

## CENTRAL SALES TAX (AMENDMENT) BILL\*

The Deputy Minister of Finance (Shri B. B. Bhagat): I beg to move for leave to introduce a Bill to amend the Central Sales Tax Act, 1956.

Shri Bharucha (East Khandesh): I rise on a point of order.

The point of order is that under rule 72 of our Rules the Bill should have been circulated first to hon. Members before hon. Members can be called upon to say "Aye" to the motion of the Minister in Charge of the Bill.

On the last occasion, Sir, I raised the same point of order when you were pleased to say that any Member who desires a copy of the Bill can get it from the Notice Office. Today I went to the Notice Office and I was told that I cannot get the Bill until it has been introduced.

Now let me turn to rule 72. You will observe that it says:

"If a motion for leave to introduce a Bill is opposed, the Speaker, after permitting, if he thinks fit, a brief explanatory statement from the member who moves and from the member who opposes the motion, may, without further debate, put the question:

Provided that where a motion is opposed on the ground that the Bill initiates legislation outside the legislative competence of the House, the Speaker may permit a full discussion thereon."

Now if I have not got a copy of the Bill, how do I know whether the proviso to rule 72 has been transgressed or not?

Mr. Speaker: I agree with the hon. Member. I have directed the office to make available copies of Bills even before the motion for leave to introduce a Bill is made in the House. They

have got a right to oppose it even in the first stage, though the convention is—except in exceptional cases—not to oppose in the introduction stage.

I certainly see the point of the hon. Member and do direct office to place as many copies as there are Members in this House so that they may take those copies and come prepared either to grant leave to introduce the Bill or oppose it. It is open to them to do as they like. I shall certainly make copies available.

Shri Bharucha: I am thankful to you for your ruling, but may I point out that the Bill which is sought to be introduced now, the Central Sales Tax (Amendment) Bill, is a bulky, controversial and complicated one and seeks to make changes in the Central Sales tax and it may not be possible to find out within half an hour whether the legislative competence of this House is transgressed or not?

Mr. Speaker: Normally, any motion for leave to introduce or any other motion of a similar nature requires a notice of two days. This difficulty will be solved if along with the notice copies are made available to hon. Members so that these two days would be sufficient for them to go through the measure and make up their mind to support or to oppose. I shall certainly see that along with the motion which requires two days notice, copies are made available in the Notice Office. I do not want to take hon. Members by surprise. Let every hon. Member go and read the Bill and come prepared either to oppose it or support it.

Shri T. B. Vittal Rao (Khammam): So, this motion will stand over for tomorrow, by when copies of Bills will be made available.

Mr. Speaker: On this occasion I shall put it to the House.

The question is:

"That leave be granted to introduce

a Bill to amend the Central Sales Tax Act, 1956.\*

The motion was adopted.

**Shri B. R. Bhagat:** Sir, I introduce the Bill.

#### RAILWAY BUDGET—GENERAL DISCUSSION—contd.

**Mr. Speaker:** The House will resume discussion on the Railway Budget. **Shri Feroze Gandhi** who was in possession of the House will resume his speech.

**Shri Feroze Gandhi (Rai Bareilly):** None of the Railway Ministers are present.

**The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha):** Points will be noted all right.

**Shri Tyagi (Dehra Dun):** The Minister must be sent for.

**Shri Feroze Gandhi:** Mr. Speaker, this has been a year of unpleasant surprises for all of us, a year which shall perhaps go down in history, though for different reasons. Now that every pocket has been picked, my advice to the Railway Minister is that he can very well do away with all the sign-boards hung over ticket windows declaring "Beware of Pick-pockets".

Sir, I would make an immediate reference to the Report of the Railway Board that has been submitted to Government, and I take objection to the manner of its submission. It gives the names of the Railway Minister in 1955-56, **Shri Lal Bahadur Shastri**, then comes **Shri O. V. Alagesan**, then the Railway Board and Railway Officers. It is a pity that the name of the Parliamentary Secretary to the Minister of Railway has been omitted. (*An Hon. Member:* Shame). I think he has done excellent work as Parliamentary Secretary to the Minister of Railways, and his name should have found a place there. And, after all, he is the sole survivor

of the wreck on the Ministry of Railways. His name should have found a place in this Report.

Sir, the year under review marks the completion of the First Five Year Plan on the Railways. Having spent a sum of Rs. 424 crores it should be worth while to take stock of what we have achieved. In the Second Five Year Plan we are going to inject a further sum of Rs. 1125 crores, which is more than the total capital investment in a hundred years on the Indian Railways. The total capital at charge is a little over a thousand crores of rupees. We are going to spend another Rs. 1125 crores. And we have to see what we have achieved in the First Five Year Plan.

I would just make a casual reference to railway finance. The ratio of total receipts to capital at charge is falling. It has come down from 32.6 in 1955-56 (that is, the accounts) to 30.9 in the 1957-58 budget. That is, the ratio is declining. Another aspect of expenditure is that the total expenditure is rising faster than the total receipts. I think the time has come when we should keep an eye on the way expenditure is increasing year by year. The total expenditure in 1955-56 (accounts) was Rs. 220.99 crores. It has risen to Rs. 258 crores in 1957-58. That is all that I would like to say about railway finance.

I would now like to examine the First Five Year Plan and the results that we have achieved. Personally I think something seems to have gone wrong somewhere and we have not achieved the desired results as far as haulage of goods-traffic goes. There has been in the First Five Year Plan an expenditure on rolling stock of Rs. 242 crores, and a substantial amount has been spent in the replacement of wagons. The manner in which the wagons have been replaced seems to be defective. Now that the Plan is complete, we can see exactly what has happened. Before I explain this to you I would like to mention that four-fifths of the traffic is moved by broad

\*Introduced with the recommendation of the President.