this system could be extended to other parts of India also. It will be very helpful, and it will result in giving a good impression to the people visiting our country.

Then, at the airports and the railway stations, particularly at the airports which are within the jurisdiction of this Ministry, I wish the staff can be instructed to behave in a proper manner.

Shri Rajendra Singh (Chapra): Impossible.

Dr. Sushila Nayar: Two days ago, I happened to be coming from Banaras. Due to the bad weather, the plane had to turn back and go back to Banaras. We had to spend the night there. While we were waiting at the airport to know whether the plane would take off on that evening or not, the airport officers were shouting in such a manner at the lower staff that one of them started screaming so that those foreigners who were there started looking this way and that way. So, I went out, some other persons out of them also followed me, but, fortunately, the airport officer knew Hindi; so, I spoke to him and spoke also to the air hostess, and asked her to go and tell these fellows not to behave in that manner. These foreigners are here perhaps just for the day, and if they hear us shouting in this manner, they will carry back the impression that this is how Indians behave. Therefore, all persons employed in our aviation

service have to be particularly careful as to what they do, how they speak and how they act, and what impression they will be giving to the foreign visitors visiting our country.

I wish a little more attention is given to the promotion of internal tourism in our own country. We need to know more about our own country and about people in different parts of the country. Some train trips have been arranged, but I wish the Ministry would arrange some bus trips, some road transport trips in the same manner at concessional rates, for students, for Government employees, for school teachers and for other sections of our population like our rural masses and so on. It will be helpful to all concerned.

I wish to say a little about the P & T Department and the work that has been entrusted to the Postal Department for the sale of national savings certificates. From all over the country, we get complaints that the postal staff, instead of encouraging the people in the process of buying these national savings certificates, do everything that is likely to discourage the people from undertaking this activity. Somehow or the other, the Postal Department employees have got an impression, they have a feeling that this is an extra burden that has been imposed on them and that it is really not their job. How that impression can be removed is for the hon. Minister to decide. We suggested that perhaps they should be given some extra remuneration for doing this work. The Department said that they would give these people some extra remuneration if they did work beyond a certain scale. I understand that the whole process has been made so cumbersome and so complicated that nobody can really draw that extra emolument that has been promised. It should be simplified. I have no doubt in my mind that the national savings movement can grow in this country only with

the help and encouragement of the postal department. The hon. Minister must see to it that the bottlenecks are removed.

14 hrs.

In order to achieve this, some kind of a co-ordination committee consisting of representatives of the postal department, the Finance Ministry and probably of the National Savings Organisation has been set up. The Central Advisory Board for National Savings recommended that in those co-ordination committees, some non-official representatives of the State and Central Advisory Boards should also be included at different levels. When this recommendation was communicated to the Ministry, we got back the reply that the committee is a departmental body to iron out the difficulties and the inclusion of non-officials will result in interference by them and hamper the work. It is a strange kind of attitude where non-officials are considered interfering busy-bodies—a nuisance—and the officials are the people who are there to smoothen out things. If the non-officials are so very interfering, I presume the Ministers will also come in that category, and the officials probably do not like any interference by them (*Interruptions*).

Shri Rajendra Singh: They are as much untouchable as we are!

Mr. Deputy-Speaker: Not so much of interference now.

Dr. Sushila Nayar: I suggest that the hon. Minister might look into this and curb this attitude of the bureaucracy to whatever extent it is possible for him to do. We have as much interest in the smooth running of the department at heart as any of these officers can have. Why should they think that a non-official on the co-ordination committee, who can point out the difficulties of the public to them and focus their attention to it, is likely to be an interfering busy-

body rather than a helpful person who can tell them how these difficulties can be overcome?

Lastly, I wish to say a word with regard to the delays in coming to decisions and in the implementation of those decisions. For instance, there was a proposal to introduce a rationalised type of agency system for national savings from the 1st of April. Suddenly we got a letter from the Ministry saying that there are too many difficulties, there is not enough paper, they cannot publish the forms etc. and therefore, this decision may now be postponed for another six months, to the 1st October. Nearly a year has already passed. Now another six months are added to it. This is not the only instance. This is only one instance of delays in the implementation of decisions. These delays are very very discouraging and I wish something is done about them.

Much has been already said regarding the telephones. But I wish to say that the trunk telephone system is very inadequate. In 50 per cent of cases, one cannot hear clearly what the other party is saying. When you turn round and tell the operator that the line is not clear, he says: 'Speak a little louder'. By speaking louder and shouting myself how can I hear what the other party is saying? By this I cannot get my ears sharpened and hear what the other party is saying. When you tell him: 'Why don't you attend to your machine and see why the sound is not coming through properly?', he says: "the line is coming via Gwalior", 'it is coming via Agra', 'it is coming via this place or via that place'. Something should be done to improve this mechanism. I could hear clearly the voice from India at the other end in Texas in the United States. If there can be such good transmission from across the oceans, there is no reason why there should be poor transmission from one city to another within our own country.

[Dr. Sushila Nayar]

I thank you for the opportunity given to me. I will say on some other occasion what I have left out now.

Shri Osman Ali Khan (Kurnool): Mr. Deputy-Speaker, in the present day fast-moving world, where time and speed are factors of importance, air transport comes uppermost to my mind while reviewing the activities and working of the Ministry of Transport and Communications. Civil aviation has made great strides during the past few years—with the introduction of the Viscount service on the trunk routes, with the purchase of the Boeings by the Air-India International and also taking into account the general operational efficiency and the high professional integrity of the management. I have no hesitation in saying that we can feel legitimately proud of our air services. But whatever be the progress that we have made, it is a fact that we cannot ignore that the air services have been losing about a crore of rupees annually. These losses have been incurred year after year, though it has been mentioned that during the current year the losses are likely to come down to Rs. 50 lakhs. There has been a steady increase in revenue since 1953, since the setting up of the Corporation. The revenue has doubled itself, but with this increase in revenue there has also been a steady increase in expenditure. I feel that the increase in expenditure that we see even in the unit operational costs can be reduced if proper measures are taken. The Cost Structure Committee appointed by the Government of India during January 1959 has gone into this question. In its report, the Committee refers to the general lack of cost consciousness and says:

"We find at various levels of management there were officials who, though responsible for a substantial segment of IAC expenditure, did not seem to be aware of the responsibility to control expenditure".

The report also refers to the inadequacy of budgetary planning and control in the Indian Airlines Corporation. I believe the report is before Government for consideration, and I hope due weight will be given to the suggestions and recommendations made in the report so that the IAC losses can be reduced by creating a consciousness amongst officials about reducing the expenditure.

Another important step that has to be taken for reducing these losses is the replacement of the Dakotas by a suitable type of aircraft. We have at present 45 Dakotas. I believe out of these, 42 are fit for service. All these Dakotas are out-moded and not economical to operate, taking into account the cost of fuel, that is, petrol, which is very high, and also the payload capacity of the Dakota, which is much lower than that of the Fokker Friendship or the Viscount. I learn that the direct operational cost of any other type of aircraft will be 25 per cent less if the Dakotas are replaced.

I am glad to find that 5 Fokker Friendship aircraft have been purchased and are likely to be delivered in the near future. But these are not sufficient because we have 45 Dakotas to be replaced. At this rate of getting 5 Fokker Friendship aircraft or some other aircraft like the Lockheed, in course of time, it may take 10 to 15 years to complete the replacement of Dakotas. We must replace the Dakotas as early as possible. Probably by the end of the Third Five Year Plan we should be able to do so. We should arrange for planes of the Fokker type or the Lockheed type so that we are able to replace these Dakotas which are a losing proposition. We have seen that when these Dakotas were being operated on the trunk routes they were not a profitable proposition and with the replacement of the Dakotas by Viscounts all the trunk routes have become profitable. If these losses in the IAC, which are a regular feature year after

year, are to be eliminated, the important thing that has to be done is to replace the Dakotas by suitable type of aircraft.

Before we replaced these Dakotas and while we continue to have these Dakotas we have also to see that there is proper utilisation of the Dakotas. Out of a fleet of 45, 42 are actually serviceable; and, from the figures I see that out of these 42 only 25 are in daily operation. This gives a percentage of 60—of active aircraft compared to the total fleet. In other countries, the percentage of active aircraft compared to the total fleet is around 85; and no airline would tolerate a figure coming down below that. It is most unfortunate that our percentage should remain at 60. It is a poor figure and I hope the Ministry will take measures to improve this operational efficiency. By an increase in this percentage the operation costs would come down and the overhead costs also would come down.

While I said a little while ago that the operational efficiency and the management is quite satisfactory, I would like to point out that there is scope for improvement where the services to the public are concerned. To give only a few instances, I should like to say that at the airports or at the booking offices at Calcutta and Delhi the passengers have sometimes, perhaps most often, to queue up and it takes half an hour and more to purchase an air ticket. I have seen many a foreigner—and I have seen others also many times—waiting in queues. This has to be eliminated by taking suitable action. I would also like to say that the services and attention paid in the aircraft are far from satisfactory when compared to 10 years ago or 7 or 8 years ago. The standards have deteriorated.

The punctuality of the planes has also deteriorated. No plane comes in time. The arrival and departure are both delayed. These things, though minor as they may look, do create a bad impression on the public about

the working of the Civil Aviation Department. So, I feel that suitable steps have to be taken to prevent such delays and such inconvenience to the public.

Our night air mail service scheme is something which is very good because overnight we get a letter from Delhi to Madras or to any of the four cities. But the scheme continues to be the same since its inception and only the four cities of Madras, Delhi, Bombay and Calcutta continue to be served by the night air mail scheme. I feel that something has to be done to extend this to all other places. For example, Hyderabad, which is the capital of the State of Andhra Pradesh is very badly served by postal services. A letter that is posted in Delhi or any other city in India during the working hours—between 10 and 17 hours—gets there by the next Viscount service and it reaches Hyderabad in the afternoon and it cannot be delivered before 5 o'clock and it reaches the office the day after. It takes two days for a letter to be delivered at a place like Hyderabad. And, this looks very poor in the present day conditions of air service and something has to be done to remedy this.

One suggestion that I would make is that Hyderabad has to be connected with the night air mail service by operating an aircraft between Hyderabad and Nagpur connecting the other aircraft. This service can operate from Nagpur to Hyderabad, Bangalore and Trivandrum. Trivandrum also is a part of India though at the other end. It takes a long time for a letter to reach Trivandrum. So, I suggest that a night air mail service connecting Hyderabad with the other cities of India and also with Bangalore and Trivandrum should be put into operation. There were actually hopes in Hyderabad that this scheme will come into operation from the 1st of April. But, while going through the report I find that there is no mention about it. There is a good deal of disappointment at this and we hope

[Shri Osman Ali Khan]

that consideration will be given by the Ministry to this so that letters do not take such a long time to go to Hyderabad. Now, it takes two days to Hyderabad; and it takes 3 days for mofussil places in Hyderabad. Even a letter from Madras to Hyderabad takes two days even though it is only one hour by plane. It takes this time because the letters do not get there before the Dakota leaves. Therefore, one solution is to have night air mail service connecting Hyderabad to Nagpur.

Shri Ranga (Tenali): I hope the Ministry agrees to that.

Shri Tyagi: They cannot agree so soon.

Shri Osman Ali Khan: Sir, as I referred to sometime ago, we are getting these 5 Fokker Friendship aircraft to replace the Dakotas. It being talked of that these 5 aircraft would be sent to the eastern region. In the south also there is great demand on the route, for example, Madras—Trichinopoly—Madurai—Trivandrum. On this route a Dakota is now operating. It has to carry mails to all these places and it has to carry passengers also. There is so much of traffic that sometimes one has to wait for a week to get a ticket on this route since they have also to carry mails. Since there is so much of traffic it is necessary that one or two of these Fokker Friendship aircraft should be used on this route also so that the needs of the public are served. At the same time, it is also profitable from the point of view of the Ministry.

Shri Tyagi: Sir, my hon. friend says that the Dakotas carry only 'males'. How is that? Is there any such rule? The Dakotas carry only males and not females!

Shri Osman Ali Khan: The Dakotas carry the mails and also the passengers of both sexes. And because mails have to be carried.....

Dr. P. Subbarayan: I should point out to Shri Tyagi that a man includes a woman under the general principles of law.

Shri Tyagi: In your Ministry!

Mr. Deputy-Speaker: Not in the case of Shri Tyagi.

Dr. P. Subbarayan: I am prepared to accept that, Sir.

Shri Osman Ali Khan: So, I suggest that out of these five Fokker Friendship aircraft two may be put on the route Madras—Trichinopoly—Madurai—Trivandrum. Apart from this, it is necessary that the southern region should also know about the progress that is being made in the country in the field of civil aviation. It is not as if the south will come to know about it only after 5 years after the other regions. There should also be created an atmosphere of response and they should feel that there is progress in civil aviation also and we should not ask the passengers to wait for a week to get a ticket on this route.

Last year I referred to a particular point and I would like to repeat it this year also. I mentioned that for the Viscount service that operates from Madras to Delhi—the Delhi—Madras service—the timings are very inconvenient. The whole day is occupied in travel from Madras to Delhi. It is as good as going by train. From the point of view of working hours, it takes one working day, if you go by the deluxe train. The same thing in the case of the Viscount service also, even though it takes a lesser number of hours. So, I suggest that, as in the case of the other cities, the Delhi—Bombay service or the Delhi—Calcutta service where the plane leaves in the morning and reaches the other place by 11 o'clock, if we leave Madras by 6 in the morning we can reach Delhi by 11. When I referred to this last year I was given to understand that when the

next Viscount comes there will be a change in the timings and this would be possible. But I see from the timetable that more services are introduced between Calcutta and Delhi and between Bombay and Delhi—thrice weekly; but this has not been done. I know that the argument may be that there is more traffic that side and less here. It may be so. But if you provide more amenities and change the timings, the traffic is bound to increase. When the Dakota was operating, it was almost empty. I never travelled by it because it was so uncomfortable. But now I never go by train. So, if suitable timings are given, one would like to travel by them and there may be more traffic on this route also.

Shri Manay (Bombay City Central—Reserved—Sch. Castes): Sir, I desire to take up the CAD wing—the Civil Aviation Department—of this Ministry which has been neglected. Last year I had spoken and given the grievances of the staff and I am sorry to say that the hon. Minister did not pay due attention to them and those grievances continue. I desire to bring them to the notice of the hon. Minister again in the hope that he will look into them. It is my painful observation that the Ministry is showing a step-motherly attitude to the staff of the CAD compared to the staff of the P. and T. For instance, the hon. Minister has given an opportunity to the P. and T. union to discuss the recommendations of the Pay Commission. This gesture should be extended to the CAD employees also.

The arbitrary application of the Commission's recommendations about casual leave and Saturdays has caused grievous harm to them, the great majority of whom are both operational and technical staff, doing shift duties without any offs or holidays. The Commission had in view only office staff as will be evident from the content of their recommendations but the Government has made no excep-

tion. The result is that the operational and other technical staff who have to take casual leave for each and every contingency, are badly hit. The nature of work and the peculiar conditions in this department justify the continuance of 15 days casual leave and half Saturdays where technical, operational and other staff are concerned.

Even after thirteen years of functioning the seniority list of some of the staff is being revised and re-revised for various reasons. Representations from individuals which have been repeatedly turned down previously have been considered as and when the authorities feel inclined. Seniority lists which have been finalised some twelve years ago, have again been upset on individual representation and this has adversely affected a considerable number of staff.

About recruitment rules, the union was given an assurance that it would be consulted at the draft stage of the recruitment rules. It is observed that in spite of the fact that these rules are still to be promulgated, the department has commenced implementing them much to the detriment of the staff who neither know the content of these rules nor the method of application. The promulgation of a service code for the department was promised years ago. These are not even in the draft stage now. In the absence of a service code exploitation and misuse of the employees are rampant. Duties and responsibilities of the various cadres are not demarcated, and this continues to cause confusion and misemployment of staff, if I may say so. This naturally places the staff in an embarrassing position, and if I may say so, open to exploitation. There are no set standards. The offices are to function with acute shortage and at the same time, no overtime allowance is paid though the introduction of overtime for all operational staff was accepted in principle years ago. It is still to be implemented in a majority of the cadres.

[Shri Manay]

Residential accommodation is a problem which is worrying the minds of all the members of the staff. As I said last year, the CAD employees feel very much embarrassed for want of accommodation because of the peculiar situation in which they are placed. There has been some little improvement no doubt, but then this problem does not receive as much attention as it deserves. There are not even basic facilities and the staff are compelled, through sheer necessity, to put up in them, though they are not for persons to live in. No note is taken of the climatic and topographical conditions while constructing these quarters. The result is that living is difficult in them and facilities like water cannot be adequately provided. All this adds to the decrease in the area of the various types being now constructed.

In Delhi, in the last 13 years only 48 quarters have been constructed. The staff are still compelled to stay in dilapidated, unsafe barracks. With all this only 48 per cent of the staff had been provided with accommodation and 52 per cent have to find their own accommodation. Transfers being frequent, most of the staff have to go without accommodation during their stay at this airport. They have to come for their duties at odd hours. These are some of the grievances of the CAD staff which I request the hon. Minister to look into. I also request him to take the union into confidence and redress their grievances.

I would now like to turn to the P. and T. We have heard about the delays in the delivery of telegrams. There have been so many complaints that telegrams are not being delivered in time. Despite so many complaints by the public and their representatives many times in this House, still nothing is being done in this connection by the Ministry. If the hon. Minister pays a visit—let it be in Delhi—to some of the telegraph

offices, he will be able to find some of the reasons for the delays in the transmission of telegrams.

Sir, from the reports that are available I feel that red-tapism has still got an unquestioned sway over the disposal of many issues. For instance, the report of the Telegraph Enquiry Committee which was submitted an year ago is still under consideration, and nobody knows how many years more it would take for the P. & T. Board to come to a decision on the suggestions advanced by the Committee. Everyone in India has become sick of complaining about the inordinate delays in telegrams. Government spokesmen have never placed the real factors before the public, and this House is still kept in dark as to what were the findings of the Telegraph Enquiry Committee and what steps have been taken by the Department to improve matters.

I do not know why the Government should not come before us with the full report. It is a common feature today to receive a telegram after three hours of its receipt at the major telegraph offices at which they were to be delivered. We need not go too far to find the truth behind this statement. I would again suggest that the hon. Minister may pay a surprise visit at even and odd hours to the principal offices in Delhi itself, and I am sure he will himself come before this House with the reasons for these delays.

Are these delays due to slackness of workers or due to the inadequacy of staff or due to employment of persons without proper preliminary training or due to the existence of worn-out machines?

Sir, the department is very ambitious in announcing teleprinter working between umpteen stations, but, at the same time, it has taken little interest to provide these offices with adequate number of good machines. It

has been the complaint of the employees in the Posts and Telegraphs Department that they are not provided with good machines. Stoppages on teleprinter circuits have become abnormal and majority of them are due to machine trouble. Even though the new Siemens Teleprinters have brought a sigh of relief to the telegraph workers, yet their number is few and far between and the maintenance squad is poorly equipped. Will it not be wiser for the department to stop opening new teleprinter circuits until the department has sufficient machines to be pressed into service? If the Department still feels anxious to march with the time, why should it not feel anxious to march with the time, why should it not place orders for the purchase of large number of these Siemens machines to cope up with the situation?

Efficiency of a service like the telegraphs cannot, at any rate, be maintained when we have defective machines. I understand that the Creed Company from which hundreds of machines have been purchased in the past have refused to supply spare parts in adequate numbers. If this is so, it is high time the department takes proper precautions in purchasing machines in future. It should also explore the possibility of getting the requisite spare parts from Creed Company through the good offices of our High Commissioner in London. I would also suggest that a survey of all the existing machines be made and adequate steps taken to re-condition them to give trouble-free service.

Sir, I understand that the Government is anxious to enter into an agreement with the Olivetti Company for machines. May I request the hon. Minister to call for a technical report on the use of the few machines purchased from the Olivetti Company so far? If my information is correct, the motors of these machines go out of order very frequently and the keyboard is too hard for operation at good speed when compared with

that of the Siemens teleprinters. I wish the hon. Minister would give deeper thought to this issue before embarking upon any manufacturing scheme.

It is not the machines alone, but the methods adopted to man them that would also affect efficiency.

Next I turn to the telephone service. There is still dearth of telephone equipments even though our production has increased doubly. While essential people and live organisations are being asked to wait for connections for want of equipment, yet innumerable number of defunct organisations continue to enjoy telephone facilities. I do feel the public should get a better service than the present half-hearted one.

Of course, it is beyond anybody's imagination to expect a squad of workers to serve the department with all the zeal necessary when we do not attend to their basic needs of life. The carrier and repeater equipment we have, mostly out of the remnants of war, are ill-equipped with components. While in other countries these repeaters are practically kept sealed and buried under the ground to give trouble-free service without anyone's attention for a minimum period of six months, here we have repeater stations with an army of RSAs and yet unable to rectify faults quickly. Will the hon. Minister make a survey of how many man-hours are lost due to channel disturbances?

Then I would turn to the problem of workers with particular reference to the Scheduled Castes and Scheduled Tribes. I am sorry to say that the department has not done justice to certain categories of clerical workers in the Directorate itself. While the Home Ministry is very anxious to improve the conditions and prospects of Scheduled Caste and Scheduled Tribe employees in the Directorate, the Directorate is still adopting dilatory methods in the matter of promotion of Scheduled Caste and

[Shri Manay]

Scheduled Tribe men to the cadre of assistants in the Directorate. If the hon. Minister is interested in going into the details, I am prepared to give him all the information that he would require. Knowing him as I do, I hope the hon. Minister would take note of this and would spare no pains to render justice to the employees belonging to the Scheduled Castes and Scheduled Tribes.

Lastly, I have to bring to the notice of the hon. Minister the defective postal service that is prevalent in the villages. I am speaking with a particular reference to Maharashtra. In the villages in Maharashtra it has been observed that letters are delivered, if I may say so, after a delay of not less than two weeks. There is a delay of not less than one week, say, in the of letters sent from Bombay City to the villages, particularly in Konkan Districts where the delivery man is supposed to visit a village only once a week. Supposing Monday is fixed as the day for a particular village, if a letter is received in the sub-post office on Tuesday that letter would remain undelivered for six days, till the next Monday when the turn of that particular village will come. This is a system by which this delay becomes unavoidable even though the department might feel inclined to over-come that day. I would request the hon. Minister to look into this case, where the villagers feel that grave injustice is being done to them by the postal authorities in so far as delivery of letters, delivery of parcels and delivery of telegrams are concerned.

So far as money orders are concerned, there are very many complaints that if a letter is delivered after a week, a money order is delivered after a month. I do not know whether the reasons are beyond the reach of the authorities there, but the reports that are available reveal that money orders are kept with the sub-post offices for about two weeks and in a leisurely way, as and when he

would get time, the money order man who is supposed to cover about 200 villages will take the money orders for delivery. This is a matter which should be looked into by the postal authorities. I personally feel that if the postal authorities are sincere in doing away with the inconvenience caused to the villages, they should find some method by which these delays could be overcome.

Shri Thanu Pillai (Tirunelveli): Mr. Deputy-Speaker, Sir hon. Members have spoken about ports and shipping. My hon. friend, Shri Raghunath Singh, while speaking about the new ports, forgot about Tuticorin.

Shri Raghunath Singh: I am sorry I have forgotten it.

Shri Thanu Pillai: I cannot forget it because it is in my constituency.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): We have not forgotten.

Shri Thanu Pillai: At least the Minister has not forgotten. I am thankful to him. But this project which had been expected to be started in the Second Plan has not come. Instead of people hoping for it, rather it has created a fear and stir in the minds of the people that it may not be included in the Third Plan. The Transport Ministry was good enough to write a letter to the Madras Government in 1958 asking them to go ahead with the inspection and the necessary tests to be conducted. In that letter they observed:

"The Sethusamudram project committee estimated the cost of the original integrated project for the construction of the Sethusamudram canal and the development of Tuticorin port at about Rs. 10 crores which included a provision of Rs. 1.6 crores for the development of the port. This estimate was considered to be an

under-estimate. According to the fresh estimates prepared by the Ministry of Transport and Communications, the cost of the integrated project would be Rs. 26 crores including Rs. 8 crores for Tuticorin port. In view of the existing financial situation, it was not possible for the Government of India to include provision for the Sethusamudram project in the Second Five Year Plan. But the question of development of the Tuticorin port would not be held up on this account".

This gives an idea that there was an intention to include it even in the Second Plan. Having raised that hope, there is some doubt now and there is no clear statement that it will be definitely included at least in the Third Plan. When we see the report of the Ministry, we find that Rs. 99 crores have been allotted for the development of ports during the Second Plan. So far, in the first four years, they have utilised about Rs. 25 crores, and the report says:

"According to present expectations, schemes costing about Rs. 48 crores will be carried over to the Third Five Year Plan."

So, after money has been allotted, the money is not utilised. Here is a case of development of Tuticorin port. There is demand for it from the people of the region. But the plea is that there is lack of finance. But then here is finance which is not being utilised, and it is being carried over to the next Plan.

The Sethusamudram project and the Tuticorin port are integrated. Even without Sethusamudram, Tuticorin by itself can be a major port. The present handling capacity is about a million tons with all the difficulties and with potentialities of further expansion. Even during the third Plan period, the Cargo is estimated to be a million and a half tons. One and a half million tons are expected to be handled by the Tuticorin

port during the Third Plan period. It could not be done without the development that is very urgent and essential.

On the western side, there is a demand for Mangalore to be developed as a big port. Even if both these ports are taken together—Mangalore and Tuticorin—the cost may not be more than Rs. 20 crores. Even if the Sethusamudram project is not taken up immediately and even if the hydrographic survey is continued, the survey will lead to new findings to the effect that the Sethusamudram project may be constructed even with a much lesser amount. I cannot understand why without definite data, without a definite conclusion about the feasibility, the idea of examination about it should be stopped. So, I request the Government to infuse some confidence in us by telling us whether they are going to include it in the Third Plan at least or not.

We are not accustomed to shouting and creating disturbances over these demands. We feel that as an integral part of India, we have got a right to demand certain things. Indeed, it is not a concession but a matter of right, and as a matter of right we say that this is essential for our region. So we are demanding it. Why should there be adjournment motions, strikes and threats of strikes and demonstrations in any part of the country if adequate attention is paid to the legitimate demands of the people? Of course, the Government could argue that the Tuticorin port will not be an economical one; that it will not be useful and that it is not necessary. If they say so with proof we are prepared to abide by their decision. But if it is found to be very reasonable and essential, there is no reason why there should be other arguments made to postpone the implementation of the project which is found to be necessary and essential.

Now, the second shipyard is to be located at Cochin. In this connection,

[Shri Thanu Pillai]

I may point out that there is a construction programme of countrycrafts at Tuticorin already. For hundreds of years our people there have been constructing these sailing vessels, from 50 to 350 tons or so. They do not have any modern facilities. There is no aid given to them so far. They have been asking for assistance for modern equipment and modern workshops and also facilities for buying the controlled commodities such as iron and steel for the construction of their boats. The Ministry would do well to help these poor builders to get the necessary timber and iron which are very essential and I hope the Ministry will also try to give some loan and other assistance to them by way of a good workshop with modern implements.

