

demands entered in the second column thereof against Demand Nos. 74, 75 and 130 relating to the Ministry of Rehabilitation."

The motion was adopted.

16.05 hrs.

MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: The House will now take up the Demands for Grants relating to the Ministry of Transport and Communications.

DEMAND NO. 86—MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 64,12,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Ministry of Transport and Communications'."

DEMAND NO. 87—INDIAN POSTS AND TELEGRAPHS DEPARTMENT (INCLUDING WORKING EXPENSES)

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 68,68,29,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Indian Posts and Telegraphs Department (including Working Expenses)'."

DEMAND NO. 88—POSTS AND TELEGRAPHS DIVIDENDS TO GENERAL REVENUES AND APPROPRIATION TO RESERVE FUNDS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 10,60,37,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of pay-

ment during the year ending the 31st day of March, 1962, in respect of 'Posts and Telegraphs Dividends to General Revenues and Appropriation to Reserve Funds'."

DEMAND NO. 89—MERCANTILE MARINE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 69,98,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Mercantile Marine'."

DEMAND NO. 90—LIGHT-HOUSES AND LIGHT-SHIPS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,38,00,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Light-houses and Light-ships'."

DEMAND NO. 91—METEOROLOGY

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,83,42,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Meteorology'."

DEMAND NO. 92—OVERSEAS COMMUNICATIONS SERVICE

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 1,33,88,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Overseas Communications Service'."

DEMAND No. 93—AVIATION**Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 6,04,03,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Aviation'."

DEMAND No. 94—CENTRAL ROAD FUND**Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 4,00,03,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Central Road Fund'."

**DEMAND No. 95—COMMUNICATIONS
(INCLUDING NATIONAL HIGHWAYS)****Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 5,97,67,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Communications (including National Highways)'."

**DEMAND No. 96—MISCELLANEOUS
DEPARTMENTS AND OTHER EXPENDITURE
UNDER THE MINISTRY OF TRANSPORT
AND COMMUNICATIONS****Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 2,54,25,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications'."

**DEMAND No. 133—CAPITAL OUTLAY ON
INDIAN POSTS AND TELEGRAPHS (NOT
MET FROM REVENUE)****Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 18,69,34,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Capital Outlay on Indian Posts and Telegraphs (not met from Revenue)'."

**DEMAND No. 134—CAPITAL OUTLAY ON
CIVIL AVIATION****Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 3,99,58,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Capital Outlay on Civil Aviation'."

**DEMAND No. 135—CAPITAL OUTLAY ON
PORTS****Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 2,64,46,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Capital Outlay on Ports'."

**DEMAND No. 136—CAPITAL OUTLAY ON
ROADS****Mr. Chairman:** Motion moved:

"That a sum not exceeding Rs. 29,48,92,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 137—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Chairman: Motion moved:

"That a sum not exceeding Rs. 12,30,80,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1962, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'."

Mr. Chairman: Does the hon. Minister wish to initiate the discussion on the Demands of his Ministry?

The Minister of Transport and Communications (Dr. P. Subbarayan): No. I will speak only at the end. My colleague, the Minister of State in the Ministry of Transport and Communications, will take 40 minutes. I will myself take 40 minutes. The Deputy Minister will take about 30 minutes. So, we will take in all 1 hour and 50 minutes.

Shri Prabhat Kar: In that case, the time for the Ministry should be extended.

Dr. P. Subbarayan: Still, we are having plenty of time.

Mr. Chairman: The Demands of this Ministry are now before the House. The time limit for speeches will be 15 minutes, which may be extended to 20 minutes in the case of leaders of groups.

Shri T. B. Vittal Rao (Khammam): While speaking on this omnibus Ministry, it is difficult to cover all the points in the course of 15 minutes. However, I would like to say something on some of the departments.

I will first take up the Posts and Telegraphs Department. I find that some improvement has been made in this respect and it is gratifying to note

that our target for the opening of rural post-offices, namely, 20,000 has been achieved. During the Third Plan also, it is proposed to open another 20,000 post offices. Even now, after extending the postal facilities to several thousand villages, there are quite a few thousands of villages not covered by regular post-offices. There are post-offices even now in some villages which are not well-served and where the post-man goes only once or twice a week. I would suggest in this regard that the delivery system should be improved and more post-offices should be opened. While saying that, I am too conscious of the fact that many of these post-offices that have been established are running at a loss. We have to do that in view of the fact that the Indian Posts and Telegraphs department is a public utility-cum-commercial service. Here I should think that the public utility aspect should be the dominant one. If we suggest the appointment of more postmen, the Minister will immediately say that further losses will be incurred. But I would suggest that those villages which are accessible by roads should be grouped together and a post-man should be provided with a bicycle so that he can go to these villages more often than now.

Then I want to refer to one thing in connection with the postmen. There was a recommendation of the Central Pay Commission that these postmen should be given a daily allowance when they go out on duty for more than a day. Unfortunately, this recommendation has not yet been implemented. I do not know for what reasons this recommendation has not been implemented yet. It is quite natural that when a postman goes out he has to spend and whatever are his out-of-pocket expenses they are to be made good. Therefore I would strongly urge upon the hon. Minister to see that these postmen are paid daily allowance as per the recommendation of the Central Pay Commission.

There has been some expansion of the telegraph offices also. I also had

[Shri T. B. Vittal Rao]

been writing for some years for the establishment of a telegraph office in some part of my constituency. But I was told that it is rather expensive and therefore it could not be done. I gave that up. But I have given some thought to this. Why not have combined offices and train the postmasters and sub-postmasters in signalling so that they can perform both the duties? In that way combined offices could be established and with less cost.

I believe some 3 lakh more telephone connections are likely to be given during the Third Plan period. But I would say that this does not compare favourably when you take into consideration the telephone services in other industrially advanced countries. We are far behind them. Much headway has to be made in that direction. But I do not know what is preventing our progress in view of the fact that we have achieved self-sufficiency in telephones to a great extent. Our telephone factories are producing telephones. Our P&T workshops are working well. Our cable factory has gone into full production. All these things put together I should think the figure in regard to the expansion of telephones could be doubled.

While referring to all this improvement, I will also have to point out the dismal failure of the department with regard to the construction of buildings for housing the various offices. Year after year assurances were given in this House that they would speed up the construction of buildings for post offices. But what do we find. During the three years about which the Estimates Committee has reported we so that there is a shortfall of about Rs. 2 crores out of a sum of Rs. 5 crores provided for building. Is this the way of doing it? Year after year assurances are given that this work will be speeded up. When the Budget is presented

provision is made. I know for the General Post Office in Hyderabad a provision of Rs. 9 lakhs was made some years ago. That was repeated year after year and year after year it lapsed. It could not be utilised. The same is the case with other offices elsewhere.

Then I come to the question of providing residential quarters to the employees of the department. The Estimates Committee has reported that 4.4 per cent of the employees do not have residential quarters. In a public utility service which is in the public sector, we should be a model employer. But we are not able to provide houses for our employees who have to be in distant places, in some cases far removed from the cities. In cities it is still hopeless. I do not know why year after year there again there is a shortfall. I do not know what steps the Government proposes to take to see that at least these two lakh employees are provided with residential quarters. If we are not going to do this, what right have we to ask the employers in the private sector to construct residential quarters for industrial workers? I hope the hon. Minister will give special attention to this aspect and see that these residential quarters are constructed. In some places these employees have to pay 15 to 20 per cent of their salary, sometimes even 30 per cent, for paying rent for the accommodation that they get.

In this connection I have also to point out my experience. There was a proposal four or five years ago to construct 120 to 200 units in Hyderabad City. Year after year a provision was made, but there again we see that the amount is not utilised and the quarters have not come up..... (Interruption). The money is there. There is a shortfall.

My hon. friend has reminded about the question of money. We had been urging for a very long time for the

revision of the fiscal policy. The Government have revised their policy in 1960-61. They have made allocations in the same manner as the Railways have done with railway finances. They have simply copied what has been done for the railway finances. This year the rate of dividend that is going to be paid to the General Revenues will be at the rate of 4.25 per cent of the capital invested. That is because in the case of the Railways we have increased it from 4 to 4.25 per cent. So, here also we have to pay 4.25 per cent. Nowhere has the hon. Minister given sufficient reasons, in no book or literature that has been given to us he has said why he has to pay 4.25 per cent. In the case of the Railways we had been saying that it should not be more than 4 per cent. But the Railways have got another special feature. They have to borrow from the World Bank at a very high rate of interest which the General Revenue pays at the rate of 5 to 6 per cent per annum. Therefore if they have paid 4.25 per cent dividend, there is some reason for that. But here in the case of the P&T I do not know why they are paying 4.25 per cent when the average rate of interest on the borrowing of the Government is only 3.75 or 3.78 per cent. for the last five years. Sufficient reasons should have been given for this. There has to be great scope for development. There has to be great scope for provision of housing. There has to be so much expenditure involved in the construction of buildings. At that rate how can we pay this high rate of dividend of 4.25 per cent? Therefore we have been pleading that a committee should go into this question and decide as to how it should be done. Of course, sometimes in these committees also when the hon. Finance Minister and the hon. Minister in charge agree we are helpless as happened in the Railway Convention Committee. Therefore I want to tell the Government to think seriously of appointing a small committee to go into the question of how the P. & T. finances should be shared between the

General Revenues and development and how much should be allocated for the Renewal and Replacement Fund and the Reserve Fund. This is very essential. During the course of so many years this aspect has not been touched at all. Therefore I would like the hon. Minister to look into this and see that a small committee is appointed to go into the question of allocation of P. & T. finances.

Then I come to one important aspect of postcards. Postcards are sold at 5 naye Paise each. The handling charges of these are more. I agree with that, I know it costs more to handle them. But today what is happening is that these postcards are utilised by the business houses by printing their letters on them. They do not post the letters under the book post which would cost them 8 naye Paise. The business houses today are sending their letters on a 5 nP postcard by printing them. If the P&T finances have to be improved, I would suggest that there should be a definite ban on printing on postcards. Whosoever has to print should be charged at least the book post price of 8 NP, or the printing of postcards should be banned. That will give some increased revenue to the P&T.

Then I come to another aspect and that is in relation to the employees. The most important thing is that following the last general strike the recognition of the National Federation of P&T Employees has been withdrawn. I would plead that it should be restored. This is an organisation which has got the support of an overwhelming number of employees. There are a large number of employees who are in this Federation. Many people have tried to disrupt this organisation but they have failed miserably. On the other hand, this organisation has grown. It has not only grown but it is strengthening itself. You should not be vindictive in your attitude towards this Federation. Therefore I would urge upon the hon. Minister to see that its recognition is

[Shri T. B. Vittal Rao]

restored. I am sure the hon. Minister will say that the Whitley Councils are coming up and after that the question will be examined. How long are they to be without recognition? Does the formation of the Whitley Councils bar the recognition of any Federation or Union? The grievances at the Branch level, at the Circle level, at the Divisional level and at the Directorate level have been increasing. These are the very grievances which used to be settled by talks across the table.

Dr. P. Subbarayan: Madam, if I may intervene at this stage, the hon. Member knows as well as I do that these things were settled across the table and they were satisfied. Why did they then go on strike?