I now come to airways. My hon. friend Shri Osman Ali Khan pointed out the southern region in this regard. I submit that Government would do well to start a service from Madras to Colombo—Madras, Tiruchirapalli, Madurai and Colombo—with one of the big aircrafts. Ceylon is having two services—one on Colombo-Kanakeshanthurai-Madras route, and the other on the Colombo-Kanakesanthurai-Tiruchirapalli route. We are also entitled to have two services. We have now got one direct service from Bombay to Madras and Colombo. We had a service from Tiruchirapalli to Colombo for sometime. But for want of air craft or something also—for some economy measures—that service was withdrawn. In the southern region, especially from Madurai, Ramnad, Tirunelveli and Kerala State, there are large numbers of Indian residents who still continue to travel between India and Ceylon very often. The Madras-Madurai-Colombo service would be a paying proposition and the district of Tirunelveli which is now developing industrially—new industries are coming up there—has got vast potentialities for air passengers and for an air port. An air-trip there, which was constructed as a war-time measure at a place

called Kayathar, has been abandoned as useless. There are better places in Tirunelveli. The hon. Minister, during his visit there, had even seen those places and request for airport were represented to him. I think he would have been convinced of the necessity for an airport there.

I now come to the roads and the national highways. I find that there has been some slowing down in the national highway schemes in the southern region. The east coast road which was started some years back has been laid only in bits and the links of culverts or bridges have not been given. Therefore, the roads which have already been laid are deteriorating due to disuse. They have even spoiled the opportunity of country carts going by the old track, because the new road comes in, which is not completed and they not able to use either the old track or the new road. There is difficulty caused. So, I request that due attention may be paid to the Cape Comorin—Rameswaram road. That is a link in the Calcutta—Rameswaram road. In the Rameswaram—Cape Comorin road, bits are laid and they are not connected. I request that that may be looked into and due connections given.

Then, there are these by-ways. In Kovilpatti, there is national Highway No. 7, which goes into a congested town and unnecessary delay and difficulties are caused. So, there should be a by-way on that road and an alternate bridge at Tirunelveli, because the present bridge is old and narrow and it cannot carry the modern heavy vehicles. So, that also may be considered.

Coming to the P. & T., we had occasion to complain on the floor of the House and communicate to the Minister about the inefficiency in telephone operations. Now, with that inefficiency, there is the load of heavier rates. He has doubled the rates from Rs. 10 to Rs. 20. Telephone is not a luxury these days.

Shri Harish Chandra Mathur (Pali): He is charging for inefficiency.

Shri Thanu Pillai: Maybe it is a premium on inefficiency. I submit that in other countries there are two-part tariffs for residential and non-residential telephones. Companies, of course, pay out of the Government taxation; there is the 12 annas tax. They would calculate on that and whatever amount is paid, they do not worry. But the private individuals having residential telephones who could not afford other ways of conveyance, having a number of peons to go about, etc will be affected very much. This is the only thing by which they can easily contact other people and the rest of the country. Even that facility to be deprived and saying that it is a luxury is not proper. Of course, there is demand. Even if all the present telephones are to be disconnected and offered, there are new people who are prepared to take all of them and pay any amount. Even under the Own Your Own Telephone system, there are people in the country prepared to pay Rs. 2,000 and take all the telephones. Likewise, there are people who are prepared to pay high prices for all the essential commodities and grab everything. We will not be permitting that; we would be requisitioning, controlling and rationing essential things.

Shri Tyagi: It is not a question of supply and demand.

Shri Thanu Pillai: Shri Tyagi says that it is not a question of supply and demand. But the argument of the Minister for levying this high rate is that it is because of the supply and demand position and the lack of material.

With all that inefficiency, it is a necessity for the people. Those who want to use the telephones mainly for social service and other activities should not be deprived of this service. But if it is essential to increase the rate. I plead with the Minister that he should consider the suggestion of having a two-part tariff for residential

and non-residential connections. Regarding the per-call rate, having 10 calls instead of 12 calls and the concession he is giving by way of free calls, he might even withdraw that concession. But let him not increase the rate. That is my only submission.

About the P. & T. services, there have been a lot of recommendations here for construction of new houses payment of higher wages, etc. I do not grudge them, but their inefficiency is very bad and deplorable. Some letters posted at Madras come to Delhi after three days, after the person who posted that letter arrives here. They may not have loyalty to us, but if at least their loyalty to the Ministry and to Government had been unquestionable, we would have endured all the sufferings and endorse all the new emoluments to the staff and something more. But when we read their journals, it is painful. There is this magazine *The Post* in which they write about their rights, trade unionism, etc. I am reading from *The Post*:

"The position of the 'civil servants' who number a little over three millions has been assigned in the socialist pattern and that is to become politically impotent. However, we need not quarrel over this argument since a political right is got only by agitation and not by debating on the floor of the Parliament. But who is there in the House of the Representatives to voice forth on behalf of the Government servants when the voice of the opposition never penetrates into their ears which is full of the molten liquid of 'nationalism'. The others are mere followers of the 'Pied Pipers' of the Ministry."

The pied Piper is Shri Raj Bahadur. This quotation is with reference to his speech in Parliament. If this is going to be the attitude and loyalty shown to the Government and to the P. & T. department, then they do not deserve any consideration at our hands. I am

[Shri Thanu Pillai]

only sorry that every time an improper challenge comes, Government surrenders to them, I am yet to see one challenge being taken up. Once they take up the challenge, I assure Government that that opposition will be crushed to pieces by the people of India. The people of this country will not tolerate this non-sense.

Everything in this Journal Speaks about other countries. For example it says that the mails are carried by wagons to the aeroplanes and it is lifted by the aeroplanes in China. In India, do the postman carry all the mails to the aeroplanes on headloads? I cannot understand this.

Shri S. M. Banerjee (Kanpur): What is this magazine?

Shri Thanu Pillai: It is the postmen's journal, *The Post*. I have got a number of them.

Shri Raghunath Singh: It is a communist magazine.

Shri S. M. Banerjee: It is not a communist magazine; it is the magazine of the P. & T. Federation. I am the President of the all-India union.

Shri Raghunath Singh: You are not a communist; you are an Independent. (*Interruptions*).

Mr. Deputy-Speaker: Order, order.

Shri Thanu Pillai: I told it once before and I repeat it. Government and the Ministry are the guardians of these employees; they should be the guardians. But the guardian would not be intimidated and the whole country should not be held to ransom. They are a handful of people; not all the men in service could be disloyal. But the leaders, the people who are in the forefront leading the unions are normally from a group of people who want to use this forum for political purposes and for giving trouble to the Government and to the country. The hon. Minister has got experience in

handling "the well-paid pilots", strike in the Air India International; he has succeeded there, I want him to repeat that in this case. There is a report that some demands and threats of ultimatum are being given. I only wish to beg of the Minister and the Ministry that they should be firm to the last and not yield to threats.

Shri C. D. Pande (Naini Tal): Mr. Deputy-Speaker, I am really constrained to participate in this debate for two reasons or for only one reason, viz, to express the feeling that is in the minds of the public. It is a great public grievance that has to be given expression to in this House namely, the revision of the telephone tariff. It is questionable on two grounds, first on the basis or the manner in which this increase has been sought to be brought about and also the quantum that is proposed to be increased. Never before, for many years, were the rates of telephone or telegram or postage increased without the consent of the Parliament as that had been part and parcel of the Budget. For the first time, the hon. Minister has thought it proper to take shelter behind a certain obscure Telegraph Act of 1860 when there was no Parliament. It is said that there is authority under that Act to increase the rate as if it is a business concern where the demand has increased and the supply has decreased and therefore you can increase the prices.

15 hrs.

I appeal to this House that this should not be allowed to go unchecked because, after all, when Parliament is in session, when the Budget is under consideration, why was this revision of tariff not brought before this House in the form of a budget proposal? When we increase the railway rates, when we increase any tariff which touches the finances of this country the previous consent of Parliament is always taken. So, why should the tariff for telephone alone be excluded from the purview of Parliament?

In this connection, I would like to say something about the method of bringing this taxation, the manner of bringing it into force. It is likely to yield to the Exchequer, or is likely to cost the public, to the extent of Rs. 3 crores, and Rs. 3 crores is not a minor sum that you can ask the public to pay in a sort of demand and supply basis. The other aspect is the quantum of the tariff itself. Really speaking, never before have I seen such a rise in the tariff overnight to the extent of almost double. It is not only double but, in some cases, it is more than that and I will prove it. In such of the towns as had got automatic system the old rental was Rs. 10 a month, that is to say Rs. 120 a year. Now you propose to make it Rs. 240. That means that you are doubling the rental. Rental means, in this case, the charges for installing a telephone instrument, because you are not entitled to make a single call on that telephone free and you are charged under the call system. There are cities in this country—I belong to a place—where fortunately there is no automatic system yet and we belong to the category of 300 telephone connections. We instal a telephone connection by paying Rs. 270 a year and we can make as many calls as possible. There was a complaint at the time that people should not misuse the telephone unnecessarily and make calls for frivolous reasons. Suppose you get a telephone installed in your house by paying Rs. 240 or Rs. 270 a year. What is the quantum, what is the number of calls that you expect a subscriber to make per day? After all, do you expect him not to telephone even five times a day? Does a man instal a telephone connection in his house not to make even five calls a day free of charge? I think the normal frequency of 20 telephone calls on a particular day was supposed to be reasonable. If twenty is too high, let it be at least ten. Today the rental is Rs. 240 per year and two calls you are making free. That means that if I make eight calls a day, eight extra calls, I must pay

Rs. 1.20 or almost Rs. 40 per month; that is, about Rs. 500 extra per year. That is to say, the telephone system which was costing you for ten calls a day or more Rs. 270 or Rs. 240 a year, will cost you now Rs. 240 rental plus Rs. 40 a month for the same number of calls. I think it is a preposterous increase in the tariffs on telephones.

Now, what is the purpose? Do you want the telephone communication to increase or decrease? Do you want to impose a sort of excise duty so that people should be deprived of the use of telephones? After all, when once you instal a telephone the instrument is there and the staff is there and it is worked under the automatic system and you have no extra expenditure. But you are putting a tariff whereby it becomes prohibitive for a man to instal a telephone in his house or use it. Now with the revised tariffs, suppose a guest comes to my house, I always shudder lest he will grab my telephone and go on telephoning twice or thrice, because if he telephones thrice I have to pay eight annas, eight annas a day. Can you expect anybody to make less than ten calls a day? At least, I cannot. Of course, I cannot say about the Ministers, because they have not had the experience of paying for their telephone calls, but for us, the Members of Parliament—the public feels that our telephone is free whereas it is actually free only to the extent of five calls a day—how many Members can limit their calls to five a day?

Moreover, telephone is not a luxury. Of course, those who have got business houses where expense accounts are maintained, they can easily pay. It is time that there is a tremendous rush for telephones. But that should not make you grab more and more. You have to take care of the public needs. All people who have got telephones are not rich. All people who have got telephone connections cannot afford Rs. 240 a year plus 15 nP. per call. Now it is 15 nP. and not

[Shri C. D. Pande]

two annas. Whenever there is an opportunity you increase the rates. Two annas are equivalent to 12 nP. or 13 nP. but you have, on the ground of rounding it, made it 15 nP per call. Now you are increasing it further still. The result will be that there will be less and less number of calls. Though the instrument is there, the staff is there, when every thing is there, there will not be many calls, as far as the private citizens are concerned. There may be calls from the official telephones and business houses but the public will not be inclined to make calls. In fact, they will be deterred from telephoning and they will do it as little as possible lest they have to spend 2 annas on every call.

Apart from this, there is the question of trunk call charges. Ever since the telephone system has come into this country, there has always been a half-rate system. Today, as will be noticed, there is virtually no half-rate system. Formerly, between 9 p.m. and 8 a.m. there was the half-rate system under which you can make a call at 50 per cent charge. That was a concession which we used to enjoy so far. Then there was a time when only 30 per cent was charged. Now you have made it 40 per cent and the time between 11 and 12 in the night.

Shri Radhelal Vyas (Ujjain): In some places late fee is also charged.

Shri C. D. Pande: I think you have not only increased the rental of the telephone, which used to entitle one to innumerable calls before, but you have also inflicted a further rise in the trunk calls. For example, I used to call Naini Tal every day under the half rate system paying about one rupee and ten annas. Now, according to the revised tariff, it will be about 2-4-0. This is a very unwholesome system of increasing the tariff, increasing it without the consent of Parliament. The proposal should have been part and parcel of the Budget.

You have said that there is a deficit in the telephone department and that is why you are doing this. There were debates in this House for many hours on increasing the rates on postcards or envelopes or book parcels. Today we are collecting Rs. 3 crores—without any mention about it in the Budget, and the defence is that there is a provision in the Telegraph Act of 1860 when there was no Parliament, that the telegraph department can increase the rates on telegrams and, because telephone system is also a part of the telegraph system, so telephone rates can also be increased. That is a fine logic!

I will take some more minute to say a few words about the road system. There is a tremendous urge for roads in the hills. The hills have got no railways. Many members in this House would be surprised to learn that until the age of 12 I had never seen a railway train. There are no railway lines in the hills. I can say that 80 per cent of the hill population have never seen a rail carriage or a railway engine. The only method of transport used to be walking on foot. Since motorable roads is a quick means of transport you should pay particular attention to that aspect in the hills so that it would compensate the lack of other means of transport, because there is no navigable river, there is no boat, there is no railway line.

Dr. P. Subbarayan: There is a lake at Naini Tal.

Shri C. D. Pande: It is only for recreation not for transport. Therefore, I would request the hon. Minister to give particular attention to the road system in the hills. He should also reduce the charges of telephones and restore them to the original level.

Mr. Deputy-Speaker: Pandit Thakur Das Bhargava. He will also try to condense his remarks within 15 minutes.

Pandit Thakur Das Bhargava (Hissar): Certainly Sir. Even less than that.

Shri Basappa (Tiptur): I did not catch your eye.

पंडित ठाकुर दास भार्गव : जनाब डिप्टी स्पीकर साहब, अभी मेरे लायक दोस्त ने, जिन्होंने मुझ से पहले तक्रार की,

Dr. P. Subbarayan: I would request my hon. friend, who knows well enough that I do not know the language, as he knows English to speak in English.

Shri C. K. Bhattacharya (West Dinajpur): We will be satisfied with five minutes.

पंडित ठाकुर दास भार्गव : दो तरह से मामला तय हो सकता है—या तो यह कि मैं अंग्रेजी बोलूँ, या कि अग्नारेबल मिनिस्टर हिन्दी सीखना शुरू करे।

श्री च० क० पांडे : आज अंग्रेजी में बोलिए।

पंडित ठाकुर दास भार्गव : जब कभी कोई मुझे हुक्म देता है तो मैं तामील करता हूँ, लेकिन मैं यह भी चाहता हूँ कि मेरी दरखास्त भी सुनी जाय और जो हम हिन्दी में अर्ज करते हैं, उस को समझा जाये।

I will do it.

My hon. friend who has just preceded me has brought out the point very clearly which I had included as number one in my list. So far as the Telephone Department is concerned, may I humbly submit that the principle which is applicable to all cases of this nature is one which is applicable to the Railways also. How do the Railways increase their freight rates and fares etc.? The principle is there that if the traffic can bear something, up to that extent

only the Railways can increase their freight rate etc. That was the principle in England and in other places. I wish that in regard to all commercial undertakings this rule be applied.

Am I to understand that the Telephone Department would not work if this increase is not made? That is not the case of the hon. Minister. He has increased by a fiat. It must be noted that the Railway rates cannot be increased in this way and the other rates cannot be increased in this way. The only way is that they are regarded as a tax. It is quite true that even now the people will use telephones. I do not agree with my hon. friend when he says that people will not use the telephone. They have been so habituated to it that they will use it up to the time they can find the money for this. But is it constitutional, it is right, is it just and fair to increase the rate by a stroke of pen at the dead of night without any person knowing about it in the land? You do not take the sanction of the Parliament. No tax can be levied except with the sanction of the Parliament. This is the rule according to our Constitution.

Now some person might say that this is not a tax. But I must submit that this is nothing but a tax. It is regarded as a tax in the case of Railway fares, post office charges etc. and it is nothing but a tax. I would therefore humbly submit that the proper way would have been to come before the Parliament and get its sanction as sanction is got in the case of taxes. I do not know of the provision in the Telegraphs Act. The provision must be there, otherwise the hon. Minister would not have resorted to it. But even if it was there it was wise to come to the Parliament and get its sanction. That is the only way in which it should be done. Otherwise, somebody would bring some amendment to the Telegraphs Act and see that that power is taken away for the future. We do not want it to remain there for your purpose. The

[Pandit Thakur Das Bhargava]

only way in which this should have been done is through the sanction of Parliament.

As regards the rates my hon. friend has said enough. I submit that as a matter of fact these should not have been doubled in that way. So far as social activities and private affairs are concerned for which a telephone is used, it will be used less than before. It is not right that in regard to all these matters you increase the rates in such exorbitant manner.

I have to say something more about the telephone system also. I do not know the principles on which this number of sanctioned connections is assessed in various localities and how they are allowed to be given. As regards my own town, Hissar, now the population has increased from 26,000 souls to about 75,000 to 80,000 souls and I know so many applications for connections are there. I do not think people get connections in two, three or four years. The number sanctioned is very small even as compared to other districts. Now it is a growing district in which Bhakra water has come and everything has increased. So far as the sanctioned strength of the system is concerned, I would request the hon. Minister kindly to revise it and make it at least 400 so that people may get telephones.

So far as the inconvenience is concerned, I am very glad that Shri Raj Bahadur was once pleased to phone to me to say that between Hissar, Rohtak and Delhi the connection has been strengthened. I was very happy to hear that and I acknowledged with thanks the information. But now I find that after a few months every time when we say, "Please connect me to So-and-so", they say that the line is out of order. It is so difficult to . . .

The Minister of State in the Ministry of Transport and Communications

(Shri Raj Bahadur): After that the traffic has increased.

Pandit Thakur Das Bhargava: If the traffic has increased the income too has increased. Why should you double it now? Therefore my submission is that connections should also increase but at the same time the line should not go out of order so often.

Then the complaint is there that to whatever you say to the servants of the Telephone Department you receive a reply which is not satisfactory. I am very sorry to say so but it is so.

As regards post offices also I may submit that at many places new post offices should be opened. In all those places the difficulty is that the population has increased, the amount of work has increased and the number of letters has increased. For instance, two days back I went to a place. They complained in a public meeting in one of the *mandis* siwani Mandi 25 miles from Hissar that they have got no post office. Similarly, I receive complaints from Hissar Mandi. There is no telephone there. In cases like this the previous list should be revised and where now on account of the growth of *mandis*, towns etc. these things have become necessary they should be done.

Now I come to the one subject on which I wanted to speak in the main. Two years ago on the 27th March, 1958, I submitted in this House for the consideration of the hon. Minister a matter of very great public importance. That was about the bullock cart. We hear so much about ships, railways, lorries and other modes of transport here but we do not hear anything about bullock carts nor is there any mention about it in the official reports of the Ministry sent to us. According to the statistics, there are about one crore bullock carts in this country and an increase of two lakhs every year. This is

according to the statement of my hon. friend himself. What is the amount of work that they do? According to the statistics, they carry more passengers than the railways, the inland system and any other mode of transport. They carry more passengers. They carry more goods. But for them, so far as transport in this country is concerned, it would not be carried on conveniently. If that is so, may I humbly ask as to what has been done by this Department so far as bullock-carts and those people who use bullock-carts as also the owners of bullock-carts are concerned? Has anything been done?

In the year 1944, this Department appointed a Bullock-Cart Sub-Committee. What has it done? It brought out five papers, at the same time came to a conclusion and said that Rs. 50,000 will be spent for a particular purpose. Has a single pie out of that money been spent? Have their tyres been made better? Have the rims been made better to 3 and 3½ inches as was suggested then? Has anything been done?

Our hon. Prime Minister went to China and saw there bullock-carts fitted with rubber tyres. He came back with great enthusiasm and it happened that Rs. 2 crores were sought to be appropriated for the purpose of improving bullock-carts and giving them rubber tyres. When the Planning Commission went into this question they said that it was impracticable for the present. Last time when I talked about this our hon. Minister rightly said that it is an impracticable proposition as it involved the expense of 9,870 crores. If you want to have rubber tyres for all the carts, according to the present value Rs. 560 are required to furnish a bullock-cart with rubber tyre wheels. If that is so, I do see that it is an impracticable proposition. You want about Rs. 500 crores for this purpose above.

Then the hon. Minister stated—I am only refreshing his memory—that a very great amount of money will be required to resurface the roads for such use. I quite agree with him that it is impracticable if this is to be done in this way. But are there no other means in which some relief can be given to those bullocks which pull the carts? After all, now the bullock-cart carries from 16 to 25 maunds, whereas if this amenity is provided they will carry from 50 to 65 maunds. This is the estimate of the Ministry itself.

A proposal was sent to the Ministry for the purpose of being explored so that some relief could be given. There is one Dr. Roy, who is interested in this matter. He wrote some letters and sent some cuttings from American magazines from which it appears that second-hand rubber tyres could be had at very cheap rates in America. The hon. Minister is very sympathetic towards the village people and he wants to do something. I do not deny that. He went into the question with Dr. Roy. He wanted to do something. But, as a matter of fact, I feel that he is unable to do anything. His department would not allow him to do anything. They put him on the wrong track and said, "Let us have an experiment". They tried to show that when the mud was two feet high the bullock-carts would not go through with a pair of rubber tyres. I quite agree with that. If the mud is two feet high or even one foot high, no cart, no lorry, no motor will pass through that. That is perfectly right. But at the same time it is not that every day of the year they have to pass through muddy roads.

Last time I requested the hon. Minister that as his Secretary was going to America for some other purpose let him also explore this question. It appears he did not go into this matter; he never approached those people who published articles in the magazines that second-hand tyres could be available at very low

[Pandit Thakur Das Bhargava]

prices. On the contrary he, or our Ambassador there, sent the information that for Rs. 200 some second-hand tyres could be had, but they were not meant for the bullock-carts used in the villages. They were only meant for carts used in urban areas. From the letter—I saw that letter—it appears that they were meant only for urban areas. I would be happy even in urban areas if second-hand tyres could be tried so that the bullock-cart transport could be facilitated.

Then I found that the measurements of the rubber tyres given in the letter were such that, I am afraid, it was impossible to fit those rubber tyres on our bullock-carts which are running in the cities also. Therefore, I submitted to the hon. Minister, "If you go in for those tyres, I am very much afraid that you will be spending your money uselessly." So far as this question is concerned, I hope the hon. Minister will be pleased to explore it by sending a special man to America who would go into the question and find out whether it is possible to get rubber tyres at low prices. This has not yet been done—I wish this had been done—and I hope the hon. Minister will go into this matter which is an important one.

The real difficulty is that these village people are very poor and they cannot take recourse to strikes or threats or anything of the sort. They are unorganised people; these bullocks are mute—they would not raise any signs of protest. But at the same time their interests are of paramount importance. So far as the hon. Minister is concerned, I think he is the one Minister on whom I can rely for looking to these interests.

There was a proposal that these bullock-carts should be fitted with ball bearings so that their course

could be smooth but that too has not been tried. There was another proposal also that iron tyres of 3½ inches dimension should be put on wooden wheels but no experiment has been made in this regard. Nothing has been done. My complaint is this: even if we are unable to do a thing, it should be tried and we should at least know that something has been done in this direction.

As regards the fitting of ball bearings I would submit that it is not a difficult task. It can be done in India; it can be easily done. But even this experiment has not been tried. I for one cannot suggest anything new. I am not an expert, but I would beg the hon. Minister to kindly see that this matter is explored earnestly and sympathetically. This is all I want to submit. I am very anxious that the interests of those people are looked into. You may do whatever you like. We do not want that Rs. 500 crores should be spent on this. I know it is impracticable. But at the same time you could have a phased programme, say, over a period of ten years. About these rubber tyres, a certain company was charging about Rs. 465 for making rubber tyres. Now, the United States have brought it down to a reasonable figure; it can be done in Rs. 200. There will be two advantages if we use rubber tyres. Firstly, they could be used in bullock-carts and that will give more convenience. Secondly, he-buffaloes will be used all over India—they can be had at a reasonable price of Rs. 75—and these bullocks will be used for cultivation purposes, whereas they are now being used for transport purposes also. Therefore, we will be giving double blessing and double benefit to the village people.

Shri Braj Raj Singh (Firozabad):
More votes also in the elections.

Pandit Thakur Das Bhargava: As I submitted, the village people are not organised; they do not demand these things. But at the same time our Government does not look to votes alone; it looks to public convenience and to the benefit of the village people. Therefore, I would submit that another effort—a serious effort be made to go into all these questions and at the time of the next budget we should hear that something has been done in this connection. That is all I have to say.

The Deputy Minister of Civil Aviation (Shri Mohiuddin): Mr. Deputy-Speaker, Sir, the discussion has thrown up certain points regarding the administration of Civil Aviation including the Indian Airlines Corporation.

Shri Osman Ali Khan referred in detail to the working of the Indian Airlines Corporation and made some valuable suggestions for which I am thankful to him. I assure him that his suggestions will be fully considered by the Indian Airlines Corporation and effectively carried out wherever it is possible.

It is no doubt true that the Indian Airlines Corporation has been running at a loss from 1953-54 to 1958-59 and the loss has gradually come down from Rs. 1.19 crores to about Rs. 91 lakhs in 1958-59 and it is expected that in 1959-60 the losses will be about Rs. 55 lakhs. It is a good sign and I hope the efforts at reducing these losses will continue.

Shri Supakar: The loss of Rs. 55 lakhs in 1959-60?

Shri Mohiuddin: The loss by the end of March, 1960 is expected to be—of course, it is only an approximate figure—about Rs. 55 lakhs.

The Indian Airlines Corporation has been incurring losses during the last so many years but the House may remember that the private Air companies before nationalisation were also

incurring losses and the Government had given them rebates on petrol. The losses incurred in the Indian Airlines Corporation had created a feeling that the Indian Airlines Corporation can run only on losses and this feeling that we cannot do anything to balance the income and expenditure had permeated the organisation of the Indian Airlines Corporation itself and that was rather unfortunate. Shri Osman Ali Khan had quoted from the findings of the Committee in which they have referred to the lack of cost consciousness. The Government had appointed the Committee of experts to suggest ways and means to run the Indian Airlines Corporation without losses and if possible with profits.

Shri C. K. Bhattacharya: Without increasing the fares.

Shri Mohiuddin: As regards the fares Shri Tariq also mentioned that we should reduce the fares—there has been this suggestion from some quarters of the House and also from the public that the fares should be reduced. I may mention that the fares of the Indian Airlines Corporation are the lowest, are one of the lowest in the world.

Shri Braj Raj Singh: What about the income in the other parts of the world?

Shri C. K. Bhattacharya: It may appear to be the lowest when compared to U.K. and U.S.A. But at the same time the per capita income of the people in those countries should be taken into account.

Shri Braj Raj Singh: That he will not tell you.

Shri Mohiuddin: The hon. Member may remember that the aircraft is the same all over the world, the cost of maintaining aircraft is the same all over the world.

Shri Harish Chandra Mathur: It is much different in other countries.

Shri C. R. Pattabhi Raman (Kumbakonam): The salaries are different.

Shri Mohiuddin: The price of the petrol, including the tax, is one of the highest.

An Hon. Member: And the Ministers are also the same.

Mr. Deputy-Speaker: Order, order.