Shri T. B. Vittal Rao: Madam, a very fundamental issue has been raised. They went on strike on the question that dearness allowance should be linked with the cost of living index. Then there was the implementation of the decisions of the Fifteenth Indian Labour Conference. These are general issues on which they went on strike. For that you cannot simply withdraw recognition. Already as a punishment you have withdrawn recognition. Nine months are now over. I request you to restore their recognition. They have got the support of an overwhelming number of employees; even today they are mustering strength and gaining strength, in spite of the hurdles, in spite of what some people are doing to disrupt the organisation. Let not Government stand on prestige; let their recognition be restored.

Trade unions have to exist. That is recognised by everyone. It has been recognised in the Second Plan and Third Plan labour policy that trade unions should be there, not only for improving efficiency, not only for fighting for bettering the conditions of the workers and employers, but also to increase production. These are recognised facts. Let us recognise it and restore the recognition of the National Federation of P&T Employees.

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

Shri T. B. Vittal Rao: Madam, you have rung the bell; I, shall, therefore, not take much time.

Mr. Chairman: The hon. Member has already taken sixteen minutes. So, he may take another four minutes and conclude.

Shri T. B. Vittal Rao: Now I come to the question of ports. I do not know what is the position with regard to Mangalore and Tuticorin, whether they have been cleared by the Planning Commission. Tuticorin is going to be one of the important ports which is going to handle nearly one million tons. I wish, therefore, that Tuticorin Port is also taken up as a major port. The Mangalore Port is very important from the point of view of export of iron ore. Therefore, this port also should be developed as an all-weather port. We were told that we should await the recommendations of the Intermediate Ports Development Committee. The Intermediate Ports Development Committee has given first priority for the development of these ports. Therefore they should be taken up. The development of Kakinada Port should also be taken up. I remember, in the last session when there was a discussion on the Report of the Committee, the hon. Minister for Shipping said that they had taken all things into consideration. When I said that there would be congestion, if these ports were not developed, he said there was not going to be congestion and the difficulty experienced in previous year was due to the Suez Crisis. This was the reply he gave on the 21st December. In January first week I read there was congestion in the Calcutta Port.

Then the Sethusamudram Project has been hanging fire for a very long time. That also should be taken up. Then I would urge upon the Minister for a direct passenger service between Madras and Rangoon. We were assured that it would be restored. But I do not know when it will be done.

Now I come to the question of national highways. There should be a national highway between Nagpur and Hyderabad. There was a plan by the erstwhile Government of Hyderabad and the railway bridge which was constructed over the river Godavari was constructed as a rail-cum-road bridge. That is still there. If the railways permit it, let them go ahead. Otherwise a new bridge may be constructed and a national highway laid.

I would also urge upon the hon. Minister to revise their policy with regard to nationalisation. If a State Government wants to nationalise any passenger or freight service, the Central Government should not come in their way. The taxation policy of the Government should be firmly laid down. As for the recommendation of the Motor Vehicles Taxation Enquiry Committee it was said that 75 per cent of the Madras taxation should be the ceiling. This should be put into effect.

Then I come to Civil Aviation. Today there are 74 pilots who are unemployed. They must be absorbed in service. Otherwise, the money that has been spent for their training will go to waste.

During the Second Five Year Plan period it was said there would be ten gliding centres established, but during the whole of the Second Plan not even a single gliding centre has been opened and I do not know when the centre near Hyderabad will be opened.

With regard to Indian Airlines Corporation, I have to say that a morning service should be introduced from Madras to Delhi because the present services are very inconvenient. Even today I went to the Air Priority Officer to give priority for somebody going to Hyderabad. The volume of passenger traffic is increasing and there should be an additional service from Madras to Delhi and that should be introduced in the morning.

I next come to the question of defalcation of Rs. 40,000 in the Calcutta Office of the Indian Airlines Corporation and later Rs. 1 lakh. In April 1960 there was a defalcation of Rs. 40,000 in the Calcutta office of the Indian Airlines Corporation. I do not know how the matter was hushed up. Suddenly the officer who had misappropriated the amount was asked to make good the amount and no enquiry was ordered. Later an amount of Rs. 1 lakh was misappropriated in October and that is under enquiry by the Special Police Establishment. When there is defalcation I find that the financial officers who are responsible for checking and other things are given extension in their service.

Madam, I have one or two points to make with regard to some grievances of the civil aviation employees. I shall mention them and conclude my speech. This is with regard to overtime for the drivers, traffic peons, chowkidars and fire tender operators. This overtime is a legitimate demand. Everywhere it is given. I do not know why this is being refused to them. The question of the working hours of chowkidars has been raised on several occasions, but these people are continuing to work for 12 hours a day. Then certain employees of the Civil Aviation used to be given transport facilities for going to cities or sending their children to schools. I understand this facility is being removed.

Shri Manay (Bombay City Central—Reserved—Sch. Castes): It has already been withdrawn from the 1st of April 1961.

Shri T. B. Vittal Rao: I believe this has been done in Nagpur. I would strongly urge that this facility should be restored.

Shri Barman (Cooch-Behar—Reserved—Sch. Castes): Madam, I rise to speak a few words, especially on the P and T Department. Madam, I con-

[Shri Barman]

sider this Department as very vital and important in the development of the country. It has not only its own intrinsic value in the matter of service directly, but I consider it as a conveyor of the elements of civilisation and development. I consider that this Department is vitally important because it serves the major part of the country, including the rural areas. It is only through the development of this Department in the rural areas that the 85 per cent of the population of the country can come into direct contact with the civilising efforts and developmental efforts of our Government.

Ours is a democratic republic, and we stand for social welfare and social services. If we consider this objective with a little thought then we have to point our finger to the countryside where eighty-five per cent of our population lives. Before this country became free the countryside was absolutely neglected. It was, so to say, absolutely cut off from the civilisation of the world. Now the little service that this Department is rendering to the rural area is awakening the rural area, and the rural areas are coming into contact with civilisation and developmental efforts that are most desired in this Twentieth Century.

My hon. friend Shri T. B. Vittal Rao has mentioned about village post offices. I find from the report itself that up till 1st December 1960 about 39 per cent of our village population are being served with daily postal articles, letters and all that. It is desirable now that this service should be extended to the remaining 61 per cent of the population also. It will require time, but I find from the report that the Ministry and the Department are going ahead and progressing in this direction. That is a good sign and I have only to pay my thanks to the Department and urge at the same time that they should proceed and progress quickly and further, so that the remaining 61 per cent also may be covered as early as possible.

Shri T. B. Vittal Rao has also mentioned about daily allowance to the postal peons. Certainly, that is a just demand and the Ministry will certainly find ways to meet that demand. But my view, from my own experience, is that it is the runner who is rather in the most distressed condition. I know from my own experience that the runner has to go to the nearest post office which is more than three miles, about four miles, every day. So he has to start early in the morning, come back in the afternoon, sometimes in the evening, and he has to take his food at a place where he has no friends to feed him. And generally that peon is paid Rs. 25 or Rs. 27 a month. This is a monstrously low payment. That fellow cannot attend to any other avocation of life, and if he has a wife or child to feed I do not know how he can manage it. We are being so unjust to these people. It is because they are unemployed and have no means of subsistence that they take to this hard service. It is service to the nation. It may be that our finances are hard up. But on that account we should not be too hard on these people who have to work from morning till evening and are paid such a paltry sum. I do not plead so much for the postmaster, the extra-departmental postmaster or the village postmaster, because his is a part-time job and he follows his other avocations at the same time. But so far as the runners is concerned I am very sorry to find that they are the most distressed of all these three categories. I have very little time at my disposal and I cannot therefore dilate on this matter, at length.

I shall mention one or two other points which I think I should mention here. Progressively the telephone exchanges are now being spread throughout the length and breadth of the country. But some of the sub-divisional towns have not yet been covered. That is contained in the report itself. I would like to specially mention one town, namely,

Matabhanga in Cooch-Bihar sub-division. I know quite well that there are a large number of commercial houses there and it is a sub-divisional town. Though a public telephone office has at last been stationed there, there is a great and urgent necessity of telephone exchange connection for that sub-divisional town. It is not connected by any railway and therefore this is all the more necessary.

My hon. friend has mentioned about the interest charges that this Department has to bear. They have been raised to 4.25 per cent. Certainly we want that these commercial departments and social service departments which are doing such sort of social service should be as little taxed as possible. But I find from the report of this Ministry and from other reports as well, especially from the Finance Ministry, that this Department is going to contribute about Rs. 28 crores in the Third Five Year Plan. And we require money so badly. Looking to the necessity for our developments and other things, such increase in the rate of interest is perhaps necessary sometimes. But that is a matter for the Finance Ministry and the Transport and Communications Ministry to settle amongst themselves.

Another service that these village post offices are rendering, I have to mention, is that they are not only serving the people but they are serving the State and the development of the country to a large extent indirectly. From my experience I have seen that as soon as a village post office is opened in an interior area, the Life Insurance Corporation begins to get enough business there. The village people, who formerly had not much faith in insurance or who perhaps did not know about these activities and who perhaps are a little better off now than before, are now coming up and insuring themselves. I think the Life Insurance Corporation will testify to the fact that after the village post offices have spread in the rural areas they are getting more and more

business. The money that the public are contributing by way of insurance—and according to the Insurance Act practically 85 per cent of that money is invested in approved securities and government securities—that again goes for financing the development projects of this country. So the more the village post offices are spread and the more they are brought to a secure position, the rural areas will be in a position to contribute to the development finances of the country more and more.

I have one little suggestion to make about these village post offices. Nowadays I know that some of the agriculturists, because the agricultural commodity prices have risen, have got some surplus money in their hands. But they cannot invest that money in the rural areas, because there are no facilities. So, to help these rural people, these post offices, or a few selected post offices could be entrusted with the job of opening savings bank accounts. (Interruption) I am suggesting this to be tried just in a few selected post offices. If that can be done, and if that succeeds, then a lot of finance will be available to Government from the rural areas. At present, what happens is that as soon as a cultivator sells some of his commodities, he has no safe wherein to keep the money, nor does he have any banks in the rural areas where he can deposit the money, with the result that on the very next day or within a month, all his savings are taken away either by a thief or by a dacoit, and thus, his savings are all lost. If that money which is wasted or lost in this way and which falls into evil hands could come to Government for financing our development projects, it would be a good thing, and that can be achieved if the post offices in the rural areas could be utilised for giving an opportunity to the people to open such accounts.

My hon. friend mentioned about the postal union. I am not quite conversant with it. But one thing that I find is that in the P & T Depart-

[Shri Barman]

ment, during the strike, more than 17,707 employees were proceeded against, but the Department have given all reasonable consideration, and now I find that there are only 38 cases which again are under review. I do not know the peculiarity of these 38 cases; perhaps they may be very bad cases. But considering that Government have come out with laurels and the employees have now perhaps understood their mistake in having rushed in for this sort of strike, I would appeal to Government not to look to the employees only but to their families and their children, and to see that wherever it is possible to do so, these 38 cases also may be reviewed in the favour of the employees.

Shri M. R. Masani (Ranchi-East):
Madam Chairman, in speaking in support of my cut motions Nos. 1028, 1029 and 1030, I would like, with your permission, to focus the attention of the House on a matter of primary concern to the country falling within the purview of this Ministry. I refer to the development of roads and road transport. I must confess, though I hate to do so, that the results of the last year's working of this Ministry in regard to roads and road transport is not one on which one can express any satisfaction or congratulate my hon. friend the Minister or his able associate the Minister of State.