Shri Mohiuddin: Anyhow the feeling had grown up, and suggestions had come that the fares should be reduced and the Airlines Corporation should touch even those places where there was no possibility of generating more traffic, on the other the feeling was that the losses should be reduced as much as possible.

Of course it is in the interests of the country that a commercial Corporation should run at a profit, and in appointing the Committee the purpose was that suggestions might be made as to how to reduce the cost as well as how to increase revenue. The criticism that the Committee has directed to the management of the IAC has gone home, and I am glad to report that there is an all-round effort to increase the revenue on the one hand and to control the cost on the other.

One of the yard-sticks by which the costs can be measured is the cost per ton-mile. In 1955-56 the cost per ton-mile was Rs. 1.76 and since then it has gone up to Rs. 1.83. But I am sure that with the efforts that the Indian Airlines Corporation are making to control the costs, the costs per ton-mile will come down in the near future.

One important indication for lowering the cost is that, for example, in 1958-59 the revenue had increased by 16.89 per cent over the previous year of 1957-58. The cost had gone up, that is the expenditure had gone up by 14.04 per cent. The margin between the increased revenue and the increased cost was only about 2 per cent. But in 1959-60—of course I am only giving the revised figures for 1959-60—the revenue is expected to go up by 5.20 per cent and the ex-

penditure is expected to go up by 1.71 per cent. This is a very good indication, and I am sure that with the efforts that the Indian Airlines Corporation are putting into increasing efficiency we will show a profit in the near future.

My feeling is that 1960 to 1962 is a vital and turning point for the Indian Airlines Corporation, and if full efforts are made to control the expenditure with the increasing revenue, the balance sheet will show better results.

Now, Sir, if any commercial corporation were to show profits and show better result, it is necessary that the financial structure of that corporation should also be on sound lines. So far as the losses incurred by the Indian Airlines Corporation from year to year are concerned, sometimes Rs. 119 lakhs or Rs. 108 lakhs, as I have mentioned, were given as loans to the Indian Airlines Corporation, and it was expected that those loans would be repaid. It was decided last year that instead of making up the losses as loans to the Indian Airlines Corporation, Government should give them subsidy and that the subsidy should be based on standard cost. The Committee has recommended the standard cost. And I hope that the standard cost as recommended by the Committee, or as revised and approved finally by Government will be adhered to.

In order to write off the previous losses, the decision of the Government has been implemented this year in which Rs. 5,88,81,000 has been sanctioned as subsidy representing the accumulated losses of the Corporation from 1953-54 up to 31st March 1959.

15-37 hrs.

[SHRI MULCHAND DUBE *in the Chair*]

In the sum of Rs. 5,88,81,000 Rs. 2,31,99,000 represents the cash losses up to 31st March 1959. This amount will be refunded to the Government in repayment of the loan on this

account. The balance of Rs. 3,56,82,000 representing the depreciation part of the accumulated losses will be paid to the Corporation who, in turn, will deposit this amount with the Central Government in an interest-bearing deposit. By this decision, the accumulated losses of the Corporation revealed in the balance sheet are being wiped out and the balance sheet will now show a better financial picture.

Hon. Members have repeatedly made the suggestion that we should have a Viscount service to Madras in the mornings. The same question was raised during the Question Hour a number of times, and I had as far as possible explained the difficulty in the way of introducing the morning services to Madras with only ten Viscounts which the Indian Airlines Corporation have at the present moment. Of course there are other difficulties as well. For example, a base, an engineering base has to be established at Madras in order to start a morning service from that place. I entirely agree with the hon. Members that if there were a morning service from Madras to Delhi and from Delhi to Madras, the timings will be much more convenient for the southern region, for Trichinopoly, Bangalore and other places.

Shri Narasimhan: And the southernmost region.

Shri Mohiuddin: Not Salem!

Shri C. D. Pande: Salem and Bangalore are the same.

Shri Mohiuddin: I do agree that it will be convenient. But there are difficulties at the present moment, and there are genuine difficulties both in respect of the number of aircraft as well as in the matter of starting a new engineering base for the Viscount at Madras.

The complaint has been made about the booking offices. There are complaints. The method of booking does also require improvements. Centralised booking of seats would be the

best solution. Still, till we make that final arrangement, I am sure the local improvements are being made in regard to services rendered by the booking offices to their clients. I have myself felt that there is a definite improvement in the services rendered by the booking offices to the clients and the services rendered to the passengers in the aircraft.

Shri Narasimhan: Very poor.

Shri Mohiuddin: If there are any complaints, I would request the hon. Member to let us know, so that the I.A.C. may have in their possession definite knowledge about particular complaints, so that they can be rectified.

Sri D. R. Chavan (Kārad): To whom are the complaints to be made, to the Minister or to the I.A.C.?

Shri Mohiuddin: If you write to the Minister, certainly every attention will be paid to remove the complaint.

Shri Osman Ali Khan: Many of the complaints have remained unanswered.

Shri Mohiuddin: I am very sorry if they have not been answered, I will look into that.

Shri Osman Ali Khan has also suggested that a new leg for night air mail service should be started connecting Trivandrum, Bangalore, Begumpet and Nagpur. It is a good suggestion. Apart from the present difficulties in the number of aircraft, I do not know whether additional quantum of mail will be available for a special plane to leave Trivandrum, touch Bangalore and Begumpet and go to Nagpur, because the quantum of mail is an important factor. I am not sure about it, but this suggestion will be communicated for examination to the Indian Airlines Corporation and to the Director-General, Posts and

[Shri Mohiuddin]

Telegraphs, who, naturally, deals with the air mails.

Shri Manay has dealt with some points regarding the staff. I wish hon. Members, when they come to know of any complaint regarding the staff, first communicate it to the Minister or to me, and if our replies are not satisfactory, then they can raise it in the House. I believe that is the convention that has been established. As far as I remember, Shri Manay never wrote about it, and I think the complaint that he has made is purely a one-sided representation from some interested parties.

Shri B. K. Gaikwad (Nasik): He had represented last year, that is what he said.

Shri Mohiuddin: He raised a point about residential quarters. I entirely agree with him that sufficient number of quarters have not been built. I am glad that he has brought this point forcefully to the notice of the House, and I am sure that more houses will be built. We will certainly look into the possibilities of increasing the construction of houses for the employees of the Civil Aviation Department, especially in the far-off regions and at airports which are at a distance from the towns.

Shri Narasimhan has suggested that an aerodrome should be built at Salem. The policy regarding construction of aerodromes is based on two considerations: there must be possibilities of increasing traffic from the place chosen and attention will be paid especially if it is not conveniently connected by trains; secondly aerodromes should be built at places where they would be required as diversionary airports either for international service or domestic service. Suggestions for airports are considered on the basis of these two principles that have been laid down. I assure my hon. friend that his suggestion

will be considered on the basis of these two criteria.

With these remarks, I wish to close my speech.

Shri B. C. Mullick (Kendrapara—Reserve—Sch. Castes): The Ministry of Transport and Communications is an important Ministry which is responsible for the development of transport, which is of national importance to the country. It has to meet the demands for the development of roadways, waterways, airways and railways also in co-ordination with the Railway Ministry.

My first observation will be about ports. There are only six major ports in the country, and they cannot meet the growing needs of trade. After independence I think no sincere steps have been taken to have the required number of major ports to meet our day-today needs. There are 226 minor ports on our coastline which extends to about 2,900 miles. I am sorry to find only a few out of these 226 minor ports are receiving attention under the Second Plan.

In the east coast Paradip offers the best site for a Central project, and this has already been referred to by an hon. Member. French, German and Japanese experts have all given a favourable opinion in regard to the development of this port. This port began functioning as a minor port in 1958. Even within a short period of five months during the fair weather season in 1958-59, five ships were successfully loaded with about 25,000 tons of Sukinda iron ore. The deposits of iron ore available at Sukinda area are calculated to be more than 130 million tons. From this area alone, at the rate of about two million tons of iron ore, Paradip would continue to export to foreign countries for 50 years or more. The high grade ores from Tomka mines in Sukinda which are being exported by S.T.C. through Calcutta port, at the export price of Rs. 57 per ton, would

cost only Rs. 37.7 per ton if exported through Paradip port. It will be the cheapest port in the country. There is also the possibility of earning foreign exchange to the tune of Rs. 5 to Rs. 10 crores a year which would greatly benefit the country as a whole in carrying out its programme of national development. The development of port facilities at, and transport facilities to Paradip Port would open up a vast hinterland, rich in forest, mineral and industrial wealth, consisting of not only the State of Orissa but also South Bihar, Eastern Madhya Pradesh and Eastern Uttar Pradesh. According to the report of the model studies at the Poona research station, Paradip has been recommended for the building of a coastal harbour just like those at Madras and Visakhapatnam. The cost of building the harbour would be about Rs. 6.83 crores for export of two million tons of iron ore per year. So, there is ample justification for developing Paradip port as a major port. I strongly urge that this port should be taken up immediately for execution as a top priority project.

I am glad that Government have granted a sum of Rs. 11.81 lakhs for the construction of a road from Tomka mines to Jenapur canal head, but in the absence of a high-level bridge over the Brahmani river at Kabataband, it will be impossible to carry the iron ores from Sukinda to Paradip port throughout the year. Government should provide money for the construction of this bridge. The cost of construction of this bridge is estimated at about Rs. 90 lakhs. I would urge that this amount should be sanctioned soon.

I have moved a cut motion regarding the construction of bridges over rivers on the national highways, especially on those passing through West Bengal and Orissa. Recently, Orissa and West Bengal have joined together in one zone for purposes of rice supply. If the bridges are constructed over all the rivers on the national highways, then

they will be easily approachable to each other. This matter should get sincere consideration at the hands of Government, so as to meet the demands of these two friendly States. Here, I would like to say a word regarding Assam also. A sum of Rs. 4 lakhs were sanctioned as early as 1954 for the purpose of purchasing two ferry-crafts to be placed on the national highway in Jogighopa-Pancha Ratna, but till now, the ferry-crafts have neither been purchased nor been placed in the crossing. I would request the hon. Minister to look into the matter.

Now, I come to the next important aspect, and that is about the plight of the extra-developmental employees in the Postal Department. There are about one lakh extra-departmental employees who are working under this Ministry. Government are really callous towards these people. These people are doing the best service to the people in the villages. An one-man committee was appointed to go into their conditions of service etc. and the report of that committee was submitted to the Ministry more than a year ago, but I regret that Government have not taken any sincere steps to consider this matter. These people are undergoing several hardships due to the levying of taxes on the necessities of day-to-day life. It is undemocratic to keep this matter pending for years and years. We want a definite reply from the hon. Minister on this matter.

There is also a demand for a recognised union of the extra-departmental employees to enable them to ventilate their grievances. It is a legitimate demand. We, that is, some Members of Parliament met the hon. Minister Dr. P. Subbarayan in this connection, and he promised to do the best in the matter.

I want to say a few words now regarding the Regional P. & T. Advisory Committees that are functioning in the

[Shri B. C. Mullick]

States. These committees should work above party-politics. From my own State, 20 Members have been elected to Lok Sabha, of whom 13 Members belong to the Opposition Parties, but I am sorry to say that all the Members who have been represented on the Advisory Committee belong only to the Congress Party. That is not a healthy sign of democracy. Some of the Members of the Congress party are also continuing for more than one term. That is also a very bad sign. One must not be represented on this committee for more than one term.

Coming to village roads, I have to make a few observations in that connection. The progress made with regard to the construction of roads in rural India is not satisfactory. There are, of course, various schemes under which grants are given to the States for the development of roads. But I am sorry to say that during the three years of the Second General elections, I could not see any road having been constructed in my constituency. The old major roads are not maintained properly either. The House will be surprised to know that during the first three years of the Second Plan, only 15½ miles of new roads have been constructed throughout my State under the Works Department. From the report of the Orissa Government, I understood that Government of India had promised a sum of Rs. 70 lakhs for expenditure on nine road-projects under the Grant-in-aid schemes. So far, beginning from the First Plan, only one road-project out of nine has been completed. The rest are in the womb of Mother India.

I am glad that the Government of India have promised to finance upto Rs. 6.67 lakhs, the construction of a road to the places of Buddhistic interest, such as Ratnagiri, Udayagiri and Lalitgiri. This amount is not adequate. The hon. Minister of State, Shri Raj Bahadur visited this place and made a

very excellent speech there, and promised to provide all the facilities required. I would request him also to provide the tourists with rest-houses in Ratnagiri, and also give the amount that he had promised, and increase the amount provided in this year's budget to connect up these places by roads.

My last point is regarding the conversion of the extra-departmental sub-offices into departmental sub-offices, so as to improve and give more facilities to the villagers in the rural areas. I demand that all the existing extra-departmental sub-offices should be converted into sub-offices. In my constituency, there is an extra-departmental post office at Kaipara. Before Independence, it was functioning as a departmental office, but now it is neglected. It has got a beautiful office building, staff quarters and sufficient land. I request the hon. Minister to look into the matter.

Shri Harish Chandra Mathur: My interest in road transport arises out of a little study which I had occasion to make as a Member of the Road Transport Reorganisation Committee. The more I studied this subject, the more I felt that this important industry had been criminally neglected at the hands of the Central Ministry. I have made a particular study of this subject, and I find that either there is not a proper understanding of the entire subject or for certain other reasons, the Ministry is finding itself ineffective in the matter.

When the Report of the Road Transport Reorganisation Committee was discussed on the floor of this House, out of about 28 Members, 27 Members gave their fullest support to that report, stressing on the Ministry to implement those recommendations as early as possible. But what do we find today? We find that all the important recommendations remain pigeon-holed or remain somewhere, which I do not know. What is the difficulty of the

Ministry in implementing at least those recommendations with which they were primarily concerned, and where even the States were not concerned?

They had to set up a certain organisation at the Centre, to strengthen the working of the Ministry, and certain recommendations were made in that regard. I do not know why they have not been able even to strengthen the organisation in the Central Ministry. It is my feeling that if the railways have always got the better of the roads, it is only because they have got a strong Railway Board here at the Centre with their full weight and acting in the fullest measure. It is really surprising that road transport has not been able to do even an insignificant thing in this respect.

16 hrs.

Again, so far as the Plan allocations are concerned, I could not understand why it was not possible for the road transport organisation to get even the very meagre provision placed at their disposal utilised to get a little foreign exchange to build all the bridges which serve to remove the great bottlenecks in road transport. I was further amazed and surprised to find that the Plan allocations in the Third Five Year Plan are the poorest so far as road transport is concerned. The increase in the quantum of the Plan from Rs. 4500 crores to Rs. 7000 crores should have been reflected in the provision for road transport in the Third Plan. We had in the Second Plan about Rs. 250 crores; it was actually Rs. 246 crores which was cut down to Rs. 244 crores. In addition, there was another Rs. 25 crores at their disposal. I understand the provision in the Third Plan for road transport is Rs. 250 crores. This is almost fantastic. It appears to me that the Ministry has completely failed put forth a strong case and carry conviction with the Planning Commission.

It is agreed on all hands here that the road transport is by far the most efficient mode of transport. It is only road transport which could reach the farthest corners of the country and serve the rural population. It is only road transport which could reach the homes and hearths of the people. I quoted figures from all the various countries on the Continent, in the USA—everywhere—to show that further outlay in capital in every progressive country was declining so far as railways are concerned and going up progressively so far as road transport is concerned. Here it is just the other way round. I would strongly plead with this House that out of the Plan allocations—if they cannot stretch the Plan further—Rs. 200 crores should easily be cut down from the railways and passed on to road transport, if rural India is to be served, if villages are to be served and if we are to carry on with the efficient mode of transport that road transport is, if we are not to relegate ourselves to outmoded transport so far as the railways are concerned. I understand the importance of the railways where you have got industrial centres, where you have to carry a particular type of freight, where you are building up steel plants and the like. But I strongly plead that the provision for road transport should be raised from Rs. 250 crores to Rs. 450 crores if we are to make any headway in this matter. The importance of road transport must be understood.

When I was speaking in the general discussion of the Budget, I pointed out to the hon. Finance Minister—and I also had a talk with him—that out of the total of Rs. 21 crores he is raising by taxation, as much as Rs. 13 crores is a definite weight only on road transport. I cannot understand how such an impost could be justified. The Planning Commission and all other bodies which have gone into the matter have clearly made out a case that road transport in this country is the most heavily taxed. As a matter

[Shri Harish Chandra Mathur]

of fact, the Central Government are advising all State Governments not to tax road transport further, while they themselves are going to tax road transport in a fantastic manner. Can the advice of the Central Government carry any conviction with the State Governments? It is definitely bound to fall flat on the State Governments when they know that the Central Government themselves are going just the other way round. As a matter of fact, what we find is that the State Governments and the Central Government are vying with each other in taxing road transport.

There is an insidious propaganda—against which I warn the Minister—being carried on by certain larger units. These larger units come and whisper: 'Well, road transport can absorb a little more taxation'. I wish Government to understand that this is only to drive out the smaller unit, the smaller man who is there in the road transport. It is done with a view to drive out the smaller unit, the road transport, which is most labour-intensive and must be given a proper place in our transport system. I do hope that the hon. Minister will be able to protect the legitimate rights of road transport. It is my grave charge against him that he has so far completely failed to protect the legitimate rights of road transport, even though he is in charge of it. (*Interruption*).

Another thing which beats my comprehension is the taxation on diesel. We taxed diesel last time. Again we have taken a very big slice of taxation. What is the argument behind it? I have tried to understand it from the Finance Minister. I have tried to get certain information from the Minister of Transport. I wish him to make the House understand whether it is their intention to shift road transport from diesel to petrol. Is that possible? Is petrol a more efficient fuel? Will they be able to change the balance by this taxation? I say it is not going to be

there. A very competent authority from the finance side informed that has been a shift because there was an impost last year to the extent of about 18 per cent. I say it is absolutely wrong. I challenge that statement. I would rather like the Minister in charge of Road Transport to clarify this position on the floor of this House as to whether there has been any shift because of this impost last year or there is going to be any shift simply because of the impost this year. It is only going to hit the consumer, the poor man, who has no other mode of transport. There is no other mode of transport which goes to the rural areas; it is only the bus which does so. By this impost Government are just hitting the middle class and the lower middle class.

I wish to further warn the Minister because the whole thing is based on a very superficial view which is taken. It is really unfortunate that the Finance Minister has not got the facts and figures. It is really unfortunate that he has not made a real study of the impact of this taxation. I wish to state on the floor of the House that the effect of this heavy impost on diesel is going to be this, namely, the increasing use of kerosene. Increasingly kerosene is being used and being mixed with diesel, because kerosene is cheaper than any of these fuels.

Shri Ramanathan Chettiar (Pudukottai): There is a definite shift due to last year's impost.

Shri Harish Chandra Mathur: I wish you give the hon. Member an opportunity to explain this.

I have asked for facts and figures from the Finance Ministry; I have asked for information from the Ministry of Transport. I have asked for them from the very best authority who have got these statistics—and they have completely failed. As a matter

of fact, they made a clean confession of the fact that there has been no shift.

Shri Chintamani Panigrahi (Puri): He has the figures with him.

Shri Harish Chandra Mathur: Those people who are the authority have confessed. I accept the challenge. I throw it as an open challenge. Let the Minister of Transport state that there has been a shift, that there would be any shift. I warn him that the shift is this: that these people have started using kerosene oil increasingly for mixing it with diesel. This is a very dangerous thing. I know nobody in the Treasury Benches will have the courage to have that impost on kerosene oil and tax it to that extent.

An Hon. Member: More costly.

Shri Harish Chandra Mathur: I make a strong plea on this point that the Government should state what the position is. I will not be satisfied if they say that they have appointed the Neogy Committee and they are awaiting its Report.

16.09 hrs.

[MR. SPEAKER in the Chair]

They have completely prejudiced the recommendations of the Neogy Committee by taking certain steps at the present stage. Not only that, they are prejudicing all the evidence of the various committees which have gone into this matter. These bodies advised Government just the other way round. Government are completely ignoring the advice tendered by the various bodies which were appointed and which have gone into this matter. I do hope that the Minister will be able to put his weight and see that this impost on diesel is removed.

Then I would like to say something about tourism. I made out the point last time that Government have cut down the foreign exchange allowed to tourists going from here. What has

been the effect of it? You say that you have saved about Rs. 7 or Rs. 8 crores through this process. I asked him to check up these figures from the Reserve Bank. You will find that the money which was flowing in from outside has also been reduced accordingly by about Rs. 10 crores or Rs. 8 crores. You have not saved in foreign exchange whatsoever. You have only encouraged black-market and the malpractices. Tourists going from here use the money which is available in bank balances outside this country. After all, tourism is a two-way traffic and you must recognise it. Let us understand that tourism has given us Rs. 20 crores by way of foreign exchange. Let us at least learn the business aspect of tourism.

It is estimated not only here but from outside also that tourism is going to increase considerably during the next 5 years. If it is going to increase that way, my point is that we must see that tourism is made a two-way traffic.

Even at present what I find is that the hotels in Delhi are completely booked. Have you made any arrangements to see that you can take the tourist traffic which is likely to increase during the next 5 years? It is supposed that it is likely to give you foreign exchange to the tune of about Rs. 40 to Rs. 50 crores. I am not exaggerating it a bit. As a matter of fact, the figures given are that we are likely to get from Rs. 50 crores to Rs. 60 crores by the end of 1966 simply out of this tourist traffic. If it is so, then all side arrangements have got to be made.

It is not only that. When you get the tourists you may not be able to make arrangements for the transport. We must see whether the Indian airlines inside the country are capable of lifting the tourist traffic or not. Have we taken note of the fact or not? Have we made arrangements that we will be able to move the tourist traffic which is likely to increase during the next 5 years?

[Shri Harish Chandra Mathur]

What about our hotel accommodation; what about our wayside accommodation? I hope the Ministry will throw some light on the subject. We just go in a lopsided manner; we do not take an overall picture; and we do not make adequate arrangements on all these sides.

Then, I would like to mention about Posts and Telegraphs. It is really unfortunate that the Posts and Telegraphs Administration is at its lowest ebb of efficiency, both in the matter of posts as well as in the matter of telephones and telegrams. You will see that the efficiency has gone down from year to year. I would like to know from the hon. Minister what definite and positive steps he proposes to take not only to arrest this deterioration but also to see that this most essential public service is improved and gives satisfaction to the people.

What we have received is only a cent per cent increase in our telephone bills. Though the Minister may be technically correct, I join issue with him and I definitely deprecate the manner in which this tariff has been revised and raised. It is fantastic—I do not think it is an unparliamentary word, and I have no other word to use.

We are all the time talking of social services. But what I find is that the social services are available only for the richer classes. The social services available in this country are made so costly that they are available only for the capitalist classes or the richer classes. It may be possible that the richer classes have a greater demand for these telephones, that they are able to pay for all these telephones. But you are definitely knocking out the middle classes; you are knocking out the smaller businessmen and you are making it absolutely impossible and difficult for them.

We hear strong voices being raised for raising the small-scale industry. But do you think that the small-scale

industrialist who has nowadays got to be on the phone can pay the revised rates? Do you think that the middle class man or the higher middle class man who is educated and intelligent, who is the only person who can make a proper use of the telephone is going to use it? They will not be satisfied by duplicating the calls from 10 to 20 basic per month. They won't be able to pay Rs. 240 in a lump sum as if everybody has got a bank-balance for everything he does.

Mr. Speaker: The hon. Member must conclude.

Shri Harish Chandra Mathur: I will finish in a minute, Sir.

Simply for small administrative conveniences you have ridden roughshod over the feelings of the people. Government may be able to carry through these things. But let it be noted that they have been very ill received and everyone concerned feels strong resentment about the manner in which it has been done, about the exorbitant rates charged. Nobody could have imagined that you could revise your rates like this straightaway in a precipitate manner. (*Interruption*). The railways could have done the same thing. They also have their freights and fares; and they could also raise their freights and fares in this way without coming to Parliament. If this sort of tendency is allowed to develop, I think, it would be most dangerous for democracy. I hope the hon. Minister will take a warning from the feelings of the people. If he goes to the Central hall and if he cares to stay there for a few minutes and like to hear the talk on the subject he will find that this act of his has been resented by everyone there.

Shri C. D. Pande: I am opposed to it.

Shri Harish Chandra Mathur: I, therefore, strongly plead with my hon. friend to see that these rates are

revised back to their original level. You have got a telephone factory of your own. You have got a cable factory of your own. As a matter of fact, we expected that with all the telephones being manufactured here, with all the cables being manufactured here, you will be able to make them cheaper. But you have not got that efficiency to cut down your costs (*Interruption*). You ask the people to pay through the nose for your inefficiency. There is very little justification for that.

I will say just one word about civil aviation. My hon. friend, the Deputy Minister just now explained that they are cutting down their losses. I am not at all happy at the manner in which they are cutting down their losses. They say that they have cut down their losses from Rs. 96 lakhs to Rs. 55 lakhs. How have they achieved it? They have not achieved it by cutting down the cost of operation. He himself admitted that the cost of operation has gone up. They have achieved it by concentrating traffic only between Calcutta and Bombay and Calcutta and Delhi and Calcutta and Madras. These places are highly commercialised places where you can always try such methods, and reduce your losses.

You are not opening new routes. Even those places which were on the map previously have been knocked out and have been brushed aside. We wanted a connection for Udaipur and Jaipur and what have they done? we were paying for any losses which were going to be incurred after introducing the service. But what is the manner in which you are operating the air service to Jodhpur? It is going to be twice a week. How do you think that a passenger who goes to Jodhpur today is going to wait there for his next plane after three days? At least a little commercial outlook should be there. You should think of opening the country. We cannot afford to have absolute rigidity in developing social services. Nowhere in the world have they developed the air services

and civil aviation in this manner. In civil aviation you have got to take a broader outlook. The social services have got to be developed. This is really our resentment; this is the resentment all over the country at the manner in which the Ministry is functioning without caring for the feelings of the people and without giving them better services. We do not want you to be absolutely uncommercial; but utility has been very much ignored.