It was in August, 1959, as the hon. Ministers will recall, that the Report of the Road Transport Reorganisation Committee was welcomed with rare unanimity by this House, a unanimity with which the Minister, my hon. friend's predecessor, Shri S. K. Patil, associated himself and on which he expressed great satisfaction. In the year and a half that has passed, however, one sees very little reflection in Government policy of that endorsement given by the Minister and the House to the various conclusions and

recommendations of that committee which cover the entire ground.

16.45 hrs.

[SHRI MULCHAND DUBE in the Chair]

On the contrary, if I may say so, the cause of roads and roads transport seems to have received many a setback in the last twelve months. Whether one looks at the budget, with its vindictive increase in the excise duties on diesel oil, or whether one looks at the Third Five Year Plan, that conclusion, unfortunately, is difficult to resist. I hope the Ministers will take the House into confidence at some stage in regard to the action taken by the Government of India in implementing the recommendations of that Committee which they welcomed, and point out what remains to be done and why it is not being done.

The fact remains, however that if we are going to talk in terms of a "take-off" in our economic development, then the ground from which the take-off has to take place must be there, and among that ground the road surfaces of this country are among the most important. Now, let us just see how the record stands, because I do not want it to be felt that I have been severe in this assessment. The facts, however, go well beyond what I have said.

We shall take roads and vehicles separately. In so far as the provision of roads is concerned, one would have thought that, as one Plan succeeded another, the recognition of the importance of roads would increase, and the proportion of the funds allocated to the provision of roads for opening up the country to economic development would have also progressed. But what are the facts? During the First Five Year Plan, the allocation for roads was Rs. 156 crores out of Rs. 3360 crores, or 4.6 per cent of the total allocation. In the Second Plan, we find that there are Rs. 248 crores

out of Rs. 6750 crores. The percentage was dropped to 3·7 per cent. And now comes the anticlimax in the Third Plan where out of Rs. 10200 crores, only Rs. 250 crores or so have been allocated, a miserable 2·5 per cent. So, 4·6 per cent drops to 3·7 per cent, and now we come to the anticlimax of 2·5 per cent! This is the way in which the Ministry has been able, with the full support of this House, to obtain from the Planning Commission recognition for the importance of their function in our Government.

Since the National Highways were taken over by the Central Government in 1947 and are the exclusive responsibility of the Central Government, let us see in what condition we find them. The President of the Indian Roads Congress, who also happens to be the Consulting Engineer in charge of road development in the Ministry of Transport itself, had the following description to give of the state of our national highways, and I cannot do better than quote a member of the Ministry itself. He listed the following deficiencies:

1. Eighty major bridges will remain unbuilt;
2. Four hundred miles of missing links will remain to be constructed;
3. One thousand miles of national highways only have single-lane water-bound macadam surface;
4. 11,300 miles will have only a single-lane asphalted or cement concrete carriageway, about 2,300 miles only having a two-lane carriageway;
5. Hundreds of road-rail level crossings will remain to be replaced by over or under-bridges; and
6. By-passes around most of the towns will remain to be built.

In other words, on an average, there is no bridge on a major river crossing, over 187 miles of our national highways, or 80 missing bridges in 15,000 miles. There is no connecting link on every 37 miles of our highways, that is, 400 links missing in 15,000 miles; and only 15 per cent of the track has been provided with a two-lane carriageway, that is, 2,300 miles out of 15,000 miles.

I am sure the hon. Minister will not blame me if I say, because this refers not only to his tenure of office but that of his predecessors, that this is a shocking record, after fourteen years of the Union Government's control of our national highways.

To put these deficiencies aright, which I have just listed from the address of the Indian Roads Congress President, Rs. 200 crores are required. But the Planning Commission, which in this matter shows a distinct bias against the Roads, which the Ministry has not been able to cure, has ensured that only Rs. 47½ crores are available. Rs. 153 crores remain unprovided for, for these very essential purposes. May I suggest that the Minister consider approaching the International Development Association for a loan? Such a loan involves no foreign exchange for the country, because it can be repaid in Indian currency. The only foreign exchange component that is required for setting right these essential deficiencies is a small sum of Rs. 3 crores required for high tensile steel for bridges. All the rest can be done out of rupee finance. And as I said, the loan can be obtained from the International Development Association. These are very modest amounts. If you compare them with the Rs. 400 crores which have been cheerfully found for the Railways for electrification, new lines and line development—and that amount of Rs. 400 crores involves a major amount by the way of foreign exchange—this is a measure of the step-motherly treatment which has been given to roads so far, which, as I say, the Ministry has failed to correct in spite of getting the support of this House and of public opinion.

[Shri M. R. Masani.]

When you turn from roads to vehicles, the record is almost as unsatisfactory. The production targets in the Second Plan for vehicles were: public passenger vehicles 22,500 and goods vehicles 69,000. But of these targets, 11,000 passenger vehicles and 27,000 goods vehicles are only replacements. So the net addition is 11,500 passenger vehicles and 40,000 goods vehicles, against an estimated requirement of 21,000 passenger vehicles and 74,000 goods vehicles. The short-fall, the gap, therefore, comes to 9,500 passenger vehicles and 34,000 goods vehicles. This sounds a very big figure, 34,000 trucks. It is a very big figure by way of a short-fall, but these 34,000 trucks equal the capacity of only 10 per cent of the Railways' goods traffic of 50,000 million tons in 1959-60. In other words, even if the short-fall were made good, only 10 per cent of the traffic that the Railways carried in 1959-60 could be diverted to roads.

Now, I do not want to go into any repetition, but in the Report of the Road Transport Reorganisation Committee, at pages 42-43, it was shown conclusively how throughout the world technological change and development is moving away from the railways to air travel and to roads. The railways are ceasing to be a modern, up-to-date means of transportation of people and of goods. This is a world-wide trend. I shall give only one figure to recall to the House how decisive this trend is by pointing out that in Great Britain in 1938, the railways' share of the total inland goods traffic was 65 per cent. In 1948, 10 years later, it had dropped to 44 per cent, and the roads had taken over the balance. Or, to put it in another way, of the additional traffic generated during the past 20 years, two-thirds had gone to roads and only one-third had been taken over by the railways. In India, we lag sadly behind, as in many other respects. Today the position in India is just the reverse.

Dr. P. Subbarayan: I would like the hon Member to consider how our railways are making a profit while the English railways are not.

Shri M. R. Masani: Our railways are making a profit by subsidising themselves through uneconomically high rates and by giving very poor service, a record of which no railway need be very proud.

An Hon. Member: They are even raising the rates.

Shri M. R. Masani: Anyone can make profits when he has a monopoly and when he uses the police power of the State to hinder competition, as the railways have been hindering competition of the roads. I wish that the Transport Minister would stand up for roads and not be an apologist for the railways, as he is doing.

Dr. P. Subbarayan: I am concerned with the whole Government.

Shri M. R. Masani: The Government is a whole. But the Railway Minister shows very little consideration for his colleague of the 'Road' Ministry. There should be some reciprocity between the Railway Minister and the 'Road' Minister (*Interruption*). The Railway Minister rules the roost, while the Road Minister miserably trails behind apologising for his senior colleague. I think this state of affairs should cease and the Road Minister should develop a little more of the same toughness that the Railway Minister shows for his own side.

Dr. P. Subbarayan: May I tell the hon. Member that we are working in co-operation?

Shri M. R. Masani: This idea of co-operation is very peculiar. The Railway Minister sits on the back of the Road Minister, just as the railways are riding on the back of the roads. It is time this unequal relationship were replaced. I am stating what are the facts. I am placing these facts before

the hon. Minister and I am trying to encourage him to show a little more 'guts' on behalf of that part of the transport services which are entrusted to his charge. It is not his job to go on apologising for the Railways.

Shri M. B. Thakore: We should support the Minister.

Shri Masani: He does not seem want our support. He wants to take shelter behind his senior colleague.

The President of the Indians Roads Congress has pointed out that currently only 10 per cent of the total goods traffic is going by the roads which, as I pointed out, is the reverse of the process in Britain and other progressive countries and this as I said, is due to the discriminating policy pursued by the Government, of fostering the interests of the Railways which are their State monopoly, covering up the inefficiency of the Railways, and retarding the growth and development of roads by avoidance of free and fair competition. The attitude of the entire Government and that of the Planning Commission, as we have seen is loaded in favour of the Railways and against the roads and all forces of fair competition which will serve the country's interests are being retarded for the sake of a State Monopoly.

Even if the roads are defective and inadequate even if they are miserable, we can put them to better use. In England there are 28 motor cars and 9 commercial vehicles per mile of surface road. In India there are 1.82 motor cars and 1.64 commercial vehicles. Even if we do not build more roads, they are our national asset. Let us see to it that this national asset is utilised to the maximum capacity by putting on the roads enough vehicles to get the most value out of them, which we are not doing now.

Sir, considering these factors and also the fact that road transport pro-

vides more employment and brings more revenue to the Government than the Railways. I can only hope that the Government will give up its very short-sighted policy of hanging on to a wasting asset and, rather than incur losses in out-of-date and out-moded processes of transport, will divert finances and funds to roads which are more up-to-date and technologically more satisfying. That is why my hon. friend can do a great deal by asserting himself vis-a-vis the Planning Commission which, in this matter, has unfortunately followed the lead of the Railway Board. It is a pity that there is no sign yet that this is being done.

It would be all very well if this was only an academic issue. But we have seen in the gross muddle that has been made about our coal supply and transport what a heavy price we have had to pay for the neglect of the roads. This is not a new problem.

Mr. Chairman: His time is up.

Shri M. R. Masani: I shall need a few more minutes to deal with the other two cut motions.

Shri T. B. Vittal Rao: Road transport does not carry coal.

Shri M. R. Masani: My hon. friend is a little out-of-date. The question of coal supply and transport is a century old one. It is not a new problem. There is a letter written on the 18th June, 1857, that is 104 years back which still exists in the archives of a commercial institution where the coal agent at the mines replied to a letter from headquarters asking for more supplies by saying:

"You say send coal; I say, send more wagons."

So, even in 1857, the shortage of wagons seems to have been coming in the way of getting coal to the factories where it was required. Now, after 104 years, the Railways are as laggardly in their service to the coal industry as they were then.

[Shri M. R. Masani]

The Chairman of the Indian Mining Association in his speech at the Annual General Meeting on the 24th March, 1961, drew attention to the fact that the roads have great part to play in the transport of coal. I shall presently give figures to satisfy my hon. friend. He said: "The most substantial increases can be obtained by the greater use of road transport. This Association has been pressing for a number of years for an immediate programme of repairs to the connecting roads in the coal field areas and the present crisis dictates that every priority must be given to this work." Then he goes on to press for immediate attention to the Grand Trunk Road between the coalfields and Calcutta and to the Durgapur expressway.

17 hrs.

Shri Raghunath Singh (Varanasi): One question I want to ask for clarification. What is the proportion of expenditure in carrying coal by railway and by road, which championing?

Shri M. R. Masani: Sir, the road Transport Committee of the National Productivity Council gives the answer to the question which the hon. Member is asking. That report, published by the National Productivity Council, says that as against the current railway cost—including terminal charges of 8 nP. per ton-mile on the broad gauge and 12 nP per ton-mile on the metre gauge and 26 nP per ton-mile on the narrow gauge, a 12 ton truck on road will carry coal at a cost of 6½ nP per ton-mile and a 15 ton truck can do so as cheaply as 5 nP per ton-mile.

Shri Raghunath Singh: Practically half.

Shri M. R. Masani: Yes; that is the answer to my hon. friend—that the roads can carry coal cheaper than the railways. The old fallacy that railways are cheaper has been exploded once and for all. But the trucks must

be heavy trucks and the roads must be such that they can carry heavy trucks. I cannot give half-truths. If you have light trucks, they will be more expensive than the railways. But if you provide adequate road surface which can carry 12 to 15 ton trucks-better still, if you can carry articulated vehicles, the truck-trailer combinations of 21 trucks and more, it will be cheaper still.

Shri Narasimhan (Krishnagiri): Will it not add to the cost of the roads, maintenance and other costs?

Shri M. R. Masani: No; it will be much cheaper. I cannot be sidetracked into this because it has been proved in the Report. I ask my hon. friend to read it fully. It will prime the amounts that can much better be invested on roads than in laying down railway track. But time does not permit me to go into all these details or any argument.

What I am pointing out is that if you can have heavy trucks and truck-trailer combinations, even today you can carry coal from the coalfields of India to the producing centres for the steel plants in Durgapur and Jamshedpur and other places much cheaper than the railways are able to do.

Shri N. R. Muniswamy (Vellore): What about the investment in the trucks?

Shri M. R. Masani: I am pointing out that by laying down roads and buying trucks this country will get manifold return as compared to every rupees spent on laying railway track and making wagons. Unless the Chairman gives me another half hour, I am not going to enter into all this. In this I am bowing to his decision today. If my hon. friend will kindly turn to the Report of which he has got a copy, he will find that this case has been completely argued in detail. What I am trying to argue is that my hon. friend should understand this fact

that it is not correct as some people seem to think that road cannot carry coal. The roads can carry coal much cheaper than the Indian railways are doing. I say that if you have heavy trucks and roads that can carry heavy trucks, there is no need for a single railway line to be laid any more. If a comparable amount can be spent on the roads and articulated vehicles, this country will be better rewarded.

Take, for example, the cost of laying railway lines. It costs Rs. 10 lakhs per mile, whereas we can have the broadcast roads that can carry these heavy vehicles built at the cost of Rs. 2.5 to Rs. 3 lakhs. Therefore, at one-third or one-fourth of the cost of laying these railway lines, you can prepare these highway along which heavy trucks can carry coal today.

The President of the Indian Mining Association points out that 2,000 tons of coal can be carried even now if only the Government will spend money on the roads instead of concentrating on railways.

So, I once again urge the Ministry of Road Transport to bring these facts to the notice of the Planning Commission, to try to educate them better than they are educated so that they may do their duty to the country—and the process of education is very much the prerogative of my two colleagues who are sitting on the bench opposite.

One more point and I have done. That is in regard to the Neogy Committee. On the last occasion, on 10th August, 1959 when I referred to the appointment which had then been made of the Neogy Committee I paid a tribute which I am sure all hon. Members of the House would like to join in, to the honourable gentleman who was appointed the Chairman of the Committee, a former distinguished member of this House. At the same time I drew attention, and I am reading from my speech then—

“But the House has already commented on what it thinks of the composition of the rest of the

Committee? The rest of the committee is made up of Secretaries to Government from various Ministries. “It has been said by more than one speaker that it is loaded with officials and bureaucrats, and we cannot really expect much from Secretaries of Ministries who are not really concerned with the development of road transport but who go there to watch the respective interests of their own Ministries or zamindaris.”

Now, Sir, that fear which was expressed by other Members and which I had repeated in my speech in winding up the debate on the Report of the Road Transport Reorganisation Committee as its Chairman, has unfortunately come true in the past year and a half. After one year and a half the Neogy Committee has come out with an interim report and the interim report is not a report at all; it is a questionnaire. It asks questions; it does not even try to answer them. It is to be said with regret that the questions are loaded, that the bias of the Neogy Committee comes out in the leading questions that it has sought to put. However, let us be grateful that only questions are put and no wrong conclusions arrived at.

But I am not today discussing the nature of the interim report. I would rather draw attention for a minute to the composition of that Committee. The trouble with the Committee is that except for the chairman, there is no second member who can really be expected to do justice to the work of the Committee. Secretaries to the Government, as we know, are busy people. They have the routine work and their own jobs to carry on and it is not fair to burden them with this extra burden to which, they have shown by now, their inability to attend or to give any attention. Apart from the fact that they are unable to apply their minds continuously to these problems which are of a major policy

[Shri M. R. Masani]

nature, the fact remains that officials are not suitable people to whom the evolving of policies should be entrusted. If the Government of India cannot make up their mind on policy in spite of the reports laid before them, let them appoint a policy-making committee, no doubt with Mr. Neogy as the Chairman, but let them give him colleagues from public life from this House and the other House, who will make a team and who will sit together and rub their minds against each other.

The difficulty has been that the Secretaries keep on changing and so the composition of the Committee has also been shifting. There have been numerous shifts in the year and a half that had already passed; there is no Neogy Committee but there is a series of Neogy committees! A body of men who are not continuous in their personnel can hardly be expected to render any real service or to make any real report. I would therefore suggest to my hon. friend the hon. Minister even that at this stage, after this unfortunate experience, Government might reconsider the composition of this Committee. Let them replace the numerous Secretaries with two or three or four senior people from public life, either from this Parliament or outside and then allow this new team to get on with the job. Otherwise, we may assume that when the Transport Ministry's demands come up before the House next year, we shall still be awaiting for the report of the Neogy Committee.

Shri Manabendra Shah (Tehri Garhwal): Mr. Chairman, the hon. Member, Shri Masani had been talking about the roads and to some extent I am in agreement with him because I also find that the Ministry seem to be phlegmatic and complacent in their approach to the Demands and the legitimate requirements of the Ministry. If these words are too harsh I would say that they have not been forceful enough to see that their

dues are given to them. I would like to remind the House that whenever there is the storm of economy blowing over the Ministries, this Ministry is the Ministry which gets the hardest hit. Apart from this I would like to quote from the report of the Ministry which has been given to us. In their 1960-61 report, in the introductory chapter itself, it has been stated:

"In order to accelerate the economic development of the North and North Eastern Border Areas, Border Roads Development Board has been constituted with the Prime Minister as Chairman and Shri V. K. Krishna Menon, Defence Minister, as Deputy Chairman. Other members of the Board include the Cabinet, Foreign, Defence and Transport Secretaries. The Board is responsible for laying down the policy in respect of border communications, prescribing priorities and specifications and the responsibilities of agencies entrusted with the execution of the projects."

This shows that even the hon. Minister has not found his due place in the composition of this committee. If this Ministry is the Ministry which is going to deal with the funds for the border roads, I should have thought that it would be he, who would be the vice-chairman and not the Defence Minister. At the most the Defence Minister could have been a member. In the constitution of the Board, I also find that the operational expert such as the senior defence service representative has not found a place, especially when we are told that border roads would be made in consultation with the defence forces. It is but necessary, that a person who is in charge of military planning and strategic manoeuvring should have a place in this Board.

As I am referring to this paragraph in the report—though it does not refer

to the theme that I am at present on—I would like to touch the report again before I proceed further. The report continues to say as follows:

"An Officer on Special Duty has also been appointed for the planning of development schemes in the areas opened up by the roads."

Now, about this officer on special duty, nowhere have I been able to find out, what his functions are going to be. Except for the Central or Union territories, territories governed by the Centre, for the planning the States are responsible. What is then this officer going to do? Is he going to be some super-planner or what? I hope—I have a faint hope though—that it may be the beginning of the implementation of the proposal that I have been making for the last four years, namely, of having a separate Himalayan region for planning and defence. Whatever it is, we would like to know from the Minister, as to what the role of this gentleman is going to be.

I now come back to the theme that I have been touching so far. I would proceed to the other departments of this Ministry to show that there again there are some signs of complacency. Take the question of Lockheeds. The predecessor of our hon. Minister had once told the House that they are going ahead with the Lockheeds. We are now told that we have been so slow in negotiations that if we start manufacturing Lockheeds it would tantamount to having Lockheeds without a market. Therefore, they are not very keen on this issue. We find that Avro will continue to be in the market. We are told that Avro will continue to be the fashion but Lockheeds will not. We also understand that with the Lockheeds we were deciding on the production of turbo-jet planes. That means to say, they were prepared to give as plant and machinery for the turbo-jet. It is, surprising, therefore, that we can get plan's for jet with turbo but we cannot get plants for a jet without a turbo.

Even in shipping, we will find some examples. Based on the recommendations of the Sailing Vessels Committee, Government decided to give Rs. 15 lakhs as grant-in-aid during the second Five Year Plan period for the construction of sailing vessels. But the second Five Year Plan period is over. The aid could not be utilised because the rules could not be finalised in five years. I hope, therefore, that before the third Plan is in full swing, the Government will have made these rules so that the industry could take advantage of Rs. 85 lakhs provided in the budget and be able to release the bottle-neck for coal that is taking place in the railways. I know that what I have been saying so far may be unpalatable to the Government, therefore, I would like to go on to some other subject.

An Hon. Member: It is palatable.

Shri Manabendra Shah: I would first take the "Centrally aided State road of inter-State or economic importance." I find that Rs. 30 crores have been provided under this head in the third Plan, but no allocation has been made in the current year's budget. Nor has anything been said in the explanatory memorandum as to why no provision has been made. We understand that roads are recognised to be the key for any development. If the economic roads are to be ignored like this, I do not know how far planning would be successful, specially where there are no other alternative means of communication. The provision as it stands under this head is very little. The total outlay on roads in the third Five Year Plan is expected to be Rs. 250 crores and the share of inter-State and economic roads comes to a little more than 10 per cent. In physical terms, only 90 miles of such new roads were constructed and 150 miles of existing roads were improved in the various States in the four years of the second Plan. Yet, we have no provision for this, though I find from the demands that there are

[Shri Manabendra Shah]

provisions for raising and whitewashing of milestones. They seem to be more important than making these economic roads!

My reference to roads would be incomplete if I do not mention border roads. Under border roads, a sum of Rs. 32.07 crores has been set apart for capital outlay on roads. Out of this, Rs. 16.42 crores are supposed to be spent on the construction of border roads. The spread-over of this is not shown in any of the books that have been supplied to us. Am I to presume that it is secret, and the Government does not want to divulge it to the Parliament? There can be no other conclusion one can arrive at. I would like to point out to the Chair that it is not a secret. From the way that the information has been given to us, anybody can collate the information. They have given us the information on other roads; they have given us the total money required for these border roads. We will also be able to get similar information from the State budgets. Therefore, I do not know what is left as secret. Moreover, we know what border areas are. The whole House knows it, I think. Therefore, any road that is made there cannot be made in a hush-hush manner. Under the circumstances, what is the secrecy about giving us detailed information about the provisions made under this Ministry for border roads?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): If you know all, why do you require this information?

Shri Narasimhan: He is giving an over-all picture.

Shri Manabendra Shah: Overall we will be able to see—what part should get what, why hide that?

Shri Raj Bahadur: The reason is obvious.

Shri Manabendra Shah: The obvious is to tell us that it is a secret then I would like to draw, Sir, your attention to the advice given by the Speaker; I would also like to convey the same to him for advising us. During the Question Hour, when the Defence Ministry was involved, the Speaker said that a special study should be made of what should be declared as secret and what not. He probably also said that if that information was given to him, he would look into the matter. If this is a secret thing, I cannot understand why the Parliament is being asked to vote for it. They can very well put it as charged under the Consolidated Fund of India." Then the whole problem would be solved. If it is not put there, I feel that we should know more about these border roads.