श्री बजरान सिंह : अध्यक्ष महोदय, जिस तरह टेलीफोन की दरों को इस विभाग ने बढ़ाया है उस तरीके और उन के रेटों के खिलाफ भी मैं अपना सख्त विरोध प्रकट करता हूँ। खास तौर से संसदीय परम्पराओं में जब संसद् बैठ रही हो तब रेवन्यू बढ़ाने का कोई काम संसद् के बाहर किया जाय मिनिसट्री के द्वारा, इस से बड़ी संसद् की प्रतिष्ठा की कोई और हानि नहीं हो सकती, इस से बड़ी बेइज्जती और कोई संसद् की नहीं हो सकती। ३ करोड़ ६० इकट्टा करने की बात है। ३ करोड़ ६० इकट्टा किये जाने के लिये बजट में कोई बात लाई जाती तो मुल्क को यह मालूम होता कि आप इस तरह से रुपया इकट्टा करने जा रहे हैं, संसद् के मेम्बरों को मालूम होता कि आप उसे इकट्टा करने जा रहे हैं। लेकिन संसद् की बैठकें यहां हो रही हों और संसद् के बाहर आप यह एलान करते हैं कि हम ३ करोड़ ६० टेलीफोन की दरों को दुगुना कर के इकट्टा करेंगे। प्रश्न सिर्फ इतना नहीं है कि आप ३ करोड़ ६० टेलीफोन की दरों को दुगुना कर के इकट्टा करना चाहते हैं, प्रश्न यह भी है कि क्या यह उचित है संसद् की परम्पराओं के मुताबिक जब कि संसद् का अधिवेशन हो रहा हो तब आप बाहर इस तरह का कोई काम करें। अध्यक्ष महोदय, आप की बार बार इस तरह की व्यवस्थाएँ हुई हैं कि जब संसद् की बैठकें हो रही हों तब मंत्रियों को कोई भी भेजर पालिसी स्टेटमेंट अर्थात् कोई सिद्धान्त बक्तव्य

[श्री बजराम सिंह]

बाहर नहीं देना चाहिये। लेकिन यहां सिद्धान्त वक्तव्य की बात नहीं है, यहां तो रुपया इकट्ठा करने की बात है, कर लगाने की बात है, और उसे बाहर किया जाता है। मैं इसके खिलाफ धपना सक्त विरोध प्रकट करता हूँ।

अब प्रश्न यह उठता है कि जो लोग टैलीफोन का इस्तेमाल करते हैं उन के ऊपर इस तरह जो आप दुगुनी दर लगा रहे हैं इस से उनका कोई फायदा हुआ या सरकार को कोई रुपया मिलेगा? मुझे भय है कि जो लोग अब तक टैलीफोन का इस्तेमाल कर रहे थे वे यह देख कर कि दरें दूनी कर जा रही हैं, कहीं कहीं और भी ज्यादा बढ़ेगी इस का इस्तेमाल रोक देंगे। और जब उस का इस्तेमाल रुकेगा, कनेक्शन्स कटेंगे, तो जो दुगुना रेट कर रहे हैं, वह आप को नहीं मिल सकेगा। इस लिये मैं निवेदन करूंगा कि मिनिस्टर महोदय से कि वे अपने इस गलत कदम को वापस लें। मैं स्पष्ट तौर पर एलान करें कि उनकी गलती थी कि जब संसद् की बैठकें हो रही थीं तब संसद् के बाहर इस का एलान किया गया। अगर अगले आम बजट में उसे लाना चाहें तो लायें, लेकिन कम से कम इस साल उसे लागू न करें।

अभी मेरे माननीय मित्र श्री माधुर ने कुछ हवाई सर्विस के बारे में कहा, इस से पहले मिनिस्टर महोदय ने भी कुछ बातें कहीं हैं। कुछ आश्चर्य की बात है। मैं मानता हूँ कि यह कोई अच्छी बात नहीं है कि वह हानि को घटा कर १ करोड़ से ५५ लाख पर ले आये हैं। लेकिन दरअस्त जो तरीका सोचने का है वह यह है कि हम हवाई जहाज की सर्विसिज पर इतना ध्यान दे रहे हैं, मुल्क में इस को खोलना चाहते हैं ताकि

इस में अधिक से अधिक लोग चले। लेकिन हमें सोचना पड़ेगा कि कौन से लोग हैं जो हवाई जहाज में चल सकते हैं जिन से हमें मुनाफा मिल सकता है। एक तरफ हवाई जहाज की बात आती है और दूसरी तरफ इस मुल्क में १ करोड़ १० लाख बैलगाड़ियां मौजूद हैं। इन बैलगाड़ियों का सुभार करने के लिये, उन की व्यवस्था को ठीक करने के लिये कहीं पर एक करोड़ रुपया भी देने की कोई बात नहीं है। जरा सोचें कि कितने लोग इस से लाभ उठाते हैं। और दूसरी तरफ हवाई जहाज को सवाल है, जिन से मुश्किल से १/५० फी सदी लोग भी लाभ नहीं उठा पाते हैं मुल्क के। इस की तरफ हम इतना ध्यान देना चाहते हैं। मेरे इस कहने का यह मतलब नहीं है कि हम हवाई सर्विस की व्यवस्था को न सुधारें। सुधार सकते हों तो सुधारें, लेकिन इस का कर्नई यह मतलब नहीं होना चाहिये कि हम वहां नुक्सान देते चले जायें और हमारे ट्रांसपोर्ट के जो दूसरे हिस्से हैं उन को हम इस बुरी तरह से लापरवाही में डाल दें, उन का कोई विकास न हो सके, उन का कोई उत्थान न हो सके। आज मुझे दिखता है कि जिस तरह से सरकार की नीति चल रही है, उस के मुताबिक हम अधिक से अधिक योरोपीयकरण की बात करते हैं, हम अपनी अर्थ व्यवस्था का, अपने जो ट्रांसपोर्ट के साधन हैं और और अपने रहन सहन के, जिन्दगी के तरीकों का अधिक से अधिक पश्चिमीकरण करना चाहते हैं, लेकिन जो हमारी अपनी चीजें हैं और जो हमारे मुल्क की अर्थ व्यवस्था में बहुत आवश्यक है, उन की तरफ हमारा ध्यान नहीं जाता। मैं निवेदन करना चाहता हूँ कि अगर हम अपने मुल्क की अर्थ व्यवस्था को ठीक करना चाहते हैं, उसे सुधारना चाहते हैं, तो जिस तरह से हम ने खट्टर का विकास किया या जिस तरह से उस के लिये सरकार से सहायता दे कर बहुत

से लोगों को रोजगार दिया है, उमी तरह से हमें बैलगाड़ियों को भी कुछ सहायता देनी पड़ेगी, उस का भी हमें विकास करना पड़ेगा। मेरे मित्र श्री ठाकुर दास भागव ने बार बार इस बात को कहा है, इस साल भी उन्होंने कहा कि जो बैलगाड़ियों के पहिये हैं हम उन के विकास की तरफ क्या कर रहे हैं? जो गांवों की सड़कें हैं उन के विकास के लिये हम क्या करने जा रहे हैं? क्या हम उन को बनवाने जा रहे हैं? लेकिन मुझे अफसोस के साथ कहना पड़ता है कि उन गांवों की सड़कों को बनवाने का जहां तक सवाल है, उन को सुधारने का जहां तक सवाल है, गांवों की जनता को जो खास तरीका है चलने का, जो उस के साधन हैं माल ढोने के या खुद चलने के, उन के विकास का कोई प्रश्न नहीं उठता है। कहा जाता है कि तृतीय पंच-वर्षीय योजना में न सड़कों के विकास के लिये कोई अर्द्धी निधि रखी जा रही है और न इधर कोई ध्यान दिया जा रहा है। मैं निवेदन करूंगा कि यदि हम अपने मुल्क की अर्थव्यवस्था को उन लोगों के एस्टेमाल में ले जाना चाहते हैं जो लोग कि पिछड़े हुए हैं, जो ग्रामीण हैं, जो आगे नहीं बढ़ पाये हैं, तो फिर हमें अपने पूरे दृष्टिकोण में परिवर्तन करना पड़ेगा। इस संदर्भ में मुझे यह याद आता है कि रेलवे की तरफ हम कितना ध्यान देते हैं। जब भी रेलवे पर बहस होती है अधिक से अधिक कोशिश की जाती है कि उस में रुपया लगायें। लेकिन जब ट्रांसपोर्ट मिनिस्ट्री पर बहस का सवाल आता है, जब सड़कें बनवाने का सवाल आता है तो मुझे अफसोस के साथ कहना पड़ता है कि ट्रांसपोर्ट मिनिस्ट्री और मिनिस्टर लोग उस पर कोई ध्यान नहीं देना चाहते हैं। पिछले साल जब यह बात कही गई तो यह सफाई दी गई मिनिस्टर-होदय की तरफ से कि उन में और रेलवे मिनिस्टर में कोई मतभेद नहीं है। मतभेद की बात कौन कहता है? लेकिन जिस विभाग के आप इन्चार्ज हैं, जिस के अर्थ जिम्मेवार हैं, उस के अन्दर आने वाले

विषयों का विकास करने के लिये आप क्या कोशिश कर रहे हैं। इस मुल्क की अर्थ-व्यवस्था में यह आवश्यक हो गया है कि हम यह देखें कि आने जाने के ऐसे कौन से साधन हैं जो कम पैसों में जनता तक पहुंचाये जा सकें। मेरा निश्चय मत है कि रेलवे व्यवस्था बहुत खर्चीली होती जा रही है। एक मील लम्बी लाइन डालने के लिये हमें १७ लाख ६० खर्च करने पड़ते हैं और एक मील सड़क डालने के लिये मैं समझता हूँ कि अर्द्धी से अर्द्धी सड़क ५०,००० ६० से १ लाख ६० के बीच में बन सकती है। जहां पर हम एक मील रेलवे लाइन डालेंगे वहां १७ मील लम्बी सड़क बन सकती है, तो हमें सोचना चाहिये कि आगे वे लिये, आगे आने वाले हिन्दुस्तान में हमें किस व्यवस्था पर चलना पड़ेगा, हम अधिक से अधिक रेलों का विकास करें या अधिक से अधिक सड़कों का विकास करें। मुझे भय है कि मिस्ट्री का ध्यान इस तरफ नहीं जा रहा है, और अगर जा रहा है तो वह इतनी कमजोर है कि प्लानिंग कमिशन से अपनी बात नहीं मनवा सकती है, दूसरे मिनिस्टर लोग उसके सामने अपनी चीजों को रख सकते हैं लेकिन पूरा नहीं करवा सकते हैं। मैं कहना चाहूंगा कि हमें सड़कों पर विशेष ध्यान देना चाहिये।

16-28 hrs.

[SHRI MULCHAND DUBE in the Chair]

आखिर हमें बैलगाड़ियों की व्यवस्था को रखना है या मोटर की व्यवस्था को रखना है। अगर जो और चलने के साधन हैं मुल्क के उन का विकास करना है तो तब तक उन का विकास नहीं हो सकता जब तक अधिक से अधिक सड़कें हम न बनायें। सरकार की तरफ से यह बहाना भी मिल जाया करता है कि केवल नेशनल हाइवेज की देख भाल करने की जिम्मेदारी उन की है और दूसरी सड़कें

[श्री बजराम सिंह]

राज्यों के विषयों में हैं, डिस्ट्रिक्ट बोर्ड्स के अन्तर्गत आती हैं या ग्राम पंचायतों के अन्तर्गत आती हैं। किसी के भी अन्तर्गत आये लेकिन सरकार की जिम्मेदारी है कि वह सारी सड़कों की योजनाओं को अच्छे ढंग से बनाये और यह देखे कि वे अच्छे ढंग से चलती हैं। लेकिन अगर सिर्फ नेशनल हाई वेज की बात हो तो मैं यह कहूँगा कि वह केन्द्रीय सरकार के कामों में आती हैं, जो अन्तर्राज्यीय महत्व की सड़कें हैं, आर्थिक महत्व की सड़कें हैं, जो एक राज्य को दूसरे राज्य से जोड़ती हैं, उन के लिए केन्द्रीय सरकार की जिम्मेदारी है। मैं पूछना चाहता हूँ कि अब तक कितनी ऐसी सड़कें बनाई गई हैं, या कितनी ऐसी सड़कों के लिए सहायता दी गई है जो अन्तर्राज्यीय महत्व की सड़कें हैं, जो आर्थिक महत्व की सड़कें हैं, जो एक राज्य को दूसरे राज्य से जोड़ती हैं। मेरा खयाल है कि सम्भवतः न कोई ऐसी सड़क बनाई गई है और न ऐसी सड़क के लिए कोई सहायता दी गई है। अगर आप ऐसी सहायता नहीं देना चाहते हैं तो कैसा मुल्क बनाना चाहते हैं। मेरी मंशा इस के कहने से यह है कि अन्तर्राज्यीय महत्व की सड़कों को या जो एक राज्य को दूसरे राज्य से जोड़ती हैं उन के द्वारा आप आर्थिक रूप से एक राज्य को दूसरे राज्य से मिलाना चाहते हैं तो ऐसी सड़कों को आप बनवायें। मैं निवेदन करूँगा कि सरकार को इधर अधिक ध्यान देना चाहिए। एक इस तरह की सड़क है भागरा जिले को राजस्थान से मिलाने वाली। यह दो ऐसे राज्य हैं जिन को मिलाना बहुत आवश्यक है सड़क के जरिये। सरमथुरा से सोरों तक या एटा तक। यह बहुत पुराना और ऐतिहासिक मार्ग है। बार बार यह बात कही गई है लेकिन इस की तरफ सरकार का कोई ध्यान नहीं जा रहा है। इन दो राज्यों को मिलाने के लिए इस सड़क का निर्माण किया जाये। इस सड़क के निर्माण में कोई ब्यादा खर्च होने कावा नहीं है लेकिन कभी

इस ओर ध्यान नहीं जाता। मैं कहूँगा कि यदि अन्तर्राज्यीय सड़कों को आप बनवाना चाहते हैं, अपने कर्तव्यों में यह बात रखना चाहते हैं, आर्थिक महत्व की सड़कों को बनवाने की कोई बात करना चाहते हैं तो फिर कम से कम इस सड़क को लेकर आप को १०, २० या २५ हजार रुपया खर्च करना चाहिए। आप सिर्फ नेशनल हाईवे की बात न करें, इस तरह की सड़कों को भी आप को बनवाना चाहिए। लेकिन मुझे अफस है कि सारे का सारा सोचने का तरीका गलत हो गया है। जहाँ पश्चिमीकरण की बात आयेगी वहाँ हमारी सरकार का ज्यादा ध्यान जायेगा। जहाँ पर पिछड़ी हुई अर्थ व्यवस्था को सुधारने और विकास करने का सवाल आयेगा वहाँ पर सरकार दब जाया करती है। जो लोग इस के बारे में सोचते हैं वे यह सोच बैठते हैं कि उन की बात चल नहीं सकती। इस संदर्भ में मैं कह रहा था कि अब समय आ गया है कि सरकार को सोचना चाहिए कि अधिक से अधिक गाड़ियों का विकास करना चाहिए, अधिक से अधिक सड़कों का विकास करना चाहिए, खास तौर से ऐसी सूरतों में जब सड़कों पर रेलों के मुकाबले कम खर्च करना पड़ता है। सड़क बनाने से न सिर्फ हम कम पैसे में सड़क बना सकते हैं बल्कि अपने मुल्क की अधिक से अधिक आबादी को काम भी दे सकते हैं। सरकार को यह सोचना पड़ेगा कि हमारा ध्यान रेल पर अधिक जाये या सड़क पर अधिक जाये। सरकार को इस मौलिक समस्या के ऊपर सोचना पड़ेगा। मेरा निश्चित मत है कि सरकार को आज जो वह रेलों का विद्युतीकरण करने जा रही है और जिस पर कि करोड़ों रुपया खर्च किया जायेगा उस विद्युतीकरण को छोड़ कर या रेलों का जिस तरह से विकास हो रहा है उस विकास कार्यक्रम को रोक कर सड़क के विकास पर उसको अपना ध्यान केन्द्रित करना चाहिए और सड़कों के विकास

के काम को सरकार को अपने हाथ में लेना चाहिए। मैं ट्रान्स्पोर्ट मिनिस्टर साहब से आशा करूंगा कि वे अपनी बात को मंत्रिमंडल में अच्छे तरीके से रखें और उस के लिए प्लानिंग कमिशन पर जोर डालें ताकि सड़कों के विकास का काम हाथ में लिया जाये और उस पर काम शुरू हो जाये। आखिर हमारी तृतीय पंचवर्षीय योजना बन रही है और मैं जानना चाहता हूँ कि हमारी सड़कों के विकास के लिए क्या कार्यक्रम रखा गया है या नकशा बनाया गया है और किस तरह सड़कों का निर्माण करके मुल्क के पिछड़े इलाकों को जोड़ना चाहते हैं और किस तरह यह रोड डेवलपमेंट प्रोग्राम को आगे बढ़ाना चाहते हैं? मैं आशा करूंगा कि मंत्री महोदय उधर ध्यान देंगे।

पोर्ट्स के डेवलपमेंट और विज्ञान का भी प्रश्न हमारे सामने है। इसके बारे में यहाँ पर काफी चर्चा की गई है। जहाँ तक इसका प्रश्न है कि उनका विकास होना चाहिए और पोर्ट्स अधिक बनने चाहिए तो इस में तो कोई दो राय हो ही नहीं सकती। अब इन पोर्ट्स में जो हमारे मजदूर लोग काम करते हैं और खास कर कलकत्ता पोर्ट में जहाँ कि आज मजदूरों में असन्तोष है वहाँ उनको सन्तुष्ट करने का प्रश्न विशेष रूप से हमारे सामने है और मैं जानना चाहूँगा कि इस प्रश्न को हल करने के लिए यह मिनिस्ट्री क्या ध्यान दे रही है और क्या कदम उठा रही है? जब यह बात आती है तो इस के लिए कह दिया जाता है कि यह काम तो सम्भवतः लेबर मिनिस्ट्री का है, काम मंत्रालय का काम है। मैं उदाहरण के लिए कहना चाहूँगा कि कलकत्ता के डीक लेबर बोर्ड पर आपकी मिनिस्ट्री का प्रतिनिधित्व है, लेबर मिनिस्ट्री का प्रतिनिधित्व है लेकिन यह सब कुछ होते हुए भी वहाँ काफी मड़बड़ चल रही है। स्टैंडार्ड वहाँ पर मजदूरों का शोषण कर रहे हैं, मेहता कमेटी

की रिपोर्ट से यह साफ हो गया है। लेकिन हम देखते हैं कि सरकार के यह कहने के बावजूद कि मेहता कमेटी की रिपोर्ट और सिफारिशों को सरकार ने मंजूर कर लिया है और सरकार उनको अमल में लाना चाहती है, आज तक उन्हें अमल में नहीं लाया जा रहा है। लाखों रुपया सरकार का गोलमाल किया जा रहा है। मैं आशा करूँगा कि मजदूरों के हित को दृष्टि में रखते हुए सरकार उस मेहता कमेटी की रिपोर्ट को जिसे कि उठाने स्वीकार करना पड़ेगा, मजदूरों में शान्ति और संतोष की भावना पैदा करते के लिए वह उस कमेटी की सिफारिशों पर जल्द से जल्द अमल कराते के हेतु आवश्यक कदम उठायेगी। ऐसा करते से कलकत्ता पोर्ट में जो कि हमारे देश का एक बड़ा पोर्ट है उस में शान्ति और व्यवस्था कायम रखते में काफी मदद मिलेगी।

देश में विशेष कर ग्रामीण क्षेत्रों में पोस्ट आफिसेज की संख्या बढ़ाते को बात कही गई है। मैं मानता हूँ कि हम अधिक से अधिक पोस्ट आफिसेज खोल रहे हैं लेकिन मुझे इस सम्बन्ध में अफसोस के साथ कहना पड़ता है कि नये नये पोस्ट आफिसेज खोलते के बारे में सरकार के पास जो रिपोर्ट आती हैं सम्भवतः वह गलत होती हैं, गलत रिपोर्ट आती हैं। हम एक खास दायरे में तीन मील के दायरे में एक पोस्ट आफिस ले आयेगे, इस तरह की गलत रिपोर्ट आती हैं क्योंकि कहीं कहीं पर तो १०, १० मील तक भी कोई पोस्ट आफिस नहीं है। ऐसे स्थानों पर नये पोस्ट आफिस खोलने की बात नहीं चली है। मैं आशा करूँगा कि सरकार का ध्यान जल्द से जल्द इधर जायगा और अधिक से अधिक पोस्ट आफिसेज खोले जाकर ग्रामीण जनता को यह सुविधा तो दे ही दी जायगी कि उनके लिए तीन तीन मील के फासले पर एक पोस्ट आफिस जरूर हो जाये।

[श्री बजरंग सिंह]

जहां तक ट्रंक टेलीफोन कौल्स की दरों का सवाल है मैं समझता हूँ कि उस पर पुनर्विचार करने की जरूरत है। जो नई दरें लागू की गई हैं उन से जनता को बहुत परेशानी हो रही है। उसके बारे में सरकार पुनर्विचार करके न सिर्फ अपनी आमदनी बढ़ा सकती है बल्कि जनता को संतोष भी प्रदान कर सकती है।

एक्सट्रा पोस्टल डिपार्टमेंटल स्टाफ के बारे में जो कमेटी बनी थी और उस ने जो सिफारिशों की हैं उन सिफारिशों को लागू क्यों नहीं किया जा रहा है। मैं जानना चाहूंगा और संसद को इस बारे में जानते का हक है कि सरकार उनके बारे में क्या रण्य अस्तियार कर रही है? उन सिफारिशों को अखिर हम कब तक के लिए टालना चाहते हैं?

यह कुछ बातें थीं जो कि मैं ने आपके सामने निवेदन कीं। मैं फिर जोर के साथ कहना चाहूंगा कि एक तो बैलगाड़ी की व्यवस्था को आप को ठीक करने के लिए जोर देना चाहिए और उस पर ध्यान देना चाहिए क्योंकि यह बात साफ है कि अगर उधर ध्यान नहीं दिया जायेगा तो हम सिर्फ मोटर कार से, बस से और रेल से ही इस देश की अर्थ व्यवस्था को अच्छे ढंग पर नहीं ला सकते हैं। इसलिए बैलगाड़ी पर ध्यान दे कर एक करोड़ रुपया उधर लगाइये। मैं समझता हूँ कि एक साथ ही ५०० या १००० करोड़ रुपया नहीं लगा सकते लेकिन दूसरी या तीसरी पंचवर्षीय योजना में इसके बास्ते २०, २५ करोड़ रुपया रख कर ट्रान्सपोर्ट के साधन बढ़ा सकते हैं।

दूसरे रेल और रोड ट्रान्सपोर्ट के कोअर-डिनेशन का जो सवाल उठता है तो उस में हमारी गवर्नमेंट ऐसा न करे कि रेल चूँकि हमारी नेशनलाइज्ड अंडरटैकिंग है इसलिए

उसको फायदा पहुंचाते के लिए हम हमेशा रोड ट्रान्सपोर्ट के रास्ते में रुकावटें डालते जायें। इस समय का जो बजट है उस में करीब १२, १३ करोड़ रुपये का जो टैक्स है वह सिर्फ सड़क परिवहन से वसूल किया जाता है और उस से इस पर चोट लगती है। इसका नतीजा यह होता है कि इस से न सिर्फ रेलवे को अप्रत्यक्ष रूप से फायदा पहुंचता है बल्कि वहां पर जो इन को कोशिश करनी चाहिए, एकोनामिक तरीके से चलने की, उस में भी वह कोशिश नहीं करते हैं। मुझे आशा है कि अब सरकार का ध्यान अधिक से अधिक रेल ट्रान्सपोर्ट की तरफ से हट कर रोड ट्रान्सपोर्ट की तरफ जायगा जिससे कि पिछड़ी हुई अर्थ व्यवस्था का विकास किया जा सके।

Shri Basappa: Mr. Chairman, Sir, in a developing economy such as ours the importance of this Ministry need not be emphasised. The forces released by our Five Year Plans and other things have led to greater production in this country, and the main question will be how far our transport system will be able to cope up with the needs of our State at this juncture. From this point of view, when our industrialisation is taking place at a greater speed, when our exports and imports are also expanding, when the passenger traffic and goods traffic are equally expanding, it is but natural that this Ministry should receive the greatest attention.

Sir, we have been saying that the railway system is getting over-worked. Naturally, the road system and the water system equally gains importance. In this context, Sir, my hon. friends have referred to certain ports. I come from a State which has nearly 200 miles of coast-line in the west. Therefore, I would like to look into the port system of this country. What do I see? This country has a coast-line of nearly 3000 miles with only seven major ports or so. The goods

carried through these ports is very heavy, and it is high time that we should look into the development of other ports in this country.

The few major ports of our country are already over-worked. For example, we hear every day of the congestion in the Calcutta Port, in the Bombay Port, in the Madras Port. We hear every day of the labour troubles that are going on there. Therefore, it is very very necessary that a re-alignment of the pattern of our commerce in this country should take place. It is high time that we do it. From that point of view, if we look at the map of our country, there are only two States which have no major ports: one is Orissa and the other is my State, the Karnataka State, the bigger Mysore.

In this State of Mysore there are ports which can become major ports if only a little attention is given. There is the port of Karwar which has been proclaimed by many many engineers in the past, there is the port of Mangalore, there are other small ports like Bhatkal and others. What has happened to all these ports? Look at the exports and imports of that part of the area. We have iron ore and manganese ore to be exported, we have rich *malanad* where the coffee plantations, tea plantations, cashew-nut trees and sandalwood trees are there and for which we have to import lot of fertilisers from other parts of the country. More than that, the fishing industry in that part is very very important and lot of exports take place. In these circumstances, the necessity for the development of these ports on the west coast, the Karnataka area, assumes greater importance.

I said that there should be a re-alignment of the pattern of commerce in this country. Why did I say so? It is not out of any narrow consideration that I said so. We must take the national consideration and also the regional consideration. The export of manganese ore or iron ore

through the port of Bombay or Madras or Calcutta would cost us more. The very savings in the cost of transport through these ports would go to develop the port of Mangalore or the port of Karwar as well as the road system in that part of the country. I do not know why this has not been thought of. And even if it has been thought of, I do not know why it has been shelved. I have not been able to understand it.

I know a little of the history of the past in regard to these areas, and especially about the Bombay port and the Cochin port. Probably, in those days, the authorities of the Bombay port thought that much of the trade of that big area which was then called Vijayanagar empire—once upon a time the Karnataka area was called the Vijayanagar empire—could pass only through Bombay, and the people of those areas then thought that their trade could pass only through Bombay. So, there has been a positive neglect which amounts, so to say, to a scandal in regard to the development of Karwar or Mangalore all these years, and you may understand it if you refer to the history of this part of the country. In these circumstances, I wish the Ministry to take note of the high feelings that are in the minds of the people there.

I am not coming in the way of the Tuticorin port. Let not my hon. friend Shri Thanu Pillai say that I am saying something against him. I do not say anything at all against his claims. This country needs more major ports. My only claim is for the development of Mangalore. Mangalore port has a capacity of 3 or 3½ lakh tons and other potentialities as have been indicated in the reports and it is said that it can become a major port. I do not mind whether it is Karwar or Mangalore. Let us have at least one major port there. Let it be anyone of these two. One of them can be developed as a major port and that should be developed soon.

[Shri Basappa]

Everytime when we put forward some claims, the question of the railway line is raised. My hon. friend Shri Achar over there knows much more about it than I. He knows much more about Mangalore than I. Every time we raise the question of the Hasan-Mangalore railway line in this House, it is said that unless you have a major port you cannot have a railway line. Now, the Minister may say that unless you have a railway line, you cannot have a major port. This is something which I cannot understand. There is a Kannada proverb and I think a similar proverb exists in the other languages also. The meaning of that proverb is, unless the person marries, his madness will not go; and unless his madness goes, he will not marry. This holds good equally well in this context. I request that the Minister will see to it that some of our ports are developed. I do not want to dwell on this point any more.

I wish to say a few words about the reorganisation of the States in this country, in connection with this discussion. Some of the reorganised States are put to a lot of inconvenience because of the disturbances caused to the communication system or because of the lack of any communication. I know Madhya Pradesh is one. Its capital is located far away from the centre of the State, and a number of States have been brought together to form the modern Madhya Pradesh. There are no good communication systems there. That is equally true of Karnataka or the Mysore State. The present Mysore State includes those areas of Karnataka added on—the Karnataka areas in Bombay and Hyderabad and also Coorg, besides the South Kanara district which formerly belonged to Madras. Thus, many more areas have come in to from the

present Mysore and the road system especially in the new areas which were added on to us is very bad. For instance, in the Gulbarga area in former Hyderabad, the communications are hopelessly bad. Same is the case with the Bombay-Karnataka area. We have to spend a lot of money no doubt, and something is being done. I am very happy to say, it, but some bridges on the national highway in this area are still to be constructed. The Malnad area especially is very rich, though it is a backward area. It has plenty of resources, like timber, coffee, tea, cashewnuts and mangoes. Take, for example, Coorg. It has about 30,000 acres rich with teak. We require railway sleepers to be made out of this wood. That means, there is a saving of foreign exchange. These possibilities are there. So, this area must be developed.