Now I would like to turn to the Indian Telephone Industries, Bangalore, with the purpose of trying to convince the Government that it is probably a foreign exchange earning machinery. There are many countries which are more under-developed than we are, and these countries will be under-developed for some time to come. We have not been able to capture their market. My proposal is that the Ministry should kindly consider whether there is a possibility of our capturing the market so far as telephones and exchanges etc. are concerned. We find that in the third Five Year Plan, the production will be 1,80,000 telephones and 1,36,000 exchange and transmission equipment, we also find that this company is making a handsome profit; we are also told that they are brining down the cost of production. Under these circumstances, it may be possible for us to compete in these markets. It can be said that the demand at home is considerable. But is it not the proper time for us to adjust the home demand to pave way for export of these telephones etc. to West Asia and Africa? I feel that once we capture these markets we will at least be able to provide these materials to

them for about ten years. If we go on first trying to accommodate the home consumption we will then be too late to capture the foreign market.

Shri T. Subramanyam (Bellary): Mr. Chairman, in a developing economy all modes of transport can play an effective and useful role. If the various modes of transport are not effectively used economy suffers, development suffers and all our Plans like the Third Five Year Plan and other Plans could not be implemented successfully.

There may be no conflict at all between these modes of transport. In this connection, I may remind the House that a committee was appointed known as the Neogy Committee to suggest ways and means for the co-ordination of various modes of transport, particularly railways and roadways. They have given a preliminary report. In the preliminary report they have said:

"It is mainly to present a detailed analysis of the present situation and to formulate the main issues which have been thrown out as a result of the studies undertaken by the Committee. Even with regard to co-ordination over the next 5 to 10 years the Committee has refrained from making any recommendations at this stage because any national system of co-ordination between road transport and railways can be put forward only as part of a long-term policy."

Then it is said that three alternatives have been examined. The first is the possibility of allowing unrestricted competition between the different modes of transport. The second is the control or regulation from outside by the Government of these two modes of transport. The third is an integrated control of both these and to look upon them as a single unit. But they have not given their mind or final opinion as to what exactly should be the ultimate shape that it has to take.

Sir, already we are in the eve of drawing up a 20 years plan of road development. The first 20 years plan, which is known as the Nagpur Plan, was drawn up and it was a success. The targets have been more than reached. We wanted to have 1,23,000 miles of surfaced road and 2,08,000 miles of unsurfaced roads, so that no village in a well developed or agricultural area should be more than five miles removed from the main road.

Shri Braj Raj Singh (Ferozabad): Has it been achieved?

Shri T. Subramanyam: It has been more than achieved.

Shri Braj Raj Singh: Only in paper.

Shri Raj Bahadur: No, no. It has been more than achieved.

Shri T. Subramanyam: It has been achieved in fact. The targets fulfilled are 1,44,000 miles of surfaced roads and 2,54,000 miles of unsurfaced roads as on 31-3-1961. So we have more than achieved the targets.

Shri Raj Bahadur: Since the hon. Member seems to have some doubt about it, let me clarify the position. I think by roads my hon. friend sitting opposite means only pucca, metalled, asphalted roads. Roads mean all kinds of roads—gravel and murum roads. With regard to the average of five miles, that every village should be within five miles from the main road, it may be that a particular village is more than five miles from the main road, but by and large this has been achieved.

Shri Braj Raj Singh: Had that been achieved, there would have been no incidents like Bastar.

Shri T. Subramanyam: When our country is so vast, when our needs are so great, what has been achieved is not so much considering the fact that very much more has to be achieved. But, still, the targets have

[Shri T. Subramanyam]

been fulfilled and there is no doubt about that. Only certain deficiencies have to be made up with regard to widening of roads, building bridges over river crossings and removing the sub-standard or defective roads by constructing good roads.

The Chief Engineers of the Centre and the various States met recently and drew up another 20 years' programme of having 2,52,000 miles of surfaced roads, and 4,05,000 miles of unsurfaced roads by 1981. A detailed consideration of this was deferred till the receipt of the report of the Neogy Committee. At every stage we are told that detailed consideration awaits the report of the Neogy Committee. I do not want to make any comment about the Neogy Committee. I do not want to embarrass them, hustle them, be unfair to them or anticipate their ultimate conclusions, but I am constrained to state that the non-receipt of their final report just on the eve of the finalisation of the Third Five Year Plan operates as an inhibiting factor, which is very unfortunate, and prevents us from a detailed examination or determination of the targets of the Third Five Year Plan period with regard to this matter.

The expenditure during the First Plan on roads was Rs. 155 crores. During the Second Plan the expenditure was Rs. 250 crores. In the Third Plan also, we have fixed the same amount. Out of these Rs. 250 crores, Rs. 170 crores would be taken up for the roads of the States and the Union Territories. These have been examined in consultation with the representatives of the States and we learn that they felt that the amount is too small, meagre and inadequate and, therefore, it is sought to be raised to Rs. 230 crores.

Communication is a very important subject. Whenever I come to Delhi or go to other big cities and see the high structures there, immediately a feeling comes to me that it would

have been better if the amount had been diverted for laying out roads in the rural areas. No doubt, considerable local road development has taken place during the last ten years under the scheme of Community Development or local development works, and this will continue in the Third Plan also with peoples' contribution of a great deal.

Shri Narasimhan: But they are not maintained properly.

Shri T. Subramanyam: Yes, they should be maintained properly. I urge on the Government that since *panchayat raj* is going to be established by the end of 1961 in all the States, their resources should be reinforced so that people may feel that real *swaraj* has come in the form of better and more useful roads.

With regard to road transport, we are told that the number of commercial vehicles in 1950-51 were 34,500 buses and 81,900 goods vehicles. In 1960-61 the buses were 54,000 and goods vehicles 1,50,000. A bulk of these vehicles are in the private sector. Of course, some of the States have nationalised their State transport undertakings. Barring these, particularly the goods traffic, is entirely in the hands of the private sector. I urge that the process of liberalising the issue of licences for road transport and the question of liberalising the inter-State double taxation should be expedited and these people should be helped.

With regard to the national highways, out of 14,880 miles of roads, the national highways occupy only the missing links of 1,780 miles. Of these, 1,366 miles were constructed before 1960. I must say a word with regard to the special scheme which was taken up for the west coast road at a cost of Rs. 11 crores. It passes through Maharashtra, Mysore and Kerala. 240 miles of the road have been constructed, 14.5 miles of new links have been constructed and 18

major bridges have been completed with regard to the west coast road. The progress is, no doubt, somewhat heartening, but I feel that there is much that remains to be done and the State Governments have to be urged upon to expedite the matter and give a fillip to this so that the programme may be stepped up in its implementation.

There are several places where road bridges over railway lines have to be put up. In Bellary near the Hospet bus station there is a very busy place where traffic goes on day and night and vehicles are held up. Motor cars, bullock carts and all these are held up for half an hour or longer periods. It is a very busy place. Even at such a busy place it is not possible to put up an over-bridge? I request the Government to see that such overbridges are enabled to put them up as early as possible.

I will say a word with regard to ports. The report of the Intermediate Ports Development Committee has been received. They have said about first priority works and afterwards about development of all-weather ports. Among the first priority works they referred to Karwar. I have seen the place which has got excellent natural facilities to make it a first-class harbour. Then they have given it a first priority place. I request the Government to see that every possible step is taken to give effect to this.

With regard to the development of all-weather ports, Tuticorin and Mangalore are given first priority. The Planning Commission wanted to spend Rs. 10 crores on all these items, but the Department of Transport and Communications has suggested that Rs. 10 crores should be spent only for Tuticorin and Mangalore. In view of the fact that it is a very important port for Mysore and for the West Coast for lifting iron ore and to operate as a major all-weather port.

I request that that port should be taken up immediately.

I shall say a word also about inland water transport. I was hoping that all the river systems in India from the Ganges right up to Cape Comorin would be linked up and there would be an all-Indian irrigation and navigation canal. It was the scheme of Sir Arthur Cotton. There is enough water in our rivers. But unfortunately it has come across great hurdles. It is yet very far from us. I feel that I am not talking practical things by referring to it because the obstacles against which we are placed today are so great. For instance, in the First Five-Year Plan the amount allotted was Rs. 3 crores for inland water transport development. The estimated expenditure is supposed to be Rs. 75 crores.

I shall just take another example. For the Buckingham Canal the allotment in the Second Plan was Rs. 115 lakhs. It was reduced to Rs. 10 lakhs, but even that was not spent. Only an amount just above Rs. 2 lakhs was spent. This is the way in which progress with regard to the development of inland water transport has taken place. I must say that I am sorely disappointed at this. I feel that the Ministry should give a fillip to it. It has got infinite potential in the country.

Shri Narasimhan: It is one of the longest canals in the country.

An Hon. Member: In the world.

Shri T. Subramanyam: Then I shall make a reference to the Posts and Telegraphs Department. In the P. & T. Department much remains to be done because we have to serve the needs of 5,80,000 villages in our country. But what has been done during the last decade is very impressive and is very remarkable. Till the 1st April, 1951, we had 36,094 post offices. At the end of the First Plan, that is, on the 31st March, 1956,

[Shri T. Subramanyam]

we had 55042 post offices, while actually the target was to have 55,000 post offices. The Second Plan proposed to add about 20,000 post offices. That raises the figure to 76,000. In the Third Plan there is a provision to add 17,000 post offices to that figure. It is not a rigid figure. The needs of our country are great. Therefore I am sure that while we actually go on implementing this it will prove to be a much higher figure.

The delivery of mail must be established and improved. I see that even villages which are situated on the main metalled roads are not served properly. Sometimes the mail reaches them once, twice or thrice a week. In such cases it is possible to improve the delivery of mail. It should be examined and should take place. Then there are the branch post offices which exist. They should be upgraded to sub-offices in as many places as possible. There are the firka headquarters. I know of two places in my State, Moka in Bellary district and Bamasagora in Chitaldrug district, where there has been agitation for sub-post offices. I am only illustrating certain instances.

An Hon. Member: They are fundamental matters.

Shri Braj Raj Singh: For election purposes they are very good.

Shri T. Subramanyam: Then there has been criticism made about mail delivery. I will refer to certain revealing figures. The number of complaints in 1957-58 was 39,687, while the total traffic was 3,354,739,000. The percentage works out to .0011 per cent. In 1959-60 the number of complaints was 36,929. The total traffic was 3,850,000,000. The percentage was .0009 per cent. Of course, our efforts should be in arriving at greater and greater perfection. There is always scope for improvement and whenever complaints are received I request the officers and staff to look into them and improve matters.

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

Shri T. Subramanyam: About tourism I have to say one word. It is a good foreign exchange earner and promoter of international understanding. The number of foreign tourists in 1951 was 16,829; in 1960 it was 1,23,095. The revenue earned in 1955 was Rs. 10.3 crores; in 1959 it was Rs. 19.1 crores. Most of the tourists came from the United States and other countries. There are Advisory Committees, Tourist Development Council in the Centre and State Tourist Advisory Committees and Regional Tourist Committees. Special tourist supplements are printed in foreign press; tourist literature as guide books, pictorial folders, maps, picture post cards and tourist calendars are also printed and distributed. Films in colours are also distributed.

Schemes to promote tourism are undertaken in the various States. Wherever it caters to foreign tourists it is the responsibility of the Central Government; where it caters to home tourism, with the possibility of catering also to foreign tourists, it is financed by the Central Government.