Now, I come to the question of other important highways which have to be developed. For instance, there is the Poona-Bangalore highway and also the highway from Mangalore to Bangalore. These are some of the highways to be developed.

I then come to the question of the second shipyard. I have no grudge against Cochin being selected for the second shipyard. But the claim for a second shipyard in Karwar in the third Five Year Plan is also equally important. Attention no doubt is being given to the development of shipyards, but the progress is very slow. When we are still in the beginning stage of the building of these shipyards, at least should we not think of countryboats which was mentioned by some of my hon. friends? The development of countrycrafts is very essential. Nearly 10,000 boats are required in that part of the west coast to which I have been referring. The fishing industry is growing. So, the boats are

necessary. Therefore, I say that this industry should also be developed.

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

Shri Basappa: I think I must make haste. About tourism, I might say that our country has got very rich potentialities. The great Himalayas in the north and the western ghats in the south-west offer very fine scenery and all the natural advantages are there. The great poets and historians have written much about these areas. Everybody who comes to our country—philosopher, historian or anybody—has plenty of things to see in our land. So, there is a great necessity for developing some of these areas and establish air-strips there. For example, there is Bijapur; there is also Hampi, the seat of the old Vijayanagar empire. So, I wish the hon. Minister takes note of these things and try to develop these areas by having air-strips at these places.

There is the question of the aerodrome at Bangalore. The aerodrome there is in a very bad condition. The control of this aerodrome I think is with the Defence Ministry and the maintenance of it comes under the Ministry of Transport and Communications. It is high time that this Ministry took over charge of that aerodrome and saw to it that a new building is constructed there within a very short time.

I must thank the Minister for bringing about a separate postal circle for Karnataka. It was a very long-felt need and that has been satisfied. I appreciate the work done in this direction.

I do not want to go into the details of the need for waterways. I would simply point out the development of the waterways between Mangalore and Kundapur should be taken up. It is a very important route. Pro-

gress in this direction is very slow. Nearly 40 per cent of the products of Assam and Calcutta go through the waterways and so waterways should be developed, and wherever necessary, the important waterways should be declared as national waterways.

There is only one thing that remains to be said. That is about the postal system. Of course, they are doing all that is possible, but there is one point which I want to make in regard to the telegrams. The entries in the telegrams are not always clearly written. I can cite my own experience. I once gave a telegram that I would be arriving at such and such a place by night at a particular time. The telegram went late, and though I arrived in proper time, the person whom I wanted to see had not arrived there. So, unless the telegram clearly mentions the date etc., the people whom we want to see at the place where we arrive, cannot arrive at the time required by us. The telegram must clearly show the date and time when it was sent and the date and time when it was received. Otherwise, it becomes very difficult. I hope the Ministry will realise this point also and see that all steps are taken to rectify matters.

Shri P. C. Borooah (Sibsagar): Mr. Chairman, Sir, if a well-developed system of transport and communication is vital for the economic growth and the industrial development of the country; then it can be said very well that the State from which I come—Assam—has not been receiving the due attention from the Government. Assam is very badly dealt with in the matter of transport and communication, at the hands of the Government not only now but from a long past.

So far as the total length of the national highway in Assam is concerned, only about 800 miles out of a total of about 14,000 miles of the national highways fall in Assam. But there is a persistent demand from the people of Assam that the

[Shri P. C. Borooah]

north trunk road from North Gauhati to Dhemaji, a distance of about 175 miles be declared as a national highway. This road passes through a railwayless rich area of about 5,000 sq. miles and is bounded on the north by the NEFA hills and on the south by the Brahmaputra river. It may be remembered that this area was shown in the Chinese maps belonging to China. Unfortunately, about half of this area falls in my constituency. That is also why I urge on the hon. Minister that he should be pleased to see that this road is declared as a National Highway.

Assam has got the highest rainfall in the country and some of its stations record the highest rainfall in the world. As a result, the roads get damaged quite often. Since the last great earthquake of 1950, the bed of the river Brahmaputra is getting shallower and as a result that area getting floods very often. So, some sort of stabilisation programme for these roads is wanted. It may be necessary to change the specification of the roads also.

Mr. Chairman: The hon. Member may come nearer. He is not audible here.

Shri P. C. Borooah: I was just referring to the damage caused to the roads. It therefore needs stabilisation and change of specification in constructional works. The specification of roads say in Rajasthan where the sub-soil remains hard throughout the year may not be suitable for Assam where due to lot of rain the sub-soil gets very soft or waterlogged. When heavy motor trucks heavily laden pass fast by the road, the thin hard crest of the road surface gets damaged and cracked; the road becomes bad and this necessitates a major repair every time. Therefore, I say that there should be a programme of stabilisation for the National Highway so far as the Assam part is concerned and that

should be taken in hand as soon as possible.

Regarding the widening of the National Highway, the width of the National Highway in Assam is only 12 feet. Nowadays there are big trucks the drivers of which do not care for the laws of the road. So, it is difficult to get a pass in Assam roads without risking one's life. Therefore, we want that at least in that part of the country, the width of the National Highway should be increased from 12 feet to 18 feet, if not more.

Coming to road maps, I congratulate the hon. Minister on his having initiated a scheme for preparing a comprehensive road map for all districts for the purpose of drawing up an integrated plan of road development for each State and also for the country as a whole. This, when completed, will surely greatly facilitate the work of development very much. In answer to a question of mine recently, the hon. Minister said that these maps will be for official use only. I do not quite understand what is the necessity of keeping these as an official secret. I think it should be made available to the public, so that the Government also can get the benefit of having the public opinion about the roads of the country which is an important thing.

Regarding shipping, my friend, Shri Raghunath Singh, has said many things. I do not want to say much; particularly coming from an inland State, I do not think I possess as much experience as he does. We have got a very long coastline of 3,500 miles. Also our external maritime trade ranges between Rs. 1200 crores to Rs. 1500 crores. These at once establish the importance for development of our shipping.

Coming to Kandla port, coming as I do from an inland State, I do not

think I should devote much time on the subject of shipping or ports. But I could not resist the temptation of speaking a few words about Kandla port, in whose development Assam has interest. It may amuse the House to know that in the gone by days of mythology Assam had intimate, rather sweet, relationship with Gujarat. Lord Krishna from Dwarka went overnight to Kundilnagar in the eastern most part of Assam and married Princess Rukmini and fought Rukmavir, the brother of Rukmini for opposing the marriage. Anirudha, the nephew of Lord Krishna enchanted by Chitralekha fell in love with Usha the daughter of Vanasura without seeing her and ultimately married her. In the present days also, the dredger which is commissioned for dredging the Kandla port is named "Rukmavati", which is a strange coincidence.

Shri Harish Chandra Mathur: History will repeat itself.

Shri P. C. Borooah: Of course. However, it is not on mythological grounds alone that Kandla is important for Assam. Kandla port is the only port to which Assam has got direct access, without necessitating any of her outgoing traffic being transhipped on the way. A wagon can come to Kandla straight from Assam, but in all other cases transshipment from metre-gauge to broad-gauge is necessary. As such, Assam is much interested in the development of Kandla port and I trust the Ministry will pay heed to it.

Coming to inland water transport, Assam is vitally interested in it. Assam has got to depend on Inland Water Transport to a very great extent. About 40 per cent of Assam's traffic from Calcutta is moved by inland water transport and 93 per cent of her tea and 90 per cent of her jute are transported to Calcutta by waterways. All of these are practically being done by the Joint Steamer Services, a combine of two British

companies who had to be given a subsidy to the extent of Rs. 5 lakhs a year by the Government. The development of inland water transport is vital not only for the development of Assam but also for her very existence. Unfortunately, this has suffered from negligence for the last hundred years. In the First Five Year Plan it was absolutely overlooked and in the Second Plan only a paltry sum of Rs. 1.42 crores was provided. I do not know what amount is going to be provided in the Third Plan. The Gokhale Committee recommended that Rs. 50 crores should be allocated for the purpose. I hope the hon. Minister will be able to pursue the Planning Commission and see that this is done.

About the Pandu port we are glad to find that Government have decided to undertake the construction work. Along with this, we also urge upon the Government to provide terminal facilities at Dhubri on the Brahmaputra, to raise the foreshore at Gauhati, to provide ship repairing and docking facilities in Assam and to construct light portable prefabricated aluminium transit sheds at Neamtai and other important ghats on the Brahmaputra. I hope the Minister will pay attention to these subjects.

Regarding air transport I do not want to say much. The runways at Gauhati and Mohanbari should be extended to enable bigger aircrafts to land there. The other day when our Prime Minister went to Gauhati he had to fly past Gauhati airport and land at Tezpur and then enplane a dakota to come to Gauhati, wasting quite a bit of his valuable time. Therefore, we want these two runways to be extended. Shillong is the only State capital which is still not on the air map of India. Fortunately all the State capitals have got air-stations but it is only Shillong that has been left out. I trust the hon. Minister will see to it also.

[Shri P. C. Boroah]

17 hrs.

Regarding passenger service, there is a persistent demand that there should be one morning service from Gauhati to Calcutta and one evening service from Calcutta to Gauhati. The hon. Deputy Minister is not here whom we had already moved. I want to bring this to his notice that an evening service from Calcutta to Gauhati should be introduced so that people from Assam can go to Calcutta, finish their work and go back to Gauhati the same day.

Another small thing I want to submit is about the full meal to the passengers. Assam lines are one of the most paying lines but Assam is penalised in the full meal being withdrawn. I do not know what amount Government is going to save from this and what they are going to lose by withdrawing these small things. They say that on Assam lines the stops are at short intervals. But the first stop from Gauhati to Calcutta is after two hours.

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

Shri P. C. Boroah: Just two minutes, Sir.

Most of the Assam services start from Dum Dum, that is, Calcutta, between the morning hours of 6 and 8 o'clock. To catch the 8 o'clock service, one has to start at the latest at 6 o'clock as 1½ hour earlier is the time given for reporting at the air office. He reaches Gauhati at 10 o'clock, just at the same time when the morning Viscount service reaches Delhi from Calcutta. If the Viscount passengers get hungry and want full meal why should the Dakota passengers not get it? I do not understand why this disparity maintained. It is a very small demand. I hope the Government would see to it and full meal is introduced very early in Assam lines.

Regarding the telephones, I want to say a few words. This is my last subject. I have got two sub-divisional towns in my Constituency. One is North Lakhimpur which is still unconnected with the telephone system of the country. There is no telephone uptill now. The other sub-divisional town is Sibsagar from where I come. That is still carrying on with the age old magnet system although electricity is available there since last three or four years. I think these inconveniences of the public should be removed as early as possible.

Coming to my last point regarding telephones, I would say a few words about the telephone rate. According to the new trunk telephone rates system, the ministry have divided the 24 hours into six periods, namely, 6 to 9 in the morning at 70 per cent; 9 A.M. to 8 P.M. at full charges; 8 P.M. to 11 P.M. at 70 per cent; 11 P.M. to midnight at 40 per cent; midnight to 5 A.M. at full charges and 5 A.M. to 6 A.M. at 40 per cent. The effect of this change will, firstly, be that nobody would like to go in for the midnight to 5 A.M. period when he is going to be charged of full rates which was till recently available at 50 per cent rates.

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

Shri P. C. Boroah: One minute more, Sir.

On the other hand this will keep the entire telephone system which costs the country Rs. 114 crores lying idle for five hours. There will be almost no work during this period. Secondly, the two one-hour periods when charging will be at 40 per cent will face a tremendous rush. As soon as the rush comes in, before a call is put through the time will be over. Thirdly, during the day time, that is, from 8 A.M. to 9 P.M. all the night traffic will be divided and again there will be rush and as a result the

people will be subjected to inordinate delays.

If I am correctly informed the Department has also realised these difficulties and they are possibly going to withdraw it. I want to ask the hon. Minister whether my information is correct that he himself was not in favour of this change. And again if my report is correct, it was in black and white. I request the hon. Minister will say a few words about this in his reply.

Shri Manabendra Shah (Tehri Garhwal): Mr. Chairman, Sir . . .

Shri Radhelal Vyas (Ujjain): Nobody from Madhya Pradesh has spoken. We should have an opportunity.

Shri S. M. Banerjee: Will the hon. Minister reply tomorrow?

Shri Raj Bahadur: I am replying today. I was due to start at 5 o'clock.

Mr. Chairman: He will reply today and the hon. Minister will reply tomorrow.

Shri Raghunath Singh: We are sitting till 6-30.

Shri Manabendra Shah: Sir, my hon. friend, Shri Samanta yesterday referred to his resolution of the 11th March, 1955, regarding the separation of the posts and telegraphs finances. At that time the position, as I see it, was that my hon. friend was on one side and the hon. Minister was on the other side. The hon. Minister was not agreeable to the proposal of the hon. Member. In fact, this proposal as far as I can see, was not acceptable to Government up to the very recent past.

The hon. Member, Shri Pillai, referred to the threatened strike of the P&T. At that time a decision of the Government had to be taken. No decision of the Government is taken in a day. Decisions are taken after a lot of deliberation. Then they come

to some decision. At that time the Government could have taken the decision about the creation of the Board. But they did not do so. They created Pay Commission. That means upto that period also they were not very keen on the creation of the Board. Otherwise they could have created the Board and given it a chance of looking into the pay-scales just like the Railways. The Railways have their own pay-scales and all that. They did not do that. It definitely means that upto that stage they were not very keen on the creation of the Board. Even the Pay Commission did not suggest anything about the Board. They looked into the administrative structure and the emoluments only about the Posts and Telegraphs Department and other departments

Coming to the reasons that have been offered to us regarding the creation of the Board, I find that the important amongst them are:

- (1) the lack in renewal funds;
- (2) accumulation of capital for the development of P & T alone;
- (3) greater autonomy in pursuing its plans; and
- (4) freedom from day to day interference from the red-tape of the Ministry controlling it.

I also understand that all this is based on the fact that Posts and Telegraphs which is a public utility should be governed more on commercial basis than on official basis. What a reason to advance in a welfare State where almost all services exist and are shaped to do the maximum service to the maximum number of people. The encouragement that has been given to the Posts and Telegraphs is naturally dependent on the progress made by the Railways. It is true that the Railways have made a lot of progress. In fact, next to agriculture, the largest amount of capital has been spent on the development of the Railways. But I disagree with any hon. Member who

[Shri Manabendra Shah]

suggests that it is due to the Board. What is often forgotten is that it was not due to any development plans followed with any noble intentions that the Britishers developed the Railways. They were developed with a complete disregard to the economical or social activities. They were only created to serve the needs of strategy and to crush the one time prosperous trade of this country with its rich inheritance in cottage industry. It was to ensure that the country was most effectively ruled by the sword and the country's ingenuity whether in raw materials or in skill was exploited to their advantage. Our economy was thus completely uprooted.

I hope I have convinced the House that the development of Railways was not due to the Board type of set-up but due to the intentions of the persons governing the country. I am afraid I would not agree with the hon. Member Shri Mathur who said that it was due to the Board type of set-up that the Railways are progressing so much. It was this lop-sided progress of the Railways—and the lop-sided progress is still continuing—that we are feeling deficiency in rest of the departments. In fact, the very fact that we are having various plans indicates that the planning of other departments was not at par with the Railways and, therefore, we are having all these plans. Do we have the same consideration for Posts and Telegraphs as the Britishers had for the Railways or do we at present thwart the progress of the Posts and Telegraphs? I am sure all these things will not be acceptable to the hon. Minister.

In fact, if you go through the statistics you will find in the Report of the activities of the Post and Telegraphs that the following progress has been achieved: The number of post offices added in the First Five Year Plan was 19,712 and in the Second Plan (upto 31-12-59) it was 10,796. As regards Telegraph offices,

the number in the First Plan was 1465 and in the Second Plan it is 932. As regards the telephones, the number in the First Plan was increased by 1,09,600 and during the Second Plan by 1,20,200.

From the Posts and Telegraphs Department Annual Report for 1957-58, pages 66-67 we will further find that the earnings of the Department right from 1925-26 to 1957-58 show that it has been mostly a rising spiral. Out of these twenty-three years, only seven years were the lean period, and these were the depression years of the 'thirties'. In fact, probably, there was not depression only in the Posts and Telegraphs Department; it was there in other departments and also perhaps in other countries.

The second argument that probably governed this decision of the Government relates to accumulation of surplus for capital formation to serve as replacement for the much-needed depreciation. In this I also include contributions to and withdrawals from the renewals reserves funds of the Posts and Telegraphs Department.

The statement at appendix III of the Annual Report of the Posts and Telegraphs Department for 1957-58 shows, in column 7, that "the accumulated profits of the Department have been rising continuously from 1939-40 to 1957-58".

Similarly, column 6 of Appendix V regarding renewals reserves fund shows that "the Department had in 1957-58 Rs. 7,71,42,000 as against Rs. 3,06,91,000 in 1936-37."

Similarly, in appendix IV, which shows the statement of capital outlay in the Posts and Telegraphs Department during and to the end of March 1959, the total fixed assets of the Department stood at over Rs. 104 crores. The outlay during one year alone amounted to Rs. 9 crores.

Therefore, I am very doubtful if the conversion of the Posts and Telegraphs from what it existed into a Board would show any better progress. And if at all it registers a better progress, it will be at the expense of the other activities of the Government. Because, it must not be forgotten that no earning department can take for itself a lion's share; no earning department can allow other departments to be neglected. The other wings of the Government must receive their due consideration even if they are not earning departments. Therefore, to feel justified about not giving grants to others is not a position that any Department should take. There are departments like Defence and External Affairs. There is hardly any income there. But if the necessity demands, other departments which are earning departments will have to come forward to contribute to these Ministries.

Therefore, to say that because the Railways can do what they like, the Posts and Telegraphs should also be allowed to do what they like, I think, is a wrong argument. The argument should probably be that the Railways should also be contributing more to the general reserve.

Some hon. Member said that the Board have been doing very good work. But the very fact that many committees had been set up in the Railway Board means that the functioning of the Board was not satisfactory. For instance, the Mackay Committee and the Acworth Committee which were created found mistakes and wrong workings in the administration of the Railway Board. In fact, even today I do not know how far we can say categorically that the functioning of the Railway Board is all that we expected or thought it would be.

Therefore I fervently hope and appeal to the hon. Minister not to hurry up with the experiment with regard to the Posts and Telegraphs Department but to allow it to work smoothly as it stood before. Because, it has, as it existed, done a yeoman's service.

Then I would like to draw specially your attention, Sir, and I hope that it will be conveyed to the Speaker. It is about parliamentary control over Posts and Telegraphs. In fact, I am encouraged to raise this issue by the fact that hon. Shri Pande referred to the increase in the telephone rates without the permission of Parliament, or without Parliament being taken into confidence. The same was the position regarding the creation of the P & T Board. The Board was created and established before Parliament came to know of it, or Parliament was given an opportunity to debate on it. In fact, we are now being placed in the position of merely doing the *post mortem* and not of trying to help the Government in creating new policies. Therefore, I contend that it has brought into being the existence of indirect control of Parliament. At present, we can at any stage or at any time raise any issue regarding Posts and Telegraphs, but I feel after the creation of the P & T Board, we will be having only indirect control over it, and perhaps will only be able to raise those issues on which the Minister or the Ministry under him issues a directive to the Board, the rest of the things may perhaps get debarred. This is a significant matter to which I would like to draw your attention Sir. Parliamentary control will then be only a myth and it will wither away as most of it has already done as compared to the nineteenth century Parliament.

Shri Chintamani Panigrahi: While going through the Reports of the Ministry I find that in some of the departments the achievements are most discouraging.

Let us look at the building programme of the P & T Department. In 1951-52 the amount utilised on this head was Rs. 127 lakhs and the amount that lapsed was Rs. 49.25 lakhs. In 1954-55 the amount utilised was Rs. 150.25 lakhs and the amount that lapsed was Rs. 201.76 lakhs. This is most discouraging,

[Shri Chintamani Panigrahi]

and the figures for the succeeding years appear to be still worse. We would like to know from the Minister how much of the money they have spent during the succeeding years.

It can be said that this is a Ministry of committees and recommendations which have never been implemented. A committee was appointed to look into the service conditions and the grievances of the extra-departmental postal employees. During the last two years the committee has submitted its report, but the Government has not finalised its consideration, and every time we put a question to the Minister in the House, we are told that they are considering it. This is really most amazing and we hope the recommendations of this Committee would be considered immediately, without any further delay.

Government appointed another committee, and it is the Inland Water Transport Committee. The committee itself has said that since the attainment of independence, during the last twelve years, inland water transport has not been dealt with properly. During the First Plan, the allocation for inland water transport was very meagre. During the Second Plan it was expected that the allotments for this purpose would be more encouraging, but the allotments are still less, and they have not been utilised to the full. The committee itself has said that there have been a number of reports on inland water transport during the last ten years, but very few of their recommendations have been implemented, and meanwhile, inland water transport is actually receiving a setback all over India. The committee has made some very modest recommendations. They said that during the rest of the Second Plan period, for north-east India Rs. 142 lakhs should be allotted, Rs. 30 lakhs to Orissa, Rs. 43 lakhs to Kerala, Rs. 10 lakhs to Mysore, Rs. 30

lakhs to Andhra and Rs. 15 lakhs to Madras. Though the recommendations are most modest, yet, I would like to know from the hon. Minister how much of this money has been given to the various States during the last two years of the Second Plan, and how much of this money has been utilised. You will know from the hon. Minister that the achievements are really not encouraging.

Government also appointed another committee called the Intermediate Ports Development Committee. What happened to the recommendations of this committee? Even when the recommendations of the committee have not been finalised, behind the scene efforts are going on to see that certain ports in certain areas get priority, overlooking the rightful demands of certain other ports such as Paradip, for instance, so far as Orissa is concerned.

A little while ago, my hon. friend from Mysore, Shri Basappa said that the feeling in Mysore was very high as to why Mangalore was not being treated very nicely. But I would say that considerations other than economic weigh with the Ministry, and those considerations are most parochial, and I can charge the Ministry that they are not viewing this from the point of view of economic considerations, but other points and other considerations weigh with the Ministry I would just cite one or two instances to this effect.

The Roads Wing of the Ministry of Transport have formulated a programme for development of roads for promoting the export of iron ore. If you go through the report of the Ministry, you will find that for Mysore State, an amount of Rs. 185.99 lakhs has been approved, and for Orissa, an amount of Rs. 11.81 lakhs has been approved, for improving road communications for the export of iron ore. The world knows that Orissa produces 21 lakhs tons of iron ore every year. In 1957, the production

of iron ore in Orissa was about 21,41,650 tons whereas in Mysore it was only 6,75,000 tons or so.

Shri Raj Bahadur: How much of it is exported?

Shri Chintamani Panigrahi: It is exported, I can tell you. How much of it is not being exported because of lack of communications? I do not say that Mangalore should not be developed into a port. I plea for that. I plead that there is necessity for developing two major ports, one in the East Coast at Paradip and the other in the south Coast at Mangalore. I do admit that there is possibility for expanding both. But the way Government are spending money and the way they are allotting funds shows that considerations other than economic weigh with them, not the economic consideration about which the hon. Minister speaks so much when he replies to our points.

Then, there is the question of development of minor ports. The Government of India appointed another committee to develop intermediate and minor ports, and they had their suggestions. Then, they appointed an officer on special duty to look into them. But what happened? So far as the development of minor ports are concerned, Rs. 5 crores were allotted during the Second Plan period. I would like to know how much of this has been utilised. Again, so far as the development of major ports in the country are concerned, what has happened? There are six major ports in this country, and out of the Rs. 81 crores allotted for their development, Rs. 17 crores have been spent on Kandla alone. And yet, what is happening there? Still, they are facing a difficult problem.

17.23 hrs.

[Mr. SPEAKER in the Chair]

And they are not able to solve it. They have been going on dredging, but still silting is taking place, and it has become very difficult. I do

admit that Kandla should be developed. But out of Rs. 81 crores allotted for major ports, they have spent Rs. 17 crores on Kandla already, but that has not given the desired result that Government had in view.

Now, let us look at this. The funds earmarked for the development of minor ports were only Rs. 5 crores, whereas for major ports, it was Rs. 81 crores. The hon. Minister himself will admit that so far as marine traffic is concerned, so far as traffic by coastal shipping is concerned, the minor ports carry more goods and more tonnage. The minor ports really handle about one-sixth of that by the major ports, but the allotment of money for development of minor ports is only Rs. 5 crores, while that for major ports is Rs. 81 crores. At least, one-sixth of the money earmarked for major ports should be earmarked for the development of minor ports. The amount earmarked for minor ports should be increased to Rs. 20 or 21 crores.

I submit that so far as the East Coast is concerned, there are so many minor ports to be developed. Take, for instance, the case of Chilka. Take the case of Puri itself. Take the case of Chandwani and that of Dhamra and Gopalpur. There are many minor ports to be developed on the east coast line. I would plead with the hon. Minister to do something in this connection. Once these minor ports are developed, there will be tremendous scope for meeting the demands of transport which the Railway Ministry has failed to meet under the Second Plan and which it is not going to meet in the successive Plans, in the Third Five Year Plan with its increased traffic requirements. Therefore, all these minor ports should be given top priority for development. If they are developed, they will help in carrying the tonnage that will be offered.

So far as tourism is concerned, some hon. Members have expressed their views. I have my own suggestion to make. The tourist trade is meant for

[Shri Chintamoni Panigrahi]

earning foreign exchange. If so, we would like to know from the hon. Minister whether it is not possible for the Government of India to enter into agreements with those countries who would like to encourage their tourists who are prepared to pay for same in rupees. If this is done, it will help to increase our tourist traffic also and then the question of foreign exchange difficulties so far as Indian nationals are concerned for going abroad, will not arise. I would plead with the hon. Minister that with those countries who are prepared to finance Indian tourists in Indian rupees, agreements should be arrived at so that our Indian tourists could be encouraged to go abroad.

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

Shri Chintamoni Panigrahi: I have taken 10 minutes only.

Mr. Speaker: Towards the end, the limit of 15 minutes becomes 10.

Shri Chintamoni Panigrahi: I will conclude in two minutes.

With regard to major ports, I have another submission to make. The State Trading Corporation of the Government of India have entered into an agreement with Japan for the export of iron ore from Kiriburu to the tune of 2 million tons through the Visakhapatnam port. This is from 1964 onwards. Again, another agreement has been entered into with Japanese firms for the export of iron ore to the tune of 4 million tons from 1966 through the same port of Visakhapatnam. It has been calculated that up to 1964 the capacity of the Visakhapatnam port will be only 2.25 million tons. So how is it possible that in 1964 two million tons are going to be added to it? Again in 1966, they are proposing to add another four million tons from Baladila through the same port. Therefore, Government must consider the

opening of new avenues or new communications so that all this iron ore could be exported from another port. That is the Paradip port. I think the possibility should be explored.