There were several schemes to be financed exclusively by the Central Government. In Mysore State there is one place called Hampi where there was a proposal to construct a canteen-cum-retirement room. It is in my constituency and it should have been completed long ago. But it has not even been taken up for construction. I do not know why the construction of this very important thing, situated at a historical place has not been taken up. There is the Tungabhadra Reservoir close by it and it is situated in the ancient Vijayanagaram Empire. It is a place which could have been easily developed as a tourist centre and provision had been made for the construction of a canteen-cum-retirement room. I request the Government to take it up without delay.

Mr. Chairman: There are 119 selected cut motions relating to the Demands under the Ministry of Transport and Communications. They may be moved subject to their being otherwise admissible:

Need to nationalise the Ganga-Brahmaputra Water transport route

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (937).

Need to demonopolise the transport system of Ganga-Brahmaputra route

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100," (938).

Failure to make adequate provision for roads

Shri M. R. Masani: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1028).

Composition of the Committee on Transport Planning

Shri M. R. Masani: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1029).

Failure to provide facilities for the manufacture of the requisite road transport vehicles

Shri M. R. Masani: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1030).

Need for dredging the Brahmaputra river

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1069).

Need for more dredgers for the Hoogly river

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1070).

Need for intensive dredging of the Hoogly river

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1071).

Need for dredging rivers of Ratnagiri District Coast for internal transport

Shri Assar: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1122).

Need to take up development work of Ports in Maharashtra

Shri Assar: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1123).

Need to construct one all weather and intermediate port in Ratnagiri

Shri Assar: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1124).

Delay in removing sand bars at the mouth of the sea at Dabhal, Jayogad

Shri Assar: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1125).

Need for better amenities to passengers travelling by steamers

Shri Assar: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1126).

Working of steamer service on Konkan Coast

Shri Assar: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1127).

Need to expedite completion of Farakka Barrage

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1358).

Need for development of border communications

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1359).

Need to salvage the wreckages of ships and steamers from the bed of the Hoogly

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and

Communications be reduced by Rs. 100." (1360).

Need for speedy delivery of ships by the Hindustan Shipyard Ltd.

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1361).

Need to manufacture the components of ship building materials in India

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1362).

Need for coordination with the Ministry of Steel, Mines and Fuel for manufacturing special type of steel sheets needed for ships

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1363).

Need for providing full time work to the Hindustan Shipyard Ltd.

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1364).

Need for development of ancillary industries before the second shipyard of Cochin starts working

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and

Communications be reduced by Rs. 100". (1365).

Need for proper utilisation of loans granted to the Joint Steamer Companies for rehabilitation

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1366).

Need for recognition of NFPTEU

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1367).

Need to issue commemoration stamp of Subhas Chandra Bose

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1368).

Need to expedite the development of Haldia

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1369).

Need for introducing the modern system of dredging in the Hoogly river

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1414).

Need for recruiting more Indian seamen

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1415).

Need for introducing Provident Fund for seamen

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1416).

Need for security of service of seamen

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1417).

Need for reviving the inland water transport system in West Bengal for desilting the navigable rivers

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1418).

Need for completing the Sethusamudram project

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1419).

Need for establishing an Institute of Navigation

Shri Aurobindo Ghosal: I beg to move:

"That the demand under the head Ministry of Transport and

[Shri Aurobindo Ghosal]

Communications be reduced by Rs. 100". (1420).

Working, of the Directorate of Shipping Calcutta

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1474).

Need for recognition of United Seamen Union

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1475).

Need for full employment of all the trained Indian Seamen

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1476).

Need for payment of full compensation for unemployment period of all the seamen

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ministry of Transport and Communications be reduced by Rs. 100". (1477).

Enquiry in to the loss of "Indian Success"

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1478)

Need for supply of food and free accommodation to the seamen in the 'Seamen hostels' in India

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1479)

Need to introduce a direct steamer service between Madras and Rangoon

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Ministry of Transport and Communications be reduced by Rs. 100." (1480)

Need to sanction adequate staff for Orissa Circle Office

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (11)

Need to convert Orissa Circle into a major Circle under a P.M.G.

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (12)

Delay in the construction of buildings for the Office of the Director of Posts and Telegraphs, Orissa Circle at Bhubaneswar

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (13).

Failure to complete the construction of H.P.O. building at Jaipur in Orissa Circle

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (14)

Need to give representation to Members of Parliament belonging to principal political parties on the P. & T. Advisory Committee in Orissa Circle

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (15)

Need to open Savings Bank facilities in all branch post offices which have been working for more than one year in rural areas.

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (16)

Need to avoid delay in setting up a 25-line exchange at H.P.O., Jaipur

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (17)

Need to convert Kaipara Extra Departmental sub-office into a departmental sub-post office in Orissa

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (18)

Need to open sub-post offices and telegraph offices in Imata, Visnagar Taluka, Gujarat State

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (203)

Need to open telegraph office at Baliane, Patan Taluka, Gujarat State

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs

Department be reduced by Rs. 100." (204)

Need to set up telephones at telegraph offices in border area of the State of Gujarat touching Pakistan

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (205)

Need to open new Branch Post Offices in big villages of Gujarat

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (206)

Need to set up a P. & T. training centre at Baroda

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (208)

Need to increase the wages of extra-departmental agents

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (209)

Need to transfer high officials of Postal Services after three years

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (210)

Need to provide telephonic facilities at Pandara Road and at West and East Vinay Nagar officers flats

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs

[Shri M. B. Thakore]

Department be reduced by Rs. 100." (263)

Need to open more sub-post offices in Ratnagiri District

Shri Assar: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (503)

Need to open more telegraph offices in Ratnagiri District

Shri Assar: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (504)

Failure to set up the trunk call tele-phones in four Taluka places of Ratnagiri District sanctioned in Second Plan period

Shri Assar: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (505)

Need to open more branch post offices in Ratnagiri District

Shri Assar: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (506)

Need for a detailed constitution for the Posts and Telegraphs Welfare Advisory Board

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1384)

Need for providing the dormitories, rest houses and retiring rooms for operating staff of P. & T. Department

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1385)

Need to reinstate all the employees suspended and dismissed for participation in the strike of Central Government employees.

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1386)

Need to restore the positions of the employees penalised for participation in the recent strike of Central Government Employees

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1387)

Need to withdraw bar to promotion on account of participation in the strike on the employees who have passed departmental examinations

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1388)

Need to improve the administration of the head office of Calcutta Telephones

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs

Department be reduced by Rs. 100." (1421)

Need to stop illegal and surreptitious telephone connections in Calcutta

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1422)

Need to stop malpractices in the head office of Calcutta Telephones

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1423)

Need for better public relations in the head office of Calcutta Telephones

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1424)

Delay in the construction of residential quarters for the P. & T. employees at Hyderabad

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1435)

Need to construct a new building for housing the General Post Office at Hyderabad

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1436)

Need to construct residential quarters for the employees of Posts and Telegraphs Department

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1437)

Need for a separate list of M.L.As. and M.Ps. in Calcutta Telephone guide

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1455)

Need for decasualisation of workers in Telegraph Workshops

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1456)

Need for co-ordination with the Railway Ministry with regard to the working of the R.M.S. section

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1457)

Need for more delivery peons in the Howrah Head Post Office

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1458)

Need for better building and more space for Howrah Head Post Office

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs

[Shri Aurobindo Ghosal]

Department be reduced by Rs. 100." (1459)

Need for more space for the R.M.S. Office at Howrah platform

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1460)

Need for having a C.P.W.D. wing of the Post and Telegraph Section

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1461)

Need to improve the Tele-communication Training Centre at Jabalpur

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1462)

Need to supply uniforms to P. & T. staff in time

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1463).

Need to improve the housing position of the Posts and Telegraphs staff

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1464).

Need for implementation of the recommendations of the R. M. S. Re-organisation Committee

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1481).

Maltreatment of the office-bearers of the National Federation of P. & T. Employees

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1482).

Need for confirmation of staff who have put in more than a year's service

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1483).

Need for restoration of the recognition of National Federation of P. & T. Employees

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Indian Posts and Telegraphs Department be reduced by Rs. 100." (1484).

Need for expanding the fleet of Indian Mercantile Marine

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Mercantile Marine be reduced by Rs. 100." (1389).

Need to train more Merchant Navy Officers

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Mercantile Marine be reduced by Rs. 100." (1390).

Need for a thorough enquiry into the accident of the "Indian Navigator"

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Marcantile Marine* be reduced by Rs. 100." (1391).

Need to modernise the Lighthousing system

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Light-houses and Light-ships* be reduced by Rs. 100." (1392).

Need for raising the standard of the Training Centre of Light Keepers and Mechanics of the Light Houses at Calcutta

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Light-houses and Light-ships* be reduced by Rs. 100." (1393).

Need to improve the airports of Agartala and Imphal

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1394).

Need for an airport at Behda in West Bengal

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1395).

Need for an airport either at Asansol or at Durgapur

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1396).

Need to improve the passengers' waiting room at Imphal airport

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1397).

Need to modernise the Dum Dum aerodrome

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1398).

Need for daily morning service from Calcutta to Delhi

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1399).

Need to nationalise non-scheduled air lines

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1400).

Failure to pay compensation for the land acquisitioned for Dum Dum aerodrome

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1401).

Failure to realise hangar charges at Dum Dum aerodrome from non-scheduled operators

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head *Aviation* be reduced by Rs. 100." (1402).

Need to stop undesirable activities of the non-scheduled air companies

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Aviation be reduced by Rs. 100." (1403).

Need to stop the system of giving I.A.C. planes on charter to the non-scheduled air operators

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Aviation be reduced by Rs. 100." (1404).

Need to extend I.A.C. service to Ali-purduar

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Aviation be reduced by Rs. 100." (1405).

Need to extend I.A.C. service to Cooch-Behar

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Aviation be reduced by Rs. 100." (1425).

Need to check the operations of the non-scheduled operators in the matter of weight, inflammable substances and smuggling

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Aviation be reduced by Rs. 100." (1426).

Need to construct a National Highway between Nagpur and Hyderabad

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Communications including National Highways be reduced by Rs. 100." (1438).

Need to introduce morning service from Madras to New Delhi via Hyderabad by the Indian Airlines Corporation

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications be reduced by Rs. 100." (1439).

Need to take up the construction of Dry Dock at Vishakapatnam

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications be reduced by Rs. 100." (1440).

Malpractices in the office of the Indian Airlines Corporation at Calcutta

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Miscellaneous Departments and other Expenditure under the Ministry of Transport and Communications be reduced by Rs. 100." (1441).

Need to take steps to develop Paradip as a major port during the Third Plan period

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Capital Outlay on Ports be reduced by Rs. 100." (19).

Need to develop Tuticorin and Mangalore as all-weather ports

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Capital Outlay on Ports be reduced by Rs. 100." (1442).

Need to take up Sethusamudram Project

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Capital Outlay on Ports be reduced by Rs. 100." (1486).

Need to develop Kakinada as an all-weather port

Shri T. B. Vittal Rao: I beg to move:

"That the Demand under the head Capital Outlay on Ports be reduced by Rs. 100." (1487).

Need to construct a high level bridge across the river Brahmani at Indupur Ghat in Orissa

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Capital Outlay on Roads be reduced by Rs. 100." (20).

Delay in the construction of high level bridges across the rivers Brahmani, Kharasrota, Baitarani on National Highway No. 5 in Orissa

Shri B. C. Mullick: I beg to move:

"That the Demand under the head Capital Outlay on Roads be reduced by Rs. 100." (21).