With regard to the allocation from the Central Road Fund, 80 per cent of the annual revenue of the Fund is now being allocated to various States on the basis of petrol consumption in each State. I would urge upon the Minister that this basis of allocation should change, because there are undeveloped States which do not consume more petrol. They are not entitled to get much from the Central Road Fund. Therefore, I again urge upon the Minister that this basis of allocation from the Central Road Fund should be changed.

With regard to tolls on the National Highways, the Ministry of Transport has decided that so far as the State Governments are concerned, they should not levy any tolls on the National Highways. They also decided that no new tolls should be levied on the National Highways except with the concurrence of the Government of India. As regards existing tolls, they should be gradually abolished. But in almost all the States, tolls are not only levied on the National Highways but are increased. Also fresh tolls are being levied.

• So far as National Highway No. 5 in Orissa is concerned, in spite of repeated reminders, requests and representations for so many years from the people, the toll is being levied on Daya Budge and the rate is being increased. I hope the hon. Minister would pay heed to the request of the poor people who use that National Highway in our State. The question of bridge over the Birupa and over the Mahanadi on National Highway No. 5 should be expedited. The narrow bridge near Chandanpur on National Highway No. 5 has been the same for the last 70 years. The traffic has increased to a great extent and I would draw the attention of the hon.

Minister to the fact that at least this bridge should be widened or a new bridge should be constructed in its place.

Mr. Speaker: The hon. Minister.

Shri Radhelal Vyas: Sir, nobody from Madhya Pradesh could get a chance to speak on this important subject.

Mr. Speaker: How could I do so? There are only 8 or 9 people that I could call. In a debate of 5 hours, 2 hours go to the Opposition and 3 hours to Government. Out of the three hours, one hour is taken away by the Minister. Two hours remain. At the rate of 15 minutes per Member, not more than 8 Members can be accommodated; and there are 14 States. How can I distribute the time for every State?

Shri Radhelal Vyas: Madhya Pradesh is a very big State; it has a very large area and it is going to be the largest in the country after the bifurcation of Bombay, and we have got our own problems.

Shri C. K. Bhattacharya: It might have been reduced to 10 minutes so that more Members could be accommodated.

Mr. Speaker: There is one hon. Member, Shri Mohammad Akbar who has not spoken at all. He says if he is given only 5 minutes he will speak.

Shri Raj Bahadur: If I may be permitted to continue up to quarter to seven, I have no objection to giving 5 minutes to Shri Akbar and 5 minutes to Shri Radhelal Vyas.

Shri Jangde (Bilaspur): I have never got a chance, Sir.

Mr. Speaker: Shri Jangde never spoke.

Shri Raj Bahadur: I am in your hands, Sir.

Mr. Speaker: Then, shall we sit till 7 o'clock? Let me see after Shri Akbar finishes.

Shri Anthony Pillai (Madras North): May I also have a chance, Sir?

Mr. Speaker: I cannot guarantee; the hon. Member can speak on labour.

Shri S. M. Banerjee: Sir.....

Mr. Speaker: Shri Banerjee is speaking every day.

Shri S. M. Banerjee: I am speaking only during Question Hour.

Shri N. B. Maiti (Ghatal): After the hon. Minister has intervened, other hon. Members may speak if you like. That will be better, Sir.

Shri Raj Bahadur: I will be happy.

Shri N. B. Maithi: I meant Shipping Minister as well as the principal Minister.

Mr. Speaker: Let me see; let this hon. Member finish.

Shri Radhelal Vyas: After the Minister's speech some of the Members will go away, Sir.

Shri Raghunath Singh: Why should they go away? They should wait here.

Mr. Speaker: Shri Akbar.

श्री राज बहादुर (जम्मू तथा काश्मीर) : आज खगकिस्मती से मुझे ऐवान में दो साल के बाद बोलने का पहला मौका मिला। चूंकि इस वक्त ट्रांसपोर्ट और कम्युनिकेशन का ग्रांट्स का मसला जेर बहस है, इसलिए मैं भी इस सिलसिले में चन्द माहजत करने को इजाजत चाहता हूँ।

इस मुद्दकमे का हमारी रियासत के साथ गहरा ताल्लुक है, और इस के वसोय जराए जेर कार है, और इस मुद्दकमे की वजह से हमारी रियासत जम्मू और काश्मीर में

[शेख मुहम्मद अकबर]

नुमायां तरक्की हुई है और रस्लोरसायल का जाल हर तरफ फैला हुआ है। मगर जिस तरह आजादी के बाद हिन्दुस्तान की दूसरी रियासतों ने तरक्की की है, उस के मुकाबले में हमारी रियासत बहुत पीछे है। और इस वक्त भी चन्द एक खामियां और कोताहियां मौजूद हैं जिन को तरफ मरकजी हुकूमत की तबज्जह में आप की वसातत से सबजूल कराना जरूरी समझता हूँ।

सब से पहले ट्रांसपोर्ट को लीजिये। अगर बटोय या कुद के मुतामात पर मामूनी सी बारिश हो जाती है तो बसा आकात यह रास्ता हफ्तों डेढ़ हफ्ते तक बन्द रहता है और हम लोग बैरूनी दुनिया से बिल्कुल कट आफ हो जाते हैं, यहां तक कि अन्नबारी दुनिया से भी हम गैर वाकिफ रहते हैं। मगर मरकजी कूमत ने आज तक इस की तरफ कोई खास तबज्जह नहीं दी। और न ही उस का आल्टरनेटिव सोचने की तकनीक गवारा फरमायी है। हालांकि एक मामूनी तबज्जह से यह मुविकलनुमा मसला हल हो सकता है।

काश्मीर जाने के लिये एक दूसरा रास्ता भी है जिस को मुगल वे कहते हैं। यह रास्ता हुकूमत की मामूनी तबज्जह से साल भर के चलने के काबिल बन सकता है। बदकिस्मती से इस का थोड़ा सा हिस्सा पाकिस्तान आकुसाइड एरिया में है, मगर फिर भी उस को छोड़ कर यह रास्ता आसानी के साथ साल भर के लिये काबिल गुजर हो सकता है। वह इस तरह कि जम्मू से नौशेरा, नौशेरा से राजोरी, राजोरी से थन्ना और थन्ना से हीरपुर और हीरपुर से शिपयान और शिपयान से श्रीनगर तक रास्ता इस वक्त तक मौजूद है और उस पर ट्रैफिक चल रहा है। हैरानी की बात है कि नौशेरा, चिंगस, मुरादपुर, राजोरी, नैन-सुख, साज, हीरूप, चिडोमुड, पिसियान, इलियाबाद, हीरपुर इन तमाम जगहों पर

मुगल बादशाहों की दिलफरेब और दिलकश बनी हुई सराय मौजूद हैं। ये सरायें थोड़ी सी लागत से फिर तैयार हो कर मुफ़ोद साबित हो सकती हैं और इन को दुरुस्त करना मुताफ़िरो के लिये बहुत जरूरी है। काश्मीर की तारीख से वाकफ़ीत रखने वाले हजरात इस बात से बख़ूबी वाकिफ़ हैं कि मुगलिया खानदान का मशहूर बादशाह जहांगीर काश्मीर से लाहौर आ रहा था, तो चिंगस पर, जोकि जम्मू का एक बेहतरीन मुकाम है, उस का इंतकाल हो गया और नूरजहां ने अक्बर्मंडी से काम ले कर उस की लाश को चीर कर उस की अंतड़ियों को वहां दफा किया और उस के जिस्म को लाहौर पड़वाया गया और उस को वहां दफाया गया, जोकि मकबरा जहांगीर के नाम से मशहूर है। चिंगस में भी एक मकबरा बना हुआ है और वहां एक पत्थर पर ये तमाम बाकयात लिखे हुए हैं जिन को खुद में ने अपनी आंखों से देखा है।

उस जमाने में आमदोरफ़्त के जराए बहुत ही महदूद थे और मोटरों, बसों और लारियों का रिवाज ही नहीं था। अलबत्ता वह बादशाह हाथियों और ऊंटों और घोड़ों पर जाते थे और उन की मंजिल १२ मील हुआ करती थी और जहां वह हल्ट करते थे वहां वह सराय और कुर्बे वगैरह बनाते थे। ताज्जुब है कि जो रास्ता हाथियों तक के चलने के काबिल था वह आज ट्रैफिक के लिये तैयार नहीं हो सकता है। आज के ऐटामिक जमाने में वही मुल्क तरक्की कर सकता है जिस के ट्रांसपोर्ट के जराये वसीय हों। काश्मीर में हम लोगों के लिये उस वक्त एक मुसोबत बन जाती है जबकि रास्ता बन्द हो जाता है और उस वक्त ब्लैक मारकेटियर्स तमाम जरूरियात जिन्दगी की चीजों के दामों में दुगना और चौगुना इजाफ़ा कर देते हैं हालांकि वहां कि मकबूल धाम हुकूमत बहुत सारी चीजों पर कब्जा रखती

ہے جس کی وجہ سے ان چیزوں کی قیمتوں میں اضافہ نہیں ہوتا۔

جम्म سے نویسہرا اور نویسہرا سے راجپوری اور راجپوری سے پٹنہ تک جیپ کار آسانی سے جا سکتی ہیں، لیکن پٹنہ سے ہیرپور تک سڑک بنانی ہے جو کہ میرے خیال سے تیس میل سے زیادہ نہیں ہے۔ ہیرپور پورٹا سڑک کے طریقے میں پٹنہ سے مینا ڈھرا ہے اور پھر بھی شیمپان اور شینگر کے درمیان رोजانا بسوں اور کاروں چلتی ہیں۔ اس راستے میں پٹنہ: پٹنہ ایک جگہ ہے جہاں نوریہا کے نام پر ایک مشہور بازار ہے جس کا نام نوریہا ہے۔ میں یہ بات بیلہا کے طرف سے کہہ سکتا ہوں کہ خانہ دانا مغللیا کے بادشاہوں نے جہاں کشمیر کے دھلپورے میناگیر کے ساتھ خاص دھلچسپی تھی، انہوں نے کشمیر جانے کے لیے جس سڑک کو سلیسٹ کیا تھا وہ ایک بہترین سلیسٹ تھا، مگر شملیہ ریاست کے زمانے میں وہ سڑک ڈیٹریسٹ رکھنے والے انسانوں نے اس کو نجرنداج کیا اور ساری ریاست کو کافی نقصان پہنچا دیا۔

ان مہاجرات کے ساتھ میری سہجہ ہے کہ اس راستے کو ترقی یافتہ بنانے کے لیے تمام جرائع موزوں ہیں اور اس راستے کو بنانا چاہیے تاکہ ہماری تمام مشکلات دور ہو جائیں۔

[آج خوش قسمتی سے مجھے ایوان میں دو سال کے بعد بولنے کا پہلا موقع ملا۔ چونکہ اس وقت ٹرانسپورٹ اور کمیونیکیشن کی گرانٹس کا مسئلہ زیر بحث ہے۔ اس لئے میں بھی اس سلسلہ میں چند معروضات کرنے کی اجازت چاہتا ہوں۔

اس مسئلہ کا ہماری ریاست کے ساتھ گہرا تعلق ہے۔ اور اس کے

وسیع ذرائع زیر کار ہیں۔ اور اس مسئلہ کی وجہ سے ہماری ریاست میں اور کشمیر میں نمایاں ترقی ہوئی ہے اور ریل و سائل کا حال ہر طرف پھیلا ہوا ہے۔ مگر جس طرح آزادی کے بعد ہندوستان کی دوری ریاستوں نے ترقی کی ہے۔ اس کے مقابلے میں ہماری ریاست بہت پیچھے ہے۔ اور اس وقت بھی چند ایک خامیاں اور کوتاہیاں موجود ہیں جنکی طرف مرکزی حکومت کی توجہ میں آپ کی وساطت سے مہذول کرنا ضروری سمجھتا ہوں۔

سب سے پہلے ٹرانسپورٹ کو سمجھنے اگر چاہتے ہیں تو مقامات پر معمولی سی بارش ہو جاتی ہے۔ تو بسا اوقات بہت راستہ ہفتہ کیوں ہفتہ تک بند رہتا ہے۔ اور ہم لوگ پٹنہ دہلی سے بالکل کٹ آف ہو جاتے ہیں یہاں تک کہ اذھاری دہلی سے بھی ہم غیر واقف رہتے ہیں۔ مگر مرکزی حکومت نے آج تک اس کی طرف کوئی خاص توجہ نہیں دی۔ اور نہ ہی اس کا اڈرنٹیو سوچنے کی تکلیف کواری فرمائی ہے۔ حالانکہ ایک معمولی توجہ سے یہ مشکل ناس مسئلہ حل ہو سکتا ہے۔

کشمیر جانے کے لئے ایک دوسرا راستہ بھی ہے جس کو مغل وے کہتے ہیں۔ یہ راستہ حکومت کی معمولی توجہ سے سال بھر کے چلنے کے قابل

[شیخ محمد اکبر]

بن سکتا ہے۔ بد قسمتی سے اس کا تھوڑا سا حصہ پاکستان آکوبانڈ ایریا میں ہے۔ مگر پھر بھی اس کو چھوڑ کر یہ راستہ آسانی کے ساتھ سال بھر کے لئے قابل گزر ہو سکتا ہے۔ وہ اس طرح کے جموں سے نوشہرہ - نوشہرہ سے راجوری - راجوری سے تھلہ سے ہیر پور - اور ہیر پور سے شوپھاں اور شوپھاں سے شری نگر تک راستہ اس وقت تک موجود ہے اور اس پر ٹریفک چل رہا ہے۔ حیرانی کی بات ہے کہ نوشہرہ - چلنگس - مراد پور - راجوری - ٹھٹھکھہ - ساچ - بھیروت تھلہ - چلندی موہ - پیچھیانہ - ملی آباد - ہیر پور - ان تمام جگہوں پر مغل بادشاہوں کی دل فریب اور مال کش بنی ہوئی سرانہیں موجود ہیں۔ یہ سرانہیں تھوڑی سی لائٹ سے پھر تیار ہو کر مفید ثابت ہو سکتی ہیں۔ اور ان کو درست کرنا مسافروں کے لئے بہت ضروری ہے۔ کشمیر کی تاریخ سے واقفیت رکھنے والے حضرات اس بات سے بخوبی واقف ہیں کہ مغلیہ خاندان کا مشہور بادشاہ جہاں گیر کشمیر سے لاہور آ رہا تھا۔ تو چلنگس پر - جو کہ جموں کا ایک بہترین مقام ہے - اس کا انتقال ہو گیا۔ اور نور جہاں نے مقملندی سے کام لیکر اس کی لاش کو چیر کر اس کی انہیںوں کو وہاں دفن کیا۔ اور اس کے جسم کو لاہور پہنچایا گیا۔ اور اس کو

وہاں دفنایا گیا۔ جو کہ مقبرہ جہانگیر کے نام سے مشہور ہے۔ چنگس میں بھی ایک مقبرہ بنا ہوا ہے۔ اور وہاں ایک پتھر پر یہ تمام واقعات لکھے ہوئے ہیں۔ جن کو میں نے اپنی آنکھوں سے دیکھا ہے۔

اس زمانہ میں آمدورفت کے ذرائع بہت ہی محدود تھے۔ اور موٹروں - بسوں اور لاریوں کا رواج ہی نہیں تھا۔ البتہ وہ بادشاہ ہاتھیوں اور اونٹوں اور گھوڑوں پر جاتے تھے۔ اور ان کی منزل بارہ میل ہوا کرتی تھی۔ اور جہاں وہ حالت کرتے تھے وہاں وہ سرانہیں اور کڑیوں وغیرہ بدلاتے تھے۔ تعجب ہے کہ جو راستہ ہاتھیوں تک کے چالنے کے قابل تھا وہ آج ٹریفک کے لئے تیار نہیں ہو سکتا ہے۔ آج کے اٹامک زمانہ میں وہی ماک ترقی کر سکتا ہے جس کے ٹرانسپورٹ کے ذرائع وسیع ہوں۔ کشمیر میں ہم لوگوں کے لئے اس وقت ایک مصیبت بن جاتی ہے جب کہ راستہ بند ہو جاتا ہے۔ اور اس وقت بلہک مارڈیکٹرس تمام ضروریات زندگی کی چیزوں کے داموں میں دنگا اور چوگنا اضافہ کر دیتے ہیں۔ حالانکہ ان کی مقبول عام حکومت بہت ساری چیزوں پر قبضہ رکھتی ہے۔ جس کی وجہ سے ان چیزوں کی قیمتوں میں اضافہ نہیں ہوتا۔

جموں سے نشہرا - اور نوشہرا سے راجوری - اور راجوری سے تھلا تک چھپ کاریں آسانی سے جا سکتی ہیں - صرف تھلا سے ہھر پور تک سڑک بنائی ہے - جو کہ میرے ذہال مہن تیس مہل سے زیادہ نہیں ہے - ہرپور پختہ سڑک کے ذریعہ شہیان سے ملا ہوا ہے اور پھر شہیان اور شری نگر کے درمیان درانہ بسوں اور کاریں چلتی ہیں - اس راستہ میں چندی پتہ ایک جگہ ہے جہاں نور جہاں کے نام پر ایک مشہور آبشار ہے - جس کا نام نوری چشم ہے - میں یہ بات بلا خوف تردید کے کہہ سکتا ہوں کہ خاندان مغنیہ کے بادشاہوں نے جنہوں کشمیر کے دلچسپ مناظر کے ساتھ دلچسپی تھی - انہوں نے کشمیر جانے کے لئے جس سڑک کو سلوٹ کیا تھا - وہ ایک بہترین سلیکشن تھا - مگر شخص راج کے زمانہ میں ریستڈ انگریست رکھنے والے انسانوں نے اس کو نظر انداز کیا - اور ساری ریاست کو کافی نقصان پہنچایا -

ان مصروفیات کے ساتھ میری عرض داشت ہے کہ اس راستہ کو ترقی یافتہ بنانے کے لئے تمام ذرائع موجود ہیں - اور اس راستہ کو بنانا چاہئے تاکہ ہماری تمام مشکلات ہم جائیں -

Shri Raj Bahadur: May I submit that I may be permitted to speak now?

Mr. Speaker: Yes. One word. The hon. Member began his speech that for two long years, he had not spoken in this House. I have always tried to accommodate Members from Kashmir as often as possible because they are only six. Shri Tariq always catches my eye during all hours of the day. Shrimati Mehta has been taking part and Shri Malhotra has spoken not once but twice or thrice. But the hon. Member never asked me and never stood up. It is not my fault. Therefore, let no wrong impression be created. Kashmir is dear to all of us and I am conscious of it. I shall give as many opportunities as possible, only hon. Members must try to catch my eye by at least standing in their places. What can I do?

Shri Rami Reddy (Cuddapah): Even those who catch your eye do not get a chance.

Mr. Speaker: No, no; I always try to accommodate hon. Members. Shri Raj Bahadur.

Shri Raj Bahadur: Mr. Speaker, Sir, the discussions on our Budget Demands afford us a very valuable opportunity. They enable us to see for ourselves our shortcomings and failings. We get to assess at close quarters the views and opinions as expressed by hon. Members, and the hon. Members in their turn reflect the hopes, aspirations and feelings of the people. Therefore, we attach the greatest respect to the observations that are being made by hon. Members. I am grateful to the hon. Members who have taken part in the debate, for the very generous and charitable criticisms that they have offered in a spirit of completely constructive criticism.

I would not waste the time of the House in these preliminary observations, and start immediately with the subject which the last speaker—and

[Shri Raj Bahadur.]

Shri Panigrahi before that—was pleased to touch. They were speaking about roads. I think I would do no better than refer to my hon. friend Shri Bhanja Deo—I am glad he is here—who said that we were unable to spend the allotment made to us in the Second Five Year Plan. In this connection, I only want to give some statistics.

For national highways there was a provision of Rs. 45 crores in the Second Plan. The total expenditure that we will be making under this head during the Second Plan period would be Rs. 45.16 crores. We were given Rs. 16.9 crores for other roads and we shall be able to spend Rs. 16.8 crores. For Central aided roads of inter-State economic importance to which both Shri Braj Raj Singh and Shri Panigrahi referred, we were given an allotment of Rs. 26.7 crores out of which we have already spent Rs. 20.99 crores. These roads are essentially inter-State and the agreement of the two States concerned is always necessary about alignment, about specifications, about who is going to undertake the work etc. All these matters have got to be ironed out before work can be undertaken. So there is some shortfall, but that is not considerable.

In the State sector also there was a total Plan provision of Rs. 135 crores. I think the Plan will be exceeded. The States have reported that they would be spending to the tune of Rs. 144.46 crores. The total of both the Centre and State sectors is Rs. 223.65 crores allotment and Rs. 227.41 crores will be the expenditure.

So far as the performance on the part of the road department in the States as well as on the part of the Roads Wing here is concerned, we can say that they have done what they were asked to do. They have fulfilled their duty and they have delivered the goods within the limitations of finance that were imposed on them.

I would now like to state a few facts about one or two other matters, about increase in the mileage etc, because it is necessary for me to do so. In the first two years of the Plan we built 11,660 miles of surfaced roads and 26,000 miles of unsurfaced roads. At the end of March 1959 the total mileage of surfaced roads was 1,36,000 miles and 2,47,000 miles of unsurfaced roads. The Nagpur Plan targets, hon. Members know, were 1,23,000 miles of surfaced roads and 2,08,000 miles of unsurfaced roads. In respect of surfaced roads we have exceeded the Nagpur Plan targets by 13,000 miles and in respect of unsurfaced roads by 39,000 miles. It would be quite apparent, so far as that is concerned, that the road engineers and the road departments have done well. A plan which was to be completed by 1963 has been completed in 1958 or 1959 and we are going to exceed the targets in the Second Plan period.

So far as the future Plan is concerned, it was asked: "What Plan are you making?"

Shri Kalika Singh (Azamgarh): In the Nagpur Plan it was said that no agricultural village should be more than five miles away from the main road.

Shri Raj Bahadur: I think, broadly speaking, that has been achieved.

Shri Kalika Singh: That has not been achieved.

Shri Raj Bahadur: Broadly speaking, it has been achieved. There was a difference. In the new Plan, there was a difference in the categories: developed areas, semi-developed areas and undeveloped areas. So, we cannot categorically say that we have not achieved the target in all the areas, nor can we say that we have achieved the target in all the areas. It will be a big generalisation for me to make and I would not like to indulge in that.

About the 20 year plan, we have already made a beginning. The comments from the State Governments have been invited. Meanwhile, while formulating the third Five Year Plan, we asked the State Governments that they could follow the broad indications laid down in the 20th year plan formulated by our engineers.

Then, I come to the question of national highways. Frequent emphasis has been laid on the mileages of the national highways. Demands have been made that the 13,800 miles should be increased. We know that it was very difficult for us to do so. But, as a result of the reorganisation of the States, this became incumbent upon us. Even before that, when there was a dispute between Bihar and West Bengal, as part of the recommendations and the fulfilment arising from the West Bengal and Bihar (Transfer of Territories) Act, 1956, we had to declare, and we did declare, Dhanbad-Jamshedpur road as a national highway. It has got a length of 100 miles.

Other demands have been made from Bhopal in Madhya Pradesh. From the south, demands have been made for connecting Chitaldrug and Sholapur. Demands have come from my own State—Rajasthan. It would almost appear to be a discovery.

Shri Braj Raj Singh: Nobody says so.

Shri Raj Bahadur: I say it because there is not a single highway there. There is no single national highway there, which connects our vast western border. So, we have now decided upon the immediate declaration of the following three roads of an aggregate length of 960 miles as national highways for meeting the requirements arising from the reorganisation of States and for other development. The first is: Jabalpur-Bhopal-Baora road, a length of 310 miles. I think the need for which Shri Radhelal Vyas should be satisfied with this declaration.

Shri Jangde: What about the far-flung parts of Madhya Pradesh? May I know whether they will be connected with Bhopal?

Shri Raj Bahadur: We have a very limited provision, and we can only connect now the more important places. Then there is the Agra-Jaipur-Bikaner road, of the length of 342 miles. The third is the Sholapur-Chitaldrug road running to 307 miles. The total is 959 miles. These additions will raise the total length of national highways in the country to nearly 14,900 miles. The Jabalpur-Bhopal-Baora road will bring Bhopal, which is now the capital of Madhya Pradesh, on the national highway system. It will connect Bhopal with three existing national highways, namely, the Bombay-Agra road, Jhansi-Lakhnador road and Banaras-Cape Comorin road.

The Agra-Jaipur-Bikaner road will link up the western part of Rajasthan with the rest of the country. This will be very useful for the new Rajasthan canal project area because that area will be connected by this road directly with the central part of the country. Then, the Sholapur-Chitaldrug road will connect the national highway No. 9 and the national highway No. 4 and that will also be useful. A sum of Rs. 2 crores has been allotted out of the additional funds that were made available at the disposal of the Ministry for road development from the surplus in the cement account of the State Trading Corporation.

We have also simultaneously taken up cement concreting of certain sections of the national highways. A total sum of Rs. 6.99 crores is proposed to be utilised for cement concreting suitable sections of the national highways. A scheme covering 147 miles for cement concreting of sections of national highways in Andhra Pradesh, Bombay, Madhya Pradesh, Punjab, Uttar Pradesh, West Bengal and Delhi and involving an estimated expenditure of about

[Shri Raj Bhadur]

Rs. 4.63 crores has been approved. The State Governments have been asked to prepare detailed plans immediately. Further schemes are being formulated for the utilisation of the balance of Rs. 2.63 crores on cement concreting.

In this connection, I would like to refer to a point made by my hon. friend Shri N. N. Patel who is not here now about the national highway No. 8. I would say that that is one of the roads that cuts through Rajasthan and connects Gujrat and Bombay. I would give him facts and figures. Out of a total length of 335 miles, 234.4 miles are either black-topped or cement-concreted and 66.6 miles are metalled. The remaining length is to be taken up during the third Plan. We know that there were missing links and the roads which have been indicated perhaps constitute some of the missing links on this particular route.

I would then refer to the question about the conditions of bridges. So far 30 bridges have been constructed and ten more are expected to be completed during the current plan period. The road is expected to be completed in the third Five Year Plan.

I shall now touch briefly on the point of road allocations for the third Plan. I do not know how far I would be justified in dilating on this subject at some length at this stage, when the Plan proposals are yet under the consideration of the Planning Commission and they have yet to come before this House for final acceptance. Even so, I would say that they have informed us; there is no more secret about it; it has appeared in the Press.

Rs. 250 crores have been allotted. Out of this, Rs. 200 crores will be spent on schemes which have already been sanctioned in the second Plan. So, only Rs. 50 crores remain, out of which Rs. 2.5 crores or something like that has been earmarked for the Sikkim and Bhutan Roads. So far as we in the Ministry are concerned we,

are following the direction or the advice given in the Chief Engineer's report for the twenty-year plan. We have formulated certain schemes. We sent a scheme for Rs. 1050 crores. There are certain priorities relatively and roads have to be given due priority.