Need to develop all-weather roads in Manipur

Shri Aurobindo Ghosal: I beg to move:

"That the Demand under the head Capital Outlay on Roads be reduced by Rs. 100." (177).

Need to construct Highways from Kandla Port to Ahmedabad and Rajkot or Patan

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Capital Outlay on Roads be reduced by Rs. 100." (212).

Failure to complete Bombay-Delhi Highway in time

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Capital Outlay on Roads be reduced by Rs. 100." (213).

Need to construct a National Highway from Kandla to Palanpur

Shri M. B. Thakore: I beg to move:

"That the Demand under the head Capital Outlay on Roads be reduced by Rs. 100." (269).

Mr. Chairman: These cut motions are now before the House.

Shri N. R. Muniswamy: Mr. Chairman, at the outset I wish to congratulate the Ministry in respect of one aspect of its activities, namely, introducing post and telegraph offices in almost all villages. In every village having a population of two thousand or more there is bound to be a post office. I was for some time serving on the Advisory Committee for Posts and Telegraphs, and that Committee happens to be one which has gone through all aspects of the Posts and Telegraphs Department. They have been satisfying the villagers' demands, and in whatever way these things could be implemented they have been doing it.

There is one aspect which I wish to bring to the notice of the Ministry. While we have to effect economy in respect of expenditure so far as the departments are concerned, I think a huge amount is spent with regard to planning and implementation and various other things so far as telephone industries are concerned and so far as giving telephone connections is concerned. Sometimes I find that they take a very long time in implementing a particular scheme which they set about, and sometimes they take ten to fifteen years to implement a particular scheme. I only want that they should not spend so much time in examining schemes. As a matter of fact, if you take a particular scheme, as they

[Shri N. R. Muniswamy]

start implementing it, some difficulty might arise as regards certain projects; then it has to go back again, on account of the red tape, to the designs section or to the Government for approval. It takes two to three years for the Government to give approval. And after the approval is given, they have to implement it. While implementing it, they find it is out-moded and so it takes a longer time. I have seen various other things also. So far as giving telephone lines to places is concerned, they take a long time. I want that they should economise the time and see that they implement these things as early as possible.

So far as the question of delay is concerned, delay happens to be a matter of creed with the Posts and Telegraphs Department. Whenever we find certain delays either in the delivery of letters or of telegrams and bring those delays to their notice, they only express their regret for the inconvenience caused. But this does not serve the purpose. If we send a message for a particular purpose and the message goes there after the purpose is over, we are naturally annoyed to a great extent as to why it has not gone in time. And when we ask them about it, they express regret. Expression of regret seems to be a routine thing for them. And, as I said, delay happens to be a matter of creed with the Posts and Telegraphs Department. I only wish that the Department takes a little more earnestness in this and sees that these delays are eliminated as much as possible.

My hon. friend who spoke before me has mentioned various points in regard to road and road transport. I only like to bring to the notice of the Ministry two aspects with regard to road and road transport. The roads are now metalled to the extent of eleven feet. Many roads are so small—they are only ten to eleven feet wide—that during the rainy season when the buses and lorries go through, they do not give room for other transport

like another bus or truck to pass by. So when they try to avert an accident they get bogged up in the slushy area. I therefore make this suggestion. These roads were made only eleven feet wide in those days. Now they should broaden them, not to fourteen feet, but to eighteen feet. Unless these roads are broadened on either side by three and a half feet so as to make them eighteen feet wide it will not be possible to have easy movement for any transport. It is not only a question of widening these roads from eleven feet to fourteen feet, but they should be widened to eighteen feet. And correspondingly the bridges also have to be broadened. I find the bridges are so narrow. It will mean expenditure, but it is worth while incurring this expenditure.

17.44 hrs.

[MR. SPEAKER *in the Chair*]

This will enable easy movement of transport.

When they connect big rivers I find of late that they spend a good lot of money and they have got these diversion roads also. When they approach a town and there is a road, and from that road it is not possible to go through that town, they take a diversion road. By doing that we not only spend more money but at the same time we neglect the existing roads. The existing roads are handed over to the local Government and they neglect them. Therefore, I would say that the question of diversion roads need not be taken on hand, because that not only involves a larger expenditure, but the existing roads tend to be neglected. If the existing roads could be maintained better, it would be a good thing.

While speaking about the roads, I must also say that I have often found that the avenue-trees which are there on the roads are missing. The roadside

trees give good shade for all the people who go through that road by walking; if the avenue trees are not there, they cannot have proper shade. What happens is that the people who live nearby cut away the branches of the trees, to start with, and then the trunks and ultimately even the roots. This process is still going on, month after month, with the result that ultimately after a few years we shall find that all the avenue trees are eliminated from the roads, and that not only adds to the degeneration of the road but at the same time prevents the poor people from having any shade on the roads. I would submit that when these avenue-trees are planted, they should be under the control of the Central Government. But, very often, it is stated that the State Governments will take care of these avenue-trees. What actually happens is that the State Governments do not take care of them, because there is nobody to question them, and they allow these things. While we think of maintenance of roads and road transport, we have also to think of the avenue-trees, and take care of them.

As regards telephone exchanges, I find that they are constructed at places where the machinery and the equipment in those exchanges are being disturbed by other factories located nearby, with the result that the automatic telephone system does not at all work properly. The result is that where there are automatic exchanges, we ask for manual exchanges, and where there are manual exchanges, we ask for automatic exchanges. Probably, the authorities do not take into consideration the question of locating these telephone exchanges at places where it would be possible for them to operate satisfactorily. Probably, they locate them in a hurry wherever they like, because the demand is such. But the fact is that even for acquisition of the site, they take such a long time, and even after acquiring the site, they take a long time for the opening of the telephone exchanges. Therefore, I would insist that when sites are

being acquired for locating telephone exchanges, we must see that the State Governments take interest in the matter and see that the sites are allotted or acquired sooner than soon, so that the exchanges could be opened quickly. I hope the Ministry will take some trouble in this matter.

With regard to the telephone directory that has been supplied to us newly in Delhi, I find that I am not able to read the figures there properly at all, because the figures are smudged. We are not able to see whether the figure is 0 or 3 or 8 or any other number. I, for one, have been trying all possible figures, 3, 0, 8 and so on. If the number is wrong, then no reply comes; then I try the other number and so on. After all, in a telephone directory, we are more concerned about the figures. If the figures are smudged, what is the use of such a directory to us? The old directory was much better.

I do not know who supervises these things. After all, when we are urgently wanting to ring up somebody, we cannot go on trying number after number. I do not know why no care has been taken in this matter. Of course, some pages are very good, but in the other pages, I find that the figures are all smudged, and nobody can decipher whether a particular figure is really 3 or 0 or 8, because it is all a question of a small curve this way or that way, which makes all the difference between 3 and 0 and 8.

Therefore, I would say that the authorities should take some interest in this matter and see that good directories are supplied. I have seen that in other countries the telephone directories are so nicely printed and the figures are very clear, because, after all, the figures are very important in a telephone directory. Probably, this is being done with a view to effecting economy, but I would say that this is no economy at all; this is misleading the people and making them go on trying one number after another. And if a person were to ring up from a

[Shri N. R. Muniswamy]

telephone booth, he will have to spend some more 15 nP or 12 nP as the case may be until he gets the required number. After all, this is a small matter, and this must be attended to.

So far as the International Telegraphic Directory is concerned, I only want that it must be standardised, and the authorities should take some interest in this matter also.

As regards printing of stationery, that is, postal letters, money order forms etc. in regional languages, I have always been insisting on this. But I understand that there is some difficulty in printing money orders in the regional languages also. I find, therefore, that money orders are now being printed in Hindi as well as English. But I would submit that the money order form is full of so many columns and particulars, and we find difficulty what to fill in where. Sometimes, I myself make mistakes, and where the remitter's name should be put, I put the payee's name. Therefore, to avoid all these difficulties, we should encourage regional languages. All the languages are recognised in the country and as such, they must also take some steps to see that other regional languages are encouraged by Central Government in some form or another. I do not mean to say that Hindi should be elbowed out. Hindi is there always. But along with Hindi, the regional languages should also be encouraged. After all, Hindi also is a regional language just like Tamil, Telugu and other languages. But in the constitution all languages are recognised, because there the word 'regional', the word 'national' are missing. In view of that, I want that the Central Government should take steps to see that all languages are encouraged in some form or other by it.

I received a letter very recently to the effect that it is not possible to print in regional languages. Year before last, in the same connection, the Minister replied that they were in

correspondence with State Governments to see whether they could print money order forms in regional languages. As a matter of fact, the State Governments have offered their co-operation. So I do not find any reason why it should be deferred. I only request Government to take some more interest to enlist the co-operation of State Governments in printing these things.

As regards connecting the Ganges with Cauvery, many friends here have raised some smile or laughter and tried to take it in a lighter vein. This is not a new thing. Thirty or forty years ago, a scheme was evolved, with the cost estimated at Rs. 500—700 crores, to connect the Ganges with the Cauvery. It is very difficult in these days when we have invested about Rs. 10,000 crores in various projects, including big projects for flood control. The Ganges, Brahmaputra and so many other rivers are perennial rivers. If we can have this project, we can use it for inland navigation. Of course, there will be ups and downs, where the water level may vary. So if we cannot go to the extent of connecting the Ganges with the Cauvery, still we can ask our engineers if they will be able to evolve a formula or method by which the south may be connected with the north in this way. It is not as if there is a dearth of engineers in our country. They should be able to give us a scheme for this. Therefore, this is not a scheme that we can simply throw away. It has to be given serious consideration.

As regards implementation, though it may involve Rs. 1000 crores, it is still worth examining and instead of connecting the Ganges with Cauvery in that way, we can still have some kind of connection by rivers between the north and south. Therefore, there is nothing wrong in this suggestion. I only wish that the Minister would entertain this idea as a good one. As regards implementation, though it might involve a thousand crores of

rupees, he may still take this matter into account while evolving other methods or formulae.

An Hon. Member: It is not practicable.

Shri N. B. Muniswamy: The question of practicability does not arise now. It is a question of effort. This aspect has to be taken into account. If after asking our engineers to prepare a blue-print, they go into it and express regret that it is not at all feasible because of the particular contour of the country, at least to the extent it is possible to be connected, it might be done so that people of the South can have Ganges water nearer to them.

Lastly, I would make another request to the Minister. We are having about 5,00,000 villages in India with some postal facilities. I only want that they should not make a survey at random and say that only those villages are entitled to post offices or telegraph offices. There must be an honest effort to see that even though certain villages have less than the 2000-mark population, they are provided with these facilities if they are commerce-minded and are highly literate. That is to say, though they do not satisfy the condition with regard to population, if the authorities find that the population of a village is, say, 1000, but they are commerce-minded and are literate, they should be given the postal facilities. I only want that Government must take this aspect also into consideration.

As a last thing I would refer to Jammu and Kashmir. There is a lot of disruption with regard to communications during times of floods. That is what I have read in the newspapers. They are experiencing a good deal of difficulty as a result of landslides as well as floods. The Ministry must evolve some principle by which these communications are not affected by these land slides and floods by taking underground methods so that we can maintain the communications even

though it is very difficult : other ways.