I am very much grateful to the House for the very strong support it has given in this behalf. So far as priority is concerned, food can come first. Agriculture can also take priority over roads. Irrigation has to take priority because it serves food and agriculture. Power has to take priority because it serves the industry. But I think if the roads are not provided with all the economic development, or agricultural commercial and industrial development, Transport shall become a very great problem. It is an oft-repeated truth or adage that we have to pay for the road; if we want to have them; but we have to pay much more if we do not have roads. It is evident because in case we do not have road; or have bad roads, the first casualty is the transport vehicle that goes over it—the wear and tear and the loss that is sustained. The second casualty is the slow and retarded pace of development itself. Therefore, it is evident that if we want fully to reap the benefits and the fruits of economic development in the country, due priority has got to be given to roads. I have been assured—I made certain enquiries this morning and as a result of the discussion in the NDC, a committee of Cabinet Ministers has been appointed. Our own Minister for Transport and Communications is a member of that committee. It will go into the question, review and revise the allocations that have been made and we hope that justice will be done to roads and transport.

Shri Harish Chandra Mathur: So, it is inherent that you have not been able to press it. How is it that these allocations have been made? Have you not been able to make out your

case? The support of the House is there; it was there during the last session; it was there when we discussed the road transport re-organisation. Why has it not been possible?

Shri Raj Bahadur: It is not a question of strength. So far as the corporeal and physical strength is concerned, I lag in that. But that is not going to matter much. I am a younger person also comparatively. I would beg of my hon. friend to realise that there is the question of relative priorities. Roads should be given due priority. If they are given a priority less than agriculture or food, I would say, when the Plan comes before the House, it can be discussed.

Shri Harish Chandra Mathur: I have made it absolutely clear from where to cut. I did not make vague and general observations. I said, cut it from the railways. I said it last time also.

Shri Braj Raj Singh: At least let roads have equal priority with the railways.

Shri Raj Bahadur: I am grateful to the Members for giving this much support to the roads. I am at one with them, but a final decision rests with the Planning Commission, the Government and this House ultimately. Let us see what priorities they are going to give to the roads *vis-a-vis* other departments, railways, food, agriculture, etc., when the Plan comes here.

It would be well if I quote what has been said by Mr. Thomas McDonald, who happened to come and study our road system years back. He was Road Administrator in the United States. He had this thing to say. This was his observation when he came here:

"We were not a wealthy nation when we began with our national highways but the highways themselves helped us create new wealth in business and industry and land values."

437 (Ai) LS-9.

So, it was not the wealth that made our highways possible. Rather, it was highways that improved our wealth possible.

So, I think I need not say anything further on his particular question and I can safely go to another important matter which has also exercised the minds of my hon. colleagues greatly, and that is the position of road transport, its future and the effect of the imposts on the development of this particular industry.

Shri P. C. Borooah: What about stabilisation?

Shri Raj Bahadur: If you would bear with me, I would say that such of the points as I am unable to touch, I will communicate with those who have raised them, because now I have to economise on time.

But before I go further I will say something about a matter which was brought to my notice by my friend, Pandit Thakur Das Bhargava, who is not here. The question of bullock carts, rubber tyres and pneumatic tyres for the rural people is now before the Transport Development Council. This matter has been put before all the State Governments. We have also invited quotations from the U.S.O. for wheel assemblies and we do propose to go ahead with this scheme. Simultaneously, we are also making some experiments about introducing hubs, axle, ball-bearing system etc. in the bullock cart wheels. So, we are alive to the problem and I can give an assurance to the House that we will do all that is possible to help the people in the rural areas who own bullock carts to have pneumatic tyres on their carts as we know what greater advantages flow from it. I can assure them that we have already received quotations and it is apparent that we shall be able to get them at cost price, which is Rs. 125 or 25 dollars in America. The total landed cost of a

[Shri Raj Bahadur]

pair of wheels would come to Rs. 200 after modification. Out of this Rs. 200, Rs. 100 will be subsidised by the Centre and the State concerned and Rs. 100 will be the price at which these wheels will be offered to the people of the rural area. At present our proposal is to import 10,000 pairs. That is the proposal under consideration.

Shri Kalika Singh: Can pneumatic tyres be used in the villages?

Shri Raj Bahadur: Yes, in fair weather in reasonable type of roads. They cannot go well in muddy roads and in sandy roads. Even in sandy places it will move much better than in muddy roads.

Coming to motor vehicles taxation, we know that this industry has been almost a milch cow and it has been milked from year to year not only by the Centre but also by the States. We have been trying our level best to see that we curb this tendency, but the fact of the matter is that this industry has got resilience.

Shri Harish Chandra Mathur: It is exploitation and not resilience.

Shri Raj Bahadur: The best judge for this is neither Shri Mathur nor myself, the best judge is the Finance Minister in the Centre, or the Finance Ministers in the States. We can just judge it with the premium that obtains today for Mercedes-Benz, which is to the tune of Rs. 5,000 in the market or of Leyland, which is Rs. 7,000. This is a broad indication of the state of the industry which cannot be ignored by the Finance Ministries. I am not trying to defend the taxation or explaining it away. I quite realise that the level of taxation is one of the highest in the world. We also know that the new imposts have added to the burden. But the question remains that because of the shortages that

are, there, these premia obtain and in order to curb the premia that are obtaining, perhaps the Finance Ministry in their wisdom thought that there should be some sort of taxation. But we have been trying to persuade the State Governments to put some sort of ceiling or rationalise taxation otherwise. It was stated that the Transport Ministry has been ineffective, and I would not deny the privilege of calling the Transport Ministry ineffective in this matter to my hon. friend, Shri Mathur. But let me only remind him that five points were specifically taken up with the State Governments. Those five points were, firstly, consolidation of taxes on motor vehicles, we were urging for some time that there should be some consolidation on motor vehicle taxes—into a single tax as far as possible; secondly, elimination of indirect taxes on motor vehicles; thirdly, reduction in the number of collecting agencies; fourthly, abolition of double taxation on motor vehicles—we wanted single-point tax; and fifthly, fixation of ceilings in respect of motor vehicles taxation. I think the hon. Members might be happy to learn that so far as the first three are concerned, namely, the consolidation of taxes, elimination of indirect taxes on motor vehicles and reduction in the number of collecting agencies, all these have been generally accepted by all the State Governments concerned.

18 hrs.

Sardar Iqbal Singh (Ferozepur): But what action has been taken?

Shri Raj Bahadur: I think my hon. friend will take note of the fact that transport is a concurrent subject and the executive responsibility in regard thereto vests with the State Governments. State Governments are fully entitled to tap whatever resources they can. We have also to take note of the fact that at the present hour the supreme need for the fulfilment of our Plan and its implementation is to mobilise whatever resources we can.

For the mobilisation of those resources if the State Governments have had this right and if we want to curb that right, if we want to curb the right of the municipalities which are levying the wheel tax, the octroi tax, the terminal tax and all types of taxes it is right for the State Governments also to cut these taxes and consolidate them. It must take time. The very fact that an agreement has been arrived at with the State Governments that they have agreed to the consolidation of taxes, elimination of indirect taxation and reduction in the number of collecting agencies, normally would be considered an achievement. I know the effect has been dimmed or blurred because of the new levies that have been imposed.

In regard to double taxation also there was a very long-standing controversy. We wanted that there should be single-point taxation. Hon. Members were quite right when they said that it is very uncomfortable and inconvenient for people to go into buses. Whenever the border of another State comes, the passengers—men, women and children—have to be taken off and got to be transported to other buses. I am happy to say that there are only two States, U.P. and Bombay, remaining.

So far as passenger tax is concerned it was only U.P. that was not agreeing to it. As a result of our negotiations and discussions last fortnight, I should say, the Chief Minister of U.P. has now agreed to accept the principle of single-point taxation. So far as passenger bus transport is concerned, this will be received, I think, with some satisfaction by hon. Members that no longer this inconvenience will be experienced by passenger buses. Passenger buses can go from one end of the country to another end without let or hindrance once they have paid the tax due in our State. So far as goods transport is concerned, the U.P. Government has agreed. The day after tomorrow I am going to discuss this matter with the Chief Minister of Bombay and Shri Jivraj Mehta, the

Finance Minister. I hope they will also agree to the elimination of this double taxation on goods transport. I trust that in regard to goods transport also we will be able to achieve this particular objective and secure the principal of single-point taxation.

In regard to other matters.....

Shri Harish Chandra Mathur: While dealing with this matter I asked a very straight and a direct question. Is it not that the Central Government felt that the burden of taxation on road transport is the heaviest? Is it not a fact that they asked the State Government not to increase further taxation? How can their advice be taken by the State Governments when they themselves are going right against that advice and working absolutely at a tangent from it? How can they be effective? That only is the crux of the problem.

Shri Raj Bahadur: I quite see my hon. friend's point. But the State Governments also have one thing with regard to ceilings on taxation on motor vehicles. The question relates to fixation of ceiling of taxation. Now, Shri Chavan, the Chief Minister of Bombay, has told us, "When you are not going to fix a ceiling of taxation in respect of any particular item of taxation, how can you fix a ceiling on motor transport? When you are not going to ceiling in regard to any other industry or any other particular source that this shall be the ceiling how can there be any limit fixed here in the case of motor vehicles?" Have we fixed a ceiling for income-tax or super tax or for any other tax? We have not. So, Shri Chavan's point is that they cannot agree to the question of ceiling being imposed on this particular industry when it does not obtain in respect of other industries. That is the whole point and that is a valid point.

Shri Harish Chandra Mathur: What is the Centre's view?

Shri Raj Bahadur: Despite this particular point we have said that they cannot impose too heavy a burden of taxation on motor transport industry and they have got to take good care of it so that it may not have such a damaging and disastrous effect on this industry that they may not be in a position to retrieve the situation. We have already circulated a paper to all the State Governments on the subject. I would be very grateful to the hon. Member if instead of saying that we are ineffective, we have been criminally negligent and in place of using all those epithets and expressions, he could have just said one little thing, namely, what further could we have done about it. This is a point where I would have definitely agreed with him.

Shri Harish Chandra Mathur: I even suggested that you at the Centre being the authority should lay down principles. If they have got the principles for taxation the State Governments are bound to accept them. You have not done that.

Shri Raj Bahadur: I am coming to that. The question of principle of taxation on motor vehicles too is not a simple one. We have only got the right to fix up the principles and to have a legislation carried through in Parliament about principles. But there too, the difference of opinion is whether we can, in those principles, include the point of the fixation of ceilings, whether the question of fixing a ceiling is a question of principle. So our point will not be satisfied.

Therefore, with all respect to the opinion expressed by my hon. friend I would humbly beg of him to kindly realise whatever little has been done, and it is much better to allow a horse which has already been running to run, rather than to whip him although he has been running. Therefore, so far as the Department of Transport at the Centre is concerned, all that was possible has been done. I say, don't whip the running horse. That is my only submission.

Shri Anthony Pillai: With the Central Government itself what is the principle? The principles of taxation we all know.

Shri Raj Bahadur: I quite see. May I make my submission? They say that while road transport has been taxed, the Railways have not been taxed. But I have got calculations made. The new surcharge on railway freight of 5 naye Paise per rupee is almost equal, if not more, to whatever burden is coming on the motor transport industry. That is the calculation. I do not vouchsafe for its accuracy. But this is the conclusion that it is almost equal, or maybe the railway surcharge on freights is a little higher. So the Railways also have raised their surcharge and there has been some imposition there too. And, as I said, the final judge is the Ministry of Finance.

Shri Harish Chandra Mathur: Again, there is a misleading in the House. Sir, just one point.

Mr. Speaker: No, no. The hon. Member has had enough.

Shri Harish Chandra Mathur: This will mislead the House when he says that the Railways have . . .

Mr. Speaker: Barring the hon. Member no other hon. Member is being misled.

Shri Harish Chandra Mathur: I am quoting from their expert committee, of the Railways, that they could levy a surcharge upto 13 per cent whereas they have not gone even to 9 per cent.

Shri Raghunath Singh: There are not only Roads, he has to go to other subjects.

Shri Raj Bahadur: About the recommendations of the Road Transport Re-organisation Committee, the report was submitted in March, 1959. We placed it before the first meeting of the Development Council in June, 1959. The Council decided at the first instance that it should be circulated

to the State Governments for their opinions. After that a special committee of the Transport Commissioners and Controllers was appointed which has gone into it and given their recommendations with very slight modifications. Then it has been submitted to the Transport Commissioners' Conference. These recommendations have been submitted to the Road and Inland Advisory Committee. There also all the recommendations have been accepted with slight modifications. Now it is going to be presented to the Transport Development Council which is going to meet on the 26th of this month. And I would have very much welcomed if the particular demands of my Ministry had come after the 27th or 28th because we should then have been able to report to you concrete results in this behalf. So, if there has been any delay in this matter, it should not be described as slothfulness or inaction on our part. We have done our best and we have also taken action in regard to matters that lay with the Centre.

Recommendation has been made by the Chief Engineers, particularly through the Indian Roads Congress, that we should have a Road Board just as there is a Railway Board, which should be responsible for Road Transport as well as Roads. That is a demand which has been persistently made. We have taken advantage of the recommendation of the *ad hoc* committee, the Masani Committee, and we have also taken into account the advice that has been given to us by Road Engineers, and we have decided that the Joint Secretary, Roads Wing will now be the head of the Road Transport Division. And this Road Division itself will be further strengthened. I trust that so far as the question of creating a nucleus of the Road Board is concerned, it has been created by this step.

Then, if you will allow me, I would like to come to a particular subject which, I think, Shri Raghunath Singh is waiting for.

Shri Raghunath Singh: Everybody is waiting for that, the whole House.

Pandit Thakur Das Bhargava: Not everybody.

Shri Harish Chandra Mathur: About diesel oil . . .

Shri Raj Bahadur: About diesel, gasoline and kerosene. So far as the information placed at our disposal goes, it is clear that there has been no diversion from diesel to gasoline. There has been an increase in the consumption of kerosene. Both these facts are there, and I am sure the Ministry of Steel, Mines and Fuel as also the Ministry of Finance will take note of this. It is obvious that unless and until the price of petrol is reduced and the efficacy of petrol is increased, which I do not think can come up to the level of diesel, it will not be safe to assume that there will be a diversion from diesel to petrol only on account of the increase in the levy of excise duty on diesel.

About shipping, I should like to place a few facts and figures. Rather than refer to all the points that have been made, I think if any point is still left, I will refer to it later.

During 1959-60, 25 ships of a total tonnage of 122,633 GRT were acquired. During the same period, seven ships of a total tonnage of 20,920 GRT was sold or scrapped, thus leaving a net addition of 18 ships with a total tonnage of 101,704.

So far as the acquisitions are concerned, I may invite the attention of hon. Members to one particular fact. A total tonnage 122,633 GRT was added this year. This was about the figure that we started with at the dawn of independence. The total size of Indian shipping at the dawn of independence was in the neighbourhood of 125,000. We have now made accretions and additions of this size in one single year. This has been the largest accretion in any single year so far

[Shri Raj Bahadur]

So far as the question of addition is concerned, may I just give one or two figures? In 1956 the number of ships added was 13 with a tonnage of 67,474 GRT. In 1959-60 up to 29th February, 1960, 25 ships have been purchased, and the net addition is 101,704 as I just now said.

Out of this particular addition, let us see how much has been acquired by the private and public sectors respectively. In the private sector 52,760 GRT have been acquired, and 48,944 GRT in the public sector. So, the public sector has almost come up equal to the private sector so far as the additions are concerned. And the shipping company that carries the day in this respect is in the public sector. It is the Western Shipping Corporation which has added four ships with a tonnage of 32,234 GRT. The next is Scindias, then comes the Eastern Shipping Corporation and then the Great Eastern Shipping Corporation.

The total tonnage in operation at present, therefore, comes to 748,694. Let us see what we are doing after this achievement.

At present, ten ships with a total tonnage of 72,914 are under construction. These are as follows: in India: 24,800 (four ships); abroad six ships with a tonnage of 48,114 GRT.

The Western Shipping Corporation has also purchased 80,180 shares representing 80 per cent of the total shares of the Moghul Lines. This purchase been made from the British India Steam Navigation Co., London and the Asiatic Navigation Co., London, at the rate of Rs. 360 per share. The total price paid is Rs. 288,64,800. The Moghul Lines has thus become an Indian company—not entirely an Indian company because there is still some foreign holding. This transaction will add to the Indian registered fleet four vessels with a total tonnage of 24,899 GRT. These are passenger vessels. Therefore, we can say there

is good accretion, and with the acquisitions of Moghul Lines shares, I think there has been a substantial increase, a substantial advance in the field of shipping.

Seven ships with a total tonnage of 30,144 GRT are expected to be scrapped before the close of the Second Plan. I need hardly give the details, but the total tonnage already arranged for is like this: 748,694 GRT in operation; under construction 72,914 GRT; Moghul Lines tonnage 25,899. This brings the total of the tonnage arranged to 847,507 GRT.

Out of this 30,114 GRT may be deducted as scrap and the total balance would be 817,393 GRT. The tonnage arranged for vis-a-vis the Second Plan target thus shows that only 82,607 GRT remains to be added to make up the target.

Shri Harish Chandra Mathur: That is the shortfall.

Shri Raj Bahadur: Not shortfall. This is only up to February, 1960. We have got one year to go. I will explain the additional tonnage expected to be acquired before the end of the Second Plan, then I think I will be able to satisfy the doubts of certain Members. 12 vessels, 7 overseas and 5 coastal, with a total tonnage of 86,971 tons GRT are expected to be acquired before the close of the Second Plan. The present deficit of 82,607 tons GRT as shown in the preceding statement will be made good, and the target of 9 lakhs tons GRT, excluding scrappings would be achieved; that means, even if scrappings are taken into account the target of 9 lakhs tons GRT will be exceeded by a few thousand tons.

Of course, we cannot compare ourselves with Germany and Norway, as my hon. friend Shri Raghunath Singh wanted us to do. Germany, of course, was left with no tonnage. That is admitted. But they had a number of shipyards. They built their own shipyards. So, we cannot say....

Shri Raghunath Singh: They were all bombed and spoilt.

Shri Raj Bahadur: But they had the necessary technical skill, and so many other things that were required.

We have also entered into two new routes, that is, the India-South America route and the India-USSR route, the first is served by the India Steamship Co. and the second by the Western Shipping Corporation. I may here profitably name also the services that are run by us now; they are: India-UK-Continent, India-USSR, India-Australia, India-West Africa, India-South America, India-USA, India-Far East-Japan, India-East Africa, India-Malaya, and India-Persian Gulf. Thus, it will be seen that our services cover a large part of the globe, and we hope to go on further with these.

So far as freight and passenger fare earnings are concerned....

Shri Nagi Reddy: May I just ask one question? Are we allowed to enter the intermediate ports in between in these routes? What arrangements have been made in this behalf?

Shri Raj Bahadur: Since that particular question has been raised, I shall reply to that here and now. Of course, there are restrictions by the wayside conferences on the admission of new Indian Shipping companies. Only the India Steamships and the Scindias are members of the India-UK Conference. We would very much like that our other companies also should enter that. But there is restriction. So far as the Liners' Conference is concerned, for those particular companies of ours who are already members, there is no restriction, but so far as the others are concerned, we have only one tramping company, namely the Great Easterns, and they can go anywhere they like. So, we know that we have got to fight against that particular restriction, and that is what other companies are try-

ing to do, and I hope this should be done.

So far as freight earnings are concerned, in the overseas sector, whereas the freight earnings were Rs. 13.42 crores in 1955-56,—since this point was referred to by certain Members, I would like to state these figures here—in 1956-57 they were Rs. 17.45 crores. Now, I would give the figures for the last year, namely 1958-59, for which year the figures are available. In 1958-59, the freight earnings (overseas) have gone up to Rs. 24.05 crores. That means, the freight earnings have substantially advanced from Rs. 13.42 crores to Rs. 24.05 crores during the period from 1955-56 to 1958-59, that is to say, in about three years' time, there has almost been a doubling.

So far as the cargo lifted is concerned, in the adjacent sector, in 1955 it was 3,80,808 tons, while in the overseas sector, it was 10,02,098 tons. In 1958 in the adjacent sector, it was 5,40,562 tons, while in the overseas sector, it was 17,22,616 tons. This gives us a total of about 23 lakhs tons so far as cargo lifting is concerned. This comes to roughly about 10 per cent of our foreign trade.

During the First Plan period, loans amounting to Rs. 24.1 crores were advanced to the shipping companies. During the Second Plan, loans to the tune of Rs. 17.96 crores have been advanced, thus making a total of Rs. 42.11 crores.

Then, I come to the Shipping Development Fund. You know, Sir, that we had created this fund recently. It received a total sum of about Rs. 6 crores by way of loans from Government. Further loans by Government to the tune of Rs. 8.70 crores are proposed to be given to the fund during 1960-61, with the result that this fund will have a total sum of about Rs. 15 crores at its disposal by the end of the Second Plan.

The Shipping Development Committee which was appointed has already sanctioned to the tune of Rs.

[Shri Raj Bahadur]

2.87 crores to the private and public sector companies. We have also got foreign exchange to the tune of Rs. 1.5 crores for our acquisitions between 1st January, 1960 and 31st March, 1960. I think the House will welcome this, and I am sure that we have taken the necessary steps to further add to our tonnage. So far, the initial release of foreign exchange for acquisition of ships on deferred payment basis was to the extent of 20 per cent, and the rest of the demand was met from the earnings of the ships themselves. We have decided that this particular percentage will now be increased to 33 1/3 per cent of the price of the vessel on initial payment, and the balance will be realised in four equal instalments, regardless of the earnings of the ship. This will facilitate shipping companies in the private sector to go ahead with their programme of acquisitions.

So far as foreign credit is concerned, a sum of 3 million yen was placed at our disposal: two ships are being acquired by the Scindias and one tanker has been acquired by the Western Shipping Corporation.

A National Shipping Board has been created. As hon. Members know, the Board recommended a target of 14.22 lakhs GRT. Taking everything into account, this would cost the sum of Rs. 121 crores including the cost of vessels to be acquired for the Ministry of Home Affairs. We know that the allotment under the Second Plan for shipping as at present is Rs. 55 crores. We hope that on review and revision the allotment might be increased.

We have also crossed another hurdle so far as shipping is concerned. That was in regard to our membership of IMCO. India has now been admitted to the Inter-Governmental Maritime Consultative Organisation as a full member with voting rights.

The Freight Investigation Bureau has done good work and secured reduction in freight in respect of cer-

tain commodities such as oil, oilcakes, rolled hessian, onion seeds etc.

The Shipping Co-ordination Committee has also functioned very effectively, and over 5 lakhs tons of cargo were secured for Indian shipping during the past two years.

Establishment of a chartering organisation is another highlight of shipping during the year. This will enable our Government to charter foreign ships on the most economical terms when Indian ships are not available for carrying Government cargo. This is with a view to economise on foreign exchange and also in order to keep proper control on shipping.

As regards seafarers' welfare, negotiations on a bi-partite basis in the Bi-partite National Maritime Board have resulted in significant achievements for our workers. Firstly, as a result of a collective agreement arrived at between the employers and employees, a *per capita* wage increase of Rs. 13.5 per month from 1st January, 1960 was secured. This will bring in an additional Rs. 65 lakhs per annum in foreign exchange. Secondly, by an agreement, for the first time the hours of work of Indian seafarers have been fixed. Also, cash payment has been provided for overtime work. I need not go into the details of how these provisions will work and what the hours of work are. A copy of the information can be placed on the Table of the House whenever required.

The National Welfare Board of Seafarers recommended a comprehensive scheme. An official committee is now according priority to these recommendations with a view to their implementation. It is proposed to set up a Seafarers' Welfare Fund in order to provide a recurring source of finance for welfare measures.

Employment opportunities for Indian seafarers have been a matter which has caused us some anxiety dur-

ing the recent past. We lost as many as 7,000 jobs, but since I gave the House this information on the last occasion the position has been retrieved to some extent and we hope that we shall be able to hold in check this particular tendency.

Shri Chintamani Panigrahi: Is there any provision to absorb those employees who have been discharged by private foreign ships?

Shri Raj Bahadur: I can explain that. The point is that these people are signed on and signed off after every sailing and they take their employment by turns. That was how this matter arose. The question is: how many jobs are open to the number of seamen that we have got? The number of jobs that we lost was 7,000. I will just indicate the present position. The total number of jobs in December, 1959 had come down to 32,913. In March, 1960, it had gone up to 33,352. That is a trend which indicates a healthy restoration. I will not bank too much on this particular trend. We shall continue our efforts to see that the employment opportunities or the jobs are not lost for our Indian seamen, as far as possible.

Indian ships are employing only 13.7 per cent of our seamen. They have got only 4,594 jobs as against foreign ships which offer as many as 28,758 jobs, a percentage of 86:3.

As regards the expansion programme, so far as training of merchant navy personnel is concerned, the House is well aware of our programme. We increased the intake of *Dufferin* from 75 to 80 per annum. It may be recalled that *Dufferin* trained only 25 navigating cadets per annum in 1947. Similarly, the intake of the Directorate of Marine Engineering Training has been increased from 65 to 100 per annum.

Preparatory classes have now been arranged for certificate examinations of a higher type for our seamen and these people can take advantage of these preparatory classes if they

want to secure the qualification of extra masters certificates or extra first class engineer's certificate.

Since 1947, Government have spent over Rs. 2½ crores on the training of merchant navy personnel in the following institutions:

T.S. 'Dufferin', Bombay, Directorate of Marine Engineering Training, Calcutta, Nautical & Engineering College, Bombay, 'BHADRA' 'MEKHALA' and 'NAU LAKSHI'.

Since 1947, over 17,000 candidates have received training in the above-mentioned institutions.

A Merchant Navy Training Board has now been appointed and that is now taking care of this.

About sailing vessels, we have already expressed our anxiety and desire to help the industry as far as we can. I may assure my hon. friend, Shri Thanu Pillai, who is not here that we shall do our best to help the people who are engaged in building sailing craft or country craft in Tuticorin and other places on the eastern coast as well as the western coast.

The Central Advisory Committee and four regional Advisory Committees have been set up and they are now the guardians and custodians of their welfare and their interests.

Then, we have also got schemes for the training of tindals and seamen engaged on the sailing vessels and we propose to open institutions for Tindals at Bhavanagar and Ratnagiri, Bangalore, Beypore, Tuticorin and Kakinada and institutions for training seamen under sail at Bhavanagar and Kakinada.

Another important measure that has been taken for the welfare is the introduction of a system of identity cards. These people can go anywhere with these identity cards, to foreign countries in sailing vessels, and particularly

[Shri Raj Bahadur]

Ceylon, and they would not meet with the inconvenience which they were meeting so far.

I may now make one appeal because this is important. We have done our level best to encourage shipping companies to acquire additional tonnage. We are anxious that we should build our tonnage as quickly as possible. Many measures have been taken and I will not go into the details of those measures here. But we find that perhaps because the resources are not sufficient with them, the pace now seems to be slowed down so far as Indian shipping companies in the private sector are concerned. The result will be that the acquisition will be in the public sector and the natural result that will flow from this would be that we shall have to find gainful employment for the shipping acquired in the public sector. So, I would make an earnest appeal to the shipping companies to mobilise all their resources to build up their tonnage. At the same time I also appeal to the wayside conferences that now Indian shipping wants its rights they do not want discriminatory treatment.

But, let me assure my friend Mr. Gopalan—he is not here—that there is no discrimination of the type he said. There is no such discrimination that whenever our ships visit foreign ports they are made to wait in the stream, that they are not allowed proper berths. There is no discrimination of that kind. The discrimination is about only the restriction on the admission of shipping companies in the conferences and that is a matter where we are very anxious and we do take note of the happenings in Colombo. I need not refer to that instance in particular. But we would expect that the Shipping Conferences would bid fair with our national shipping companies. I think that should suffice so far as this is concerned.