पंडित डा० ना० तिवारी (केसरिया):
अध्यक्ष महोदय, ट्रांसपोर्ट एंड कम्युनिकेशंस मिनिस्ट्री के तीन हिस्से हैं, एक पी० एंड टी०, दूसरा ट्रांसपोर्ट और तीसरा सिविल एवियेशन। मैं देखता हूँ कि सिविल एवियेशन के साथ स्टेप मदरली ट्रीटमेंट किया जा रहा है और यह एपेरेट भी है। पी० एंड टी० को एक कैबिनेट मिनिस्टर के अंडर रखा दिया गया है, ट्रांसपोर्ट को स्टेट मिनिस्टर के अंडर रखा गया है लेकिन सिविल एवियेशन को एक डिप्टी मिनिस्टर के अंडर ही रखा गया है। ये जो डिप्टी मिनिस्टर हैं, इनका भी स्तर बढ़ा दीजिये और उनको भी स्टेट मिनिस्टर बना दीजिये जिस से उनका भी कुछ रोक हो, कुछ डिपार्टमेंट में उन की चल सके। आप जानते हैं कि आजकल अगर किसी की पोजिशन होती है तभी लोग उसकी बात को मानते हैं...

Shri Raj Bahadur: I may disabuse the mind of my hon. friend of any misapprehension. The Ministry of Transport and Communication is the charge of the Transport Minister and we are helping him as his colleagues.

पंडित डा० ना० तिवारी: मैं बता रहा हूँ। सिविल एवियेशन में सर्विसिज का जो प्रॉब्लम है, उस में भी एक अजीब बांचली है। प्रॉब्लमरेली हम समझते हैं जो प्रेड हैं वे १, २, ३, ४ है और इस हिसाब से चलते हैं सभी डिपार्टमेंट्स में। लेकिन यहाँ क्या है? यहाँ १५१० और १२ हैं। और डिपार्टमेंट्स में प्रेड १ इच की हाइ-एस्ट, लेकिन इस डिपार्टमेंट में प्रेड १ इच की लोएस्ट। जब मैं ने इस चीज को देखा तो बात मेरी समझ में नहीं आई। यह क्या बांचली है? एक और बड़े प्रेड के बांचनी शायद चपड़ानी होती है..

असैनिक उद्योग उप मंत्री (श्री मुहीउद्दीन) :
हवाई जहाज नीचे से ऊपर जाता है,
इस लिए ।

[شہری محسبی الدین - ہوائی جہاز
نیچے سے اوپر جاتا ہے لہذا -

पंडित द्वा० ना० तिवारी : एप्वाइंट-
मेंट्स जो होती हैं, उनमें भी यहां बंसे ही नीचे
से ऊपर जाते हैं । हवाई केस है इस वास्ते
लोगों को एम्प्लायमेंट एक्सचेंज के जरिये
नहीं लिया जाता है । डिपार्टमेंट में भी देखा
है कि अगर कोई एप्वाइंटमेंट होना होता
है ग्रेड ४ और ५ में तो यह नहीं देखते हैं कि
ग्रेड ३ के जो लोग हैं और जो सीनियर लोग
हैं उनका प्रमोशन कर दें, लेकिन
मनमानी की जाती है । जो इनचार्ज लोग हैं
वे करते यह हैं कि एडवर्टिजमेंट निकाल
देते हैं, यदि उनको किसी को बाहर से लेना
होता है और जो काम कर रहे लोग होते हैं,
उनके क्लेम को छोड़ देते हैं । अगर मन
होता है तो ग्रेड ३ और ४ के लोगों को ग्रेड
५ और ६ में ले लेते हैं । तब उस
सूरत में ऐसा नोटिस निकालते हैं ताकि जो
डिपार्टमेंट के लोग हैं, वे दरखास्त दे सकें ।
लेकिन फिर भी सीनियरिटी और एफिशेंसी
पर प्रमोशन नहीं होता है । एक बोर्ड बना
देते हैं और बोर्ड के लोग करते यह हैं कि जिसका
मन चाहा नाम निकाल दिया और जिसको
मन चाहा रख लिया । मैंने एक एडवर्टिजमेंट
डिप्टी मिनिस्टर साहब को दिया था और
एक चिट्ठी भी लिख कर साथ दी थी कि
किस तरह से यह घांघली हो रही है और
इस बात को चार महीने हो गए हैं, अभी तक
मुझे जवाब नहीं मिला है । शायद जवाब भी
इसका उनके पास कोई नहीं है । हवाई जहाज
नीचे से ऊपर जाता है लेकिन डिपार्टमेंट को
यही समझता है नीचे की तरफ देखना चाहिये ।
जो स्टाफ के लोग हैं, उनकी सीनियरिटी और
एफिशेंसी को आप नजर धंदाज करेंगे तो

लोगों में डिसकॉन्टेन्टमेंट फैलेगा जिससे काम में
हर्जा होगा ।

अभी हाल ही में जो स्ट्राइक हुई थी,
उसमें सिर्फ रुपये बढ़ाने की ही बात नहीं थी,
और भी लोगों के प्रीवेंसिज थे । छोटे छोटे
प्रीवेंसिज को लेकर भी बहुत सवाल हो
जाता है ।

इसकी तरफ आप देखिये, केवल हवा में
उड़ने का प्रयत्न न कीजिये, नीचे धरातल पर
प्राइये और जो एम्प्लायीज हैं उनकी बातों
को देखने की कोशिश कीजिये । मैं इस
सम्बन्ध में और कुछ नहीं कहना चाहता ।
सिर्फ यही चाहता हूँ कि मिनिस्टर साहब
तवज्जह दें इस तरफ जिनमें लोगों को जस्टिस
मिल सके ।

18 hrs.

अपने ट्रान्स्पॉर्ट मिनिस्टर से मैं कहूंगा
कि उन्होंने बहुत प्रगति की है, उन्होंने बहुत
काम किया है, इसके लिये उनको बधाई है
और बधाई उनकी सिविल एंविऐशन मिनिस्ट्री
को भी है क्योंकि उनके समय में कुछ नफा
हुआ है एअर सर्विस में । इसके लिये बधाई
है, लेकिन इस बधाई के साथ साथ मैं फिर
कहना चाहता हूँ कि ऊंचे उड़ने के साथ साथ
वे नीचे भी आयें ।

इसके बाद मैं कहना चाहता हूँ कि
बिहार का कैपिटल पटना है । पटना के बढ़ने
की कोई गुंजाइश नहीं है । उत्तर में नदी,
दक्षिण में नदी । अगर आप यहां गंगा के ऊपर
एक रोड ब्रिज बनवा दें तो अच्छा होगा
जिसमें पटना बाहर निकल सके, उसका
बिजिनेस बढ़ सके, उसकी आबादी बढ़ सके
और कैपिटल से उस पार के लोगों से सम्बन्ध
हो जाये । इस पर कोई बहुत ज्यादा खर्च
भी नहीं होगा । आप इसके लिये कोशिश
कीजिये, कुछ स्टेट गवर्नमेंट से लेकर, कुछ
अपने पास से लेकर, आप इसको बनवा
सकते हैं ।

श्री राज बहादुर : मोकामा ब्रिज है ।

पंडित द्वा० ना० तिबारी : मोकामा ब्रिज हमारे यहां है, लेकिन उसका कैपिटल से कोई सम्बन्ध नहीं है । हम लोग बहुत चाहते थे कि वह पुल पटना में आ जाय, वारे बिहार के लोगों ने उसके लिये कहा था लेकिन आप की मिनिस्ट्री ने बनने नहीं दिया । आपने उसे मोकामा में बना दिया, नहीं तो हम चाहते थे कि अगर पटना में बनना तो दोनों काम चल जाते । कैपिटल का भी काम चल जाता और मोकामा वाला काम भी चल जाता । उसे बनने नहीं दिया गया । इसका किस्सा तो आप जानने ही होंगे । बड़ी बड़ी बातें हुई हैं ।

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

18.02 hrs.

*COMMERCIALISATION OF EDUCATION

Mr. Speaker: Now, we shall take up the half-an-hour discussion.

श्री प्रयागबौर शास्त्री (गुडगांव) : अध्यक्ष महोदय, अपनी भाष बंटे की चर्चा प्रारम्भ करने के पूर्व मैं स्पष्ट भाषा में यह कहना चाहता हूँ कि मैं इस पक्ष में कदापि नहीं हूँ कि शिक्षा का राष्ट्रीयकरण किया जाय । न मैं इस पक्ष में हूँ कि शिक्षा के सम्बन्ध में इस प्रकार के प्रतिबन्ध लगा दिये जायें कि जो स्वतंत्र मस्तिष्कों का विकास न हो सके । परन्तु मैं यह भाष बंटे की चर्चा विशेष रूप से इसलिये प्रारम्भ करना चाहता हूँ कि शिक्षा के क्षेत्र में जो आज एक व्यापारिक मनोवृत्ति घर करती चली जा रही है जो कि शिक्षा के लिये एक बाधा है इसको किस प्रकार समाप्त किया जाय इस पर सदन विचार करे ।

हमारे देश में तीन प्रकार की शिक्षण संस्थाएँ हैं । एक शिक्षण संस्थाएँ तो वे हैं जो सरकार द्वारा सीधी चलाई जाती हैं, दूसरी शिक्षण संस्थाएँ वे हैं जो सरकारी सहयोग प्राप्त करके चलती हैं और तीसरी शिक्षण संस्थाएँ वे हैं जो न गवर्नमेंट के द्वारा चलाई जाती हैं, न सरकारी सहयोग प्राप्त करती हैं और न ही उनको किसी प्रकार की सरकारी मान्यता प्राप्त है जो इस देश में स्वतंत्र रूप से चल रही हैं । यह शिक्षण संस्थाएँ हमारे शिक्षा जगत पर एक प्रकार का भार और बाधा होती जा रही हैं । उनके सम्बन्ध में हम थोड़ा गम्भीरता से विचार करें । सन् १९५५-५६ में "एजुकेशन इन इंडिया" की जो रिपोर्ट है उसके अनुसार इस देश में इस प्रकार की शिक्षण संस्थाओं की संख्या लड़कों के लिये ७१७५ थी । और जो इस प्रकार की शिक्षण संस्थाएँ लड़कियों के लिये थीं वे ८१९ थीं । जहाँ तक मेरी जानकारी है अब से कोई दो वर्ष पूर्व इस दिल्ली नगर के अन्दर लगभग ५०० इस प्रकार की शिक्षण संस्थाएँ कार्य कर रही थीं । इन शिक्षण संस्थाओं में से कुछ इस प्रकार की संस्थाएँ हैं जो माटेसरी स्कूल के रूप में चलती हैं, कुछ इस प्रकार की हैं जिन में प्रभाकर, मेट्रिक और पंजाब की दूसरी परीक्षाओं के लिये तैयारियाँ कराई जाती हैं, कुछ संघीत की शिक्षण संस्थाएँ हैं, किसी में नृत्य की शिक्षा दी जाती है, और कुछ ऐसी भी संस्थाएँ हैं जो दिल्ली में और भारत के बड़े बड़े नगरों में जिनके द्वारा केवल परीक्षाएँ ही ली जाती हैं, और वे केवल व्यापारिक स्तर पर परीक्षाएँ ले रही हैं । लेकिन जो सब से भयावह चीज है और चिन्तन का विषय है, जिसका शिक्षा मंत्री जी को विशेष रूप से ध्यान रखना चाहिये, वह वे शिक्षण संस्थाएँ हैं जो बच्चों या अध्यापकों से उनका पेट काट कर पैसा लेती हैं और दूसरे उपयोग में लगाती हैं । अभी कुछ