I will come to ship-building. A charge was levelled....

Shri Harish Chandra Mathur: You have also to cover tourism.

Shri Raj Bahadur: I may be permitted to continue either tomorrow or I may be permitted to continue for 20 minutes more.

Shri Harish Chandra Mathur: We have already sat up to 6:30 now.

Shri Raj Bahadur: But I have to do full justice. I have tried to give as much as I can.

Shri Chintamani Panigrahi: He can continue till 7 o'clock.

Mr. Speaker: Unless the hon. Minister wants to state it on the floor of the House, whatever he has got may be laid on the Table of the House.

Shri Raj Bahadur: I do not mind. I can do that; but it would be rather not fair to the departments also because each one of these departments does want to have a hearing.....

Mr. Speaker: Let him go on; we will sit up to 7 o'clock.

Shri Supakar: About the additional tonnage, for the Third Five Year Plan only 5 lakh tons has been fixed, whereas now we are acquiring one lakh tons each year. This shipping business is a very good foreign exchange earner.

Shri Raj Bahadur: We would like to have as much increase in our targets as possible but we are limited by the financial resources at our disposal. We want to increase it to 2 or 4 million tons, as far as possible although the shipping board has not said that. Let me remind Shri Raghunath Singh, who is a member of the shipping board. He said that we should have four million tons. The Shipping Board have only said that the target set in 1947 by the shipping policy sub-committee no longer holds good and it is not adequate. But they have given no other figure to give as to what the target should be. They

have only concentrated on how much we should do in the Third Plan period. They have given a figure and I would be very happy if we can get financial allocations to achieve that figure also because the indications are—as we see from the Press reports; hon. Members would have seen them—that we may not get the money required even to fulfil the target given by the shipping board.

Shri Supakar: Shipping pays its money.... (Interruptions.)

Shri Raj Bahadur: It is like this. I want to buy a land but I can buy the land when I give up my food, that is, I save whatever I spend on food. Then alone I can buy the land. But I cannot give up my food. Can we cut down other important, urgent, unavoidable, and inevitable items of expenditure? If we can do that we can perhaps have more funds.

Shri Kalika Singh: Shri Raghunath Singh's suggestion is that Rs. 6 crores invested will wipe away the Rs. 86 crores of foreign freight.

Shri Raj Bahadur: That particular proposal has got to be examined. I am asked by my friend Shri Rane not to pass my time answering interruptions but to proceed. With regard to the HSL—the Hindusthan Shipyard Ltd.—let me say this. Despite all the criticisms levelled, it is our first shipyard and our first child. Shri Raghunath Singh says that our shipping is a 'babe in arms'. I quite agree with him. Let it be nourished properly; let it not be bowed down by lack of encouragement.

Shri Raghunath Singh: It is a forty year old child.

Shri Raj Bahadur: We started in 1947 and now we are in 1960. You can at most say that it is a 12 year old boy. The value of the ships manufactured in 1952-53 was Rs. 126.36 lakhs and it is estimated to have risen in 1959-60 to Rs. 443.44 lakhs and would go up in 1960-61 to

Rs. 717.00 lakhs. The increase from 1952-53 to 1959-60 is to the tune of 300 per cent; next year the increase will be to the tune of 500 per cent.

Three vessels were launched during 1958-59, namely *Raj Kumar*, *Indian Industry* and they *Dhruvak* and *INS* were delivered to the owners. One more vessel, *Jayalakshmi*, has also been delivered. *INS Darshak* a navy vessel was launched on 2-11-1959. The first of the 9500 tonner lubecker type ship was launched on 31st December, 1959.

So far as technical efficiency of the yard is concerned, a high level team of senior surveyors of the Lloyds visited the shipyard and expressed the opinion that the workmanship of the yard was quite satisfactory and comparable with that in any foreign country. This has been corroborated by other foreign experts too. We are only deficient in designing and estimating for which we require adequate organisation, voluminous data and essential experience. Even so a nucleus of estimating and designing personnel has been got together. It will take sometime before real designing work can be undertaken.

About the development of the yard, I may say that when both the phases of development work are completed, it will raise the capacity from 2½ ships to three ships. We want to take it up to the full rated capacity of 6—8 ships or 40,000 GRT per year. The estimated cost thereof is Rs. 244 lakhs and we do propose to make the provision for that. Every endeavour will be made to see that they are given the highest priority.

Now, the cost of our ships is of course 30 per cent higher, but let it be realised that there are very many factors like low per capita productivity, extra charge of 15 per cent to 18 per cent on freight, insurance, handling charges etc. Overheads are also high because production is low, heavy cost of imported equipments like propelling machinery, diesel engines and steel

[Shri Raj Bahadur]

also. Now we are told that the steel planks needed for the yard will be available from the Rourkela Factory, which will enable us to cut down our cost considerably. We have also tried to control the costs and necessary steps have been taken. Only two or three types of vessels will be specialised in and common use items will be standardised. We propose to increase the output also. We have also set up a machinery to ensure proper liaison. A planning and time-estimating office has been set up to control the actual man-hour spent on each job.

A new scheme known as the suggestion scheme has been introduced. We also propose to substitute imported material by indigenous material. An ancillary Industries committee has been set up in order to advise us in regard to manufacture of items which go into building of ships which can be manufactured in our country. We are also undertaking construction of small ships, tugs etc. to save idle labour.

So far as idle labour is concerned—a point was made by an hon. Member on the opposite—I may say that in July, 1958 the percentage of idle labour was as high as 25.05 per cent in this shipyard. By systematic and persistent efforts it has been brought down and on 31st January, 1960 it was only 2.642 per cent. So we are taking all pains and all care to see that the efficiency is improved, costs are cut down and our ship building industry really comes of age.

The Shipyard agreed in principle to the introduction of a scheme of workers' participation in management also. Three committees—the canteen advisory committee, the colony school committee and the suggestions committee—have been set up. A works committee is also proposed to be set up, but the unions have not yet come forward to co-operate in this particular scheme. We hope it will be done soon.

Shri Nagi Reddy (Anantapur): What about the designing section?

Shri Raj Bahadur: I have already said that a nucleus of designing and estimates section has already been created.

Shri Anthony Pillai: What kind of workers' co-operation in the management can you expect when the unions do not co-operate?

Shri Raj Bahadur: I would be very glad if my hon. friend can help in this. We have accepted this particular yard as an industry where we want to associate the workers with the management. We have already started with three committees. The fourth committee is the works committee which is very important. Let them come and co-operate and set it up. Let us see what our experience is before we can advance a step further. Let us be wiser by the experience we may have by the working of this particular committee. I hope my hon. friend will bear in mind what I have said about it.

Then Sir I would come to the question of the Second Shipyard.

Shri Gopalan yesterday waxed eloquent about our alleged faults of omission or commission in regard to the second shipyard. I say, Sir, that there should have been no doubt about our earnestness and our genuine desire to have the yard in Cochin. We made an announcement—**Shri Gopalan** read it yesterday, I will also read it—where we have said:

“The Government of India after careful consideration of the report have decided that, subject to the results of further investigations into the soil conditions being satisfactory, the second shipyard should be located at Cochin at the site recommended by the U.K. Shipyard Mission.”

Sir, in this announcement there is no reference whatever, to its inclusion or non-inclusion in the third Plan period, there is no suggestion or hint now that we are not going to in-

clude or press for its inclusion in the Third Plan—that is farthest from our mind. But let it be pointed out, so far as this particular announcement is concerned, nowhere has it been said, and it could not have been said that it shall be necessarily a part of the Third Plan. We could not do that. That was not in our hands at all (*Interruption*). But we have done the utmost to have it included in the third plan and to make a beginning with it. What have we done? We have included it as one of the Ministry's schemes for our Third Plan. We have made a positive provision of about Rs. 20 crores for this particular project. Shri Gopalan wanted to know the provision that we have made. As I said, we have made a provision of Rs. 20 crores for this particular yard in the Third Plan.

All the schemes proposed by this Ministry and other Ministries are under the consideration of the Planning Commission. No final word has been given about it. Apart from that he played on the words "decision" and "proposal". He said that at one place we used the word "decision" and in the statement made by the hon. Minister, Dr. Subbarayan the other day the word "proposal" has been used. Sir, what we have decided is about the location of yard at Cochin. That was a clear decision. So far as the schemes which have been included in the Third Plan are concerned, they are all proposals at this stage even though we might be completely sure of a scheme being admitted or included in the third Five Year Plan, it will be called proposal and nothing but proposal at this stage. Why should he play upon the word and try to give a completely different interpretation to the whole situation? He said that statements were made during the Kerala elections that a shipyard would be located at Cochin; that an understanding was given. He also quoted from what Shri A. M. Thomas, my colleague, is reported to have said, namely, that 1st February will be the deciding day whether the

soil of Cochin or Kerala is fit enough for the second shipyard.

The Deputy Minister of Food and Agriculture (Shri A. M. Thomas): I did not say like that.

Shri Raj Bahadur: I am very glad, but this was put in your mouth. It was purposely said by me so that it may be repudiated by you.

Shri Nagi Reddy: We need not quarrel about it. The people know it.

Shri Raj Bahadur: I do not know if you need any better repudiation than this, and a statement can always be met with a statement. Then, he asked what steps we have taken so far. The steps taken are that we have taken steps to acquire the necessary land for this project. A part provision has been made in this year's budget. We have also solved the question of soil condition. Remember, my announcement was made on the 21st December. We are now on the 23rd March, 1960. Within these three months, we have done this. Very positive steps have been taken.

Then the hon. Member asked why we were raising the point about external resources and internal financial resources and technical investigation now. Evidently, Sir, it will be necessary to carry out technical investigations, to prepare a detailed project report and plans and designs in consultation with suitable consultants. He quoted in this connection the United Kingdom Commission's report and said that that has not been done. But in that report itself, let me tell him, this particular thing has been given, namely, for the formulation of the detailed project report we shall have to consult some consultants, fix them up and then the necessary steps will have to be taken. So, in regard to the recommendations made in the United Kingdom Commission's report itself, we have done whatever could be done.

I am afraid my hon. friend would like us to jump over all these steps and without any technical investigation, without any detailed survey of

[Shri Raj Bahadur]

the project being drawn up about this particular thing, he would like us to start the construction of the shipyard. That all is very strange. He wants us not only to jump over all these necessary requirements and steps without which a shipyard cannot be constructed, but he also wants us to by-pass the Planning Commission the N.D.C. and the Parliament. He wants us to by-pass everybody and to start the construction all at once. He wants a categorical answer from us that we should (*Interruption*) start war.

I would say that so far as this particular matter is concerned, no political capital should be made out of it. The only thing is, an attempt is made, to make political capital out of it.

Shri Chintamoni Panigrahi: Perhaps you made political capital out of it during the election!

Shri Raj Bahadur: I do not think, and I do not know—perhaps the people of Kerala are the best judges.

Then I come to tourism. I should start by saying that steady progress has been maintained in the various promotional activities for tourism. The total number of tourists during the calendar year 1959 was 1,09,464 excluding nationals of Pakistan and Tibet. In 1958, the figure was 92,000. The increase is 18.7 per cent. Tourists from the high-spending category of nations, namely, America, Europe, Canada, Australia, New Zealand, Japan, etc., formed 62.9 per cent of the total.

The tourist earnings are—also estimated to be in the neighbourhood of Rs. 20 crores as against Rs. 17.5 crores in 1958. So, there is a definite advance.

We also launched a programme of courtesy campaign and that is going on. About rest houses, restaurants and canteens, some complaint was made to the effect that we are not going ahead. I would like to point out that eight rest houses for low

income tourists and ten log cabins at ten places have already been completed or are nearing completion. By the end of 1960-61, 16 more low income group rest houses and five more log cabins and six sheds on pilgrim routes will be ready. Several first class canteens and rest houses are under construction, and a number of others are about to start. By the end of 1960-61, about 20 such buildings of rest houses will be ready.

Then I come to motels. We perhaps know what motels are. This is an American name for a way-side hotel or a halting place specially for motorists. We propose to use the existing rest houses, inspection or dak bungalows on some of the national highways for this purpose. We want to develop them and properly equip them. We want to provide a petrol pump and first-aid facilities for the cars for the tourists who go about the country. We want to select, first of all, only a limited number of national highways for this purpose. I would like to mention them just by way of proposal and not as a final decision. To begin with, the roads we have in view are Delhi-Amritsar-Srinagar, Delhi-Agra-Bombay and Madras-Bangalore-Mysore, Coimbatore-Cochin.

Shri Chintamoni Panigrahi: What about National Highway No. 5?

Shri Raj Bahadur: We have taken only such routes which are extremely popular.

Shri Harish Chandra Mathur: That is much more popular via Jaipur and every day so many people come.

Shri Raj Bahadur: Part of that is covered in the sector Delhi-Agra.

Shri Harish Chandra Mathur: That leads to Bharatpur and not to Jaipur.

Shri Kalika Singh: What about National Highway No. 29 connected with the birthplace of Gautama Budha?

Shri Raj Bahadur: These are the three present proposals. We can include more subject to the limitations of finance. Hotel accommodation has not kept pace with the increase in tourist traffic. Increase in tourist arrivals during the last 8 years is 300 per cent, but increase in hotel bed capacity is only about 25 per cent. The total number of beds in western style hotels is approximately 10,000 plus about 1,000 additional beds expected to be ready by the end of 1960. I would like to congratulate the hoteliers specially for the improvement they have made in the standards of hotels with modern kitchen, sanitary equipment, e c. Many of them have been air-conditioned and the hoteliers are alive to the need of their Indianisation in decoration ect. for promotion of tourism.

For Hotel Industry assistance is proposed to be given by Government as best as we can. Certain provisions of the Industrial Finance Corporation Act have been suitably relaxed. The recommendations of the Hotel Standards and Rate Structure Committee, which reported some time back, have been accepted and action has been initiated. Classification of hotels according to the internationally accepted system will be taking place.

In order to remove complaints about guides, we have organised courses in Delhi, Bombay, Agra and Jaipur. 80 trained guides have been added to the existing number of approved guides. A second Guide Training Course is proposed to be conducted in Calcutta in 1960-61.

The training of tourist personnel is very important, because they are the people who come into contact with the tourist first. Regular training courses, each course lasting 10 weeks, have already started from 1st March, 1960 for the training of junior staff employed in the tourist offices of the Government of India or the State Governments. In each course, nominees of approved hotels and travel agencies are also invited to participate. It is hoped that shorter courses will also be run for the staff of our national airlines. The course consists

of both theoretical lectures and practical demonstrations.

In this connection, I would like to refer to the observations made by Shri Tariq about sarais. I would like to assure him that we are very much anxious to meet the needs of home tourists and we would like to do what we can. But there also our hands are tied by finance. In it perhaps there is question of principle as so involved. So far it was not accepted by the Planning Commission that the Central Government should participate in schemes which are purely of the nature of promotion of home tourists. But in the last meeting of the Tourist Development Council, it was decided that the Centre should share some expenditure involved in these schemes. That particular recommendation of the Tourist Development Council is under consideration and we hope due note of this recommendation will be taken by the Planning Commission and by this House whenever the occasion comes.

Apart from that, there is another important thing, viz., approval to shops. There were many complaints that in many cases the tourists were reported to be cheated by the shopkeepers. For the information and guidance of tourists, visiting Delhi, Bombay, Calcutta, Madras, Agra, Jaipur, Banaras, Srinagar, Aurangabad, Bhubaneswar, Puri, Bangalore, Mysore, Darjeeling, Cochin and Bhopal we have introduced a scheme whereby a certain number of shops dealing in jewellery, silks, brocades, ivory articles, curio, etc., will be approved. The owners of these shops will be required to abide by certain terms and conditions. They will be required to make a cash deposit or a banker's guarantee for three years in the first instance. In case of any complaint of malpractice, the approval granted to them would be withdrawn and the security forfeited.

We are also conscious of the problem of beggary. In this connection, I would like to refer to the step taken by the Mysore Government. I am told by the Deputy Minister of Mysore, that beggary has been banned in that

[Shri Raj Bahadur]

State. Any beggar who enters Mysore has to join the work houses. Any beggar who happens to enter Mysore is shaved, bathed, dressed and put in the work house compulsorily. Of course, it is essentially a problem for the State Governments then Sir, we are enjoined to have some sort of control over the conduct of guides, over the conduct of hoteliers, over other people who come in contact with the tourists and for that purpose we propose to put forward the necessary legislation to lay down certain rules of conduct for the travel agents, excursion agents and guides. We propose to promote it. The same legislation will be able to take care of the problem of beggars, the beggars clustering round our tourist spots. I hope when the legislation comes the House will accord its full support to it.

We have a regular system of investigation of complaints. I can only add that the tourist department with all its multifarious activities is, after all, a co-ordinating department. Further it would now have to look after the facilities of tourists who want to travel by tourist coaches. So far as that particular thing is concerned, I can only say that we want to encourage it. There are many other responsibilities also that we want to undertake. Keeping in view the enlarged scope of the responsibilities, we are seriously considering what steps should be taken to reorganise the whole machinery or organisation which looks after tourism in this country.

Now I will briefly refer to ports. The traffic handled in 1958-59 was 28.75 million tons and for the first six months of 1959-60 it is 15.50 million tons. The present capacity of the major ports is 31 million tons. With the completion of the Second Plan it is expected to rise to 41 million tons. In addition, the minor ports will be able to cater for another 5 million tons.

Let me now give some figures about the shortfall in expenditure. The total provision in the First Plan was

Rs. 64 crores. The amount spent during the First Plan was Rs. 27 crores. So, the carry over to the Second Plan is Rs. 37 crores. Total provision in the Second Plan including the carry over from First Plan was Rs. 99 crores. Amount spent during the first three years of the Second Plan was Rs. 25 crores. Amount expected to be spent during the remaining two years of the Second Plan is Rs. 40 crores. So, there will be a carry over of Rs. 34 crores. We are carrying forward that backlog. Despite that, substantial progress has been made in improving the capacity of the harbours.

Then, let me tell you, so far as the First Plan was concerned, our emphasis was on works essential for rehabilitating the docks and other facilities which had suffered serious wear and tear during the war years. In the Second Plan we stressed on the replacement of obsolescent equipments, modernisation of port facilities and expansion of port capacity. During the Third Plan our objective would be to acquire new craft and equipment, mechanical handling of coal and ore and training works.

So far as the port of Calcutta is concerned, let me only tell my friends that there are three broad things that we can do and they are dredging, river training works and free supply of head-water. Along with that is linked the question of Farraka Barrage. So far as dredging is concerned, we employed Bhagirathi on the Belaribar area, which is the most difficult area. Before 1958 it was not showing serious signs of decline. In 1958 it came to 17.3 ft. Therefore, it was reported in the Report for 1958-59. Before that it was not reported at all. I am here referring to observations of Shri Tridib Kumar Chaudhuri. Let me assure him that we are not at all negligent about it. We have done whatever we could do. From 17.3 ft. we have come to a little less than 10 ft. or 10 ft. Therefore, we can say that Balaribar is not intractable; we can manage it. We have also taken good care to see that we can get the necessary equipments for that. We have already got a certain number of dredgers, not only suc-

tion dredgers, to which repeatedly reference was made. We have got bucket dredgers and grab dredgers. We have already placed one order for suction dredgers. Then, we are going to acquire one other from Holland, which is under construction. Apart from these two we proposed to place an order for a third one too as soon as we can.

Shri Tridib Kumar Chaudhuri: But there are 14 bars. We have the shallowest bar.

Shri Raj Bahadur: I will come to that also, because we shall have four suction dredgers of this type.

These four suction dredgers would, I think, materially increase our capacity for dredging. Now we very well know that apart from such suction dredgers we propose to place an order for a bucket dredger and one grab dredger this year and one grab dredger early in the Third Plan period. So with this addition to our dredging capacity, the Port will be able to meet the challenge of these "bars, bends and bores", an expression which was used by my hon. friend, Shri Samanta. I can also assure him that we have . . .

Shri C. K. Bhattacharya: The sands that have been dredged from one part of the river are deposited in another and a deeper part of the river. The result is that it defeats its object and the river gets shallower.

Shri Raj Bahadur: That is fully known to everybody. In the suction dredgers for which we have placed orders now a mechanism has been arranged by which the dredged material will be deposited outside the riverbed and the dredgers are also going to be air-conditioned to work round the clock. In fact, we also want to air-condition the Bhagirathi dredger. So this will materially augment the capacity of the dredging fleet as well as the dredging staff.

Shri C. K. Bhattacharya: What is the need for air-conditioning the

dredger? Can the dredger not work without air-conditioning?

An Hon. Member: It is technical.

Shri Raj Bahadur: It is the same necessity which we experience in this House.

Shri C. K. Bhattacharya: My apprehension is that this air-conditioning of the dredger will add to the cost so much that you will find it difficult to secure them.

Shri Raj Bahadur: It will give such results which will be completely commensurate, not only commensurate but more than commensurate, with the cost thereof. I have got no doubt in my mind that the air-conditioning of these dredgers is very essential. They have done very good work, particularly, the people, the staff and the Commandant of Bhagirathi dredger has done admirably well in meeting a very difficult situation.

So far as training works are concerned, my hon. friend cannot say that we have been ignorant about the need of them. The Accra Spur has been constructed and two bars have already been controlled on account of that. The Fulda point which is an expensive and a costly scheme—it is a Rs. 5.5 crores scheme—will control four bars. I need not mention all those means to save time. Apart from that the question is how to control the Belari bar itself. He particularly knows that the research station at Poona is engaged on this particular task. They are experimenting. They have got a model now. We cannot proceed without their positive advice in this behalf. Whatever advice they give on that alone we can proceed because suppose we embark upon a particular scheme and that happens to be a costly and expensive scheme, after incurring all the expense on that ultimately it turns out to be useless or worthless then who will bear the odium for that? Then all hon. Members might turn round and say, "Why did you go without proper enquiry?" So each and every-

[Shri Raj Bahadur]

one of these engineering works which are highly specialised and complicated type of works, for each one of them we shall have to go to the research station, have them vetted and properly investigated and then and then alone we can embark on such schemes.

So far as the other thing about head-water supply is concerned, about which so much attention is paid, we can say that we consider the Farakka Barrage scheme to be indispensable, vital and inevitable for the port of Calcutta. The Government want to do it as quickly as possible. There is no difference of opinion about that. There should be no doubt that we are in fact doing whatever we can do in this behalf. The question is that it is linked up with so many other considerations and factors. They have got to be taken into account. I hope that so far as this particular step is concerned, I cannot say more than the Irrigation Ministry. The hon. Irrigation Minister has already said about it. They have declared in the other House. They are taking all possible steps for investigation of this matter and for taking it up as quickly as possible.

Shri C. K. Bhattacharya: The scheme has been before the Government for the last twelve years.

An Hon. Member: Let him finish. There are only five minutes left.

Shri C. K. Bhattacharya: The scheme has been before the Government for the last twelve years.

Shri Raj Bahadur: I will come to minor ports and have done with it. All the rest I can place on the Table of the House.

Shri Harish Chandra Mathur: What is there left now.

Shri Raj Bahadur: There are the lighthouses and inland water. I would say that the provision was Rs. 5 crores.....

Shri Kalika Singh: It should not be a lighthouse. You must be grave.

Shri Raj Bahadur: ...and the schemes have been approved which cost as much as Rs. 5,47,60,000[-. It can be seen that the Minor Ports Department or the organisation in charge of minor ports has not been negligent about this work. Whatever allotments they had so far as the sanction of schemes are concerned they have done it. The State Governments have also done well. The expenditure incurred during the first three years on minor ports scheme is Rs. 331.64 lakhs. During the remaining period of the year Rs. 18.36 lakhs more will be spent. It will bring the total to Rs. 350 lakhs. In 1959-60 it is expected that another Rs. 35 lakhs will be spent on the development of minor ports. And for 1960-61 Rs. 50 lakhs. So I can say that we have done as best as we could.

19 hrs.

So far as dredger-cum-survey pool is concerned, indents have been placed for the purchase of six survey launches and steps are being taken to finalise the purchase of dredgers also.

About the ports on Ratnagiri coast I may say that I have visited them. There is demand for every port. We shall very much like the Bombay Government to tell us which are the ports they themselves would like. Then we shall have to depend on the IPDC. A point was made that the IPDC report has been delayed and no advantage can be taken of it for the formulation of the proposals of the Third Plan. I can assure the House that we shall not allow that to happen. We have already asked the committee to go into this and the committee is itself eager to give its conclusions to us by the end of this month, that is by 31st March, and the technical data and supporting material will be furnished to us later on in the month of April. So I can as-

sure you that whatever conclusions the Committee may arrive at the Commission will get them in time.

Now I would like to come to the question raised by Shri Thanu Pillai and Shri Narasimhan, about Tuticorin port, Mangalore port and Paradeep port. About Tuticorin and Sethusamudram port we have not forgotten them.

Shri Mulchand Dube (Farrukhabad): It is seven o'clock now.

Shri Raj Bahadur: I will finish.

Mr. Speaker: Many hon. Members seem to be interested in this.

Shri Raj Bahadur: We shall do all that is possible for Tuticorin and Mangalore, and we shall try to provide whatever finance we can within the limitations of the allocations made to us for these two ports and also for the Paradeep port. With regard to Paradeep the difficulty is that the hinterland is not developed. It has been said that we have not allotted a sufficient amount for it, for road or for railway. Well, that has to be done. With Tuticorin and Mangalore the advantage is that they are served by roads, and good roads. So we are not ignorant of the fact that Paradeep is a very useful port and can be made a very useful port. We shall do whatever is possible for it. We see that the State of Orissa which is a maritime State should not be left without a port for itself. And we would like that Mysore should have a port for itself, a major port like Mangalore, and Tuticorin should also be developed into a major port, and Paradeep should also be developed. But the progress on Paradeep is bound to be limited because of the obvious physical conditions and lack of development of the hinterland.

So far as lighthouses are concerned they have done very good work I would like to add one word about them, because a large number of technical people are living in such difficult

places on the coast. There is an island, a rock island opposite Vengurla. There is a lighthouse on the rock. For five or six months in the year it is not approachable. And people who go there have to live there for five or six months. And anybody who is asked to go there is picked up by a crane. I would like to pay my humble tribute to all those people, and I would like to thank the House for the indulgence shown to me.

I would also like to assure the House with regard to Inland Waterways that we are trying our level best to implement the recommendations after fulfilment of the necessary formalities in this behalf.

Shri B. C. Mullick (Kendrapara—Reserved—Sch. Castes): What about the bridge over Brahmani at Kabata bund?

Shri Raj Bahadur: The bridge on Mahanadi and Birupa? Those bridges have been sanctioned and will be started after the necessary formalities have been fulfilled.

I thank the House again for showing me this indulgence.

Mr. Speaker: Dr. Subbarayan.

Dr. P. Subbarayan: Sir, I do not want to begin to say very much except to say this that I see I am rather on a sticky wicket. And I have a bad experience of sticky wickets—not in the legislative sphere, I admit. But I shall try and do what I can to explain the position which has made me undertake the measures with regard to telephone charges which place me on a sticky wicket! I shall conclude it tomorrow.

Mr. Speaker: The House now stands adjourned till 11 A.M. tomorrow.

19-05 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Thursday, March 24, 1960, Chaitra 4, 1882 (Saka).