

[Mr. Speaker]

nominate seven members from Rajya Sabha to associate with the Committee on Public Accounts of the House for the term beginning on the 1st May 1961 and ending on the 30th April 1962, and to communicate to this House the names of the members so nominated by the Rajya Sabha."

The motion was adopted.

12.36 hrs.

*DEMANDS FOR GRANTS—Contd.

MINISTRY OF TRANSPORT AND COMMUNICATIONS—Contd.

Mr. Speaker: The House will now take up further discussion and voting on the Demands for Grants under the control of the Ministry of Transport and Communications. The Hon. Minister of Transport and Communications.

The Minister of Transport and Communications (Dr. P. Subbarayan): As I began yesterday, I wish to thank hon. Members who complimented the working of the Department in the past year. My colleagues the Minister for Shipping and the Deputy Minister for Civil Aviation have answered the points that were made by hon. Members who spoke before them. There are two or three Members who spoke after them and who made certain remarks on these two Departments which I shall deal with in the course of my speech.

In the first place, as Mr. Masani is very anxious to go away, as he has got an engagement, I would deal with his remarks. He was quarrelling with the way allocations have been made for the Railways and the road transport. I am sure Mr. Masani realises, as much as I do, that the railways are a national asset and therefore we should not do anything to injure the working of the railways. I do feel

that road transport will have a future. As he has himself said, the building of railways is more costly than the building of roads. Therefore, wherever roads could be utilised, no railways need be built. Government will try their best to see that this policy is adopted. But at the same time, I would like to warn Mr. Masani, because he is a person who is so enamoured of the private sector, that there is the danger of the public sector coming into road transport as well.

Most of the State Governments are in favour of road transport being nationalised because they feel it will add to their income, and as Mr. Masani realises as much as I do the revenues given to the States are not ample enough for their work and therefore they have got to think of increasing their revenues and road transport is one of the things they are considering. As it is, we have stopped them from doing it till the end of the Third Plan. But at the same time there is this aspect and I am sure hon. Members will keep this in mind.

12.41 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

Mr. Masani remarked that we did not possess enough guts, as he called it, in this Department to get more allocations for our services. As my hon. colleague explained, it is not always possible in this world to get what you want. You can try no doubt and I can assure Mr. Masani that we have tried our best. But there are priorities in planning with which the Government as a whole have agreed. Therefore, having agreed with the planning and the priorities given to it, we will try to abide by them and not press for things which are not easily available because we are dealing with limited amounts. As

*Moved with the recommendation of the President.

It is, there is a complaint that taxes are going up. If the plans are to be fulfilled properly, taxes have to go up. I can say in defence of my colleague, the Finance Minister that he has tried to do his best to raise our finances within the ambit available to him and not put heavier burdens on the populace. As it is, he has given some idea of what he will be able to do when the Finance Bill is introduced and some of the taxes which hon. Members contended lay heavily on the poorer sections of the population he has said he will try to meet them half-way by the reductions he has announced during the course of his speech on the General Discussion on the Budget.

With regard to the point made by Mr. Tariq,—I see he is not here—on the amounts that are being spent on advertisements on tourists to this country, have really paid dividends, because according to the estimate of the Reserve Bank itself, we have got as much as Rs. 20 crores last year by way of foreign exchange from these tourists and the expenditure on tourism by way of advertisements is only about 3 per cent of what we have got. Therefore, hon. Members will realise that this amount has been well utilised for the purpose of attracting tourists. It is no use advertising in our country for tourists because that will not get us foreign exchange. Advertisement has got to be done in foreign countries and therefore we have got to pay for our advertisement in foreign countries. Considering that ours is a very small proportion of what is being spent by other countries, I am sure the hon. Members will realise we have done the best that we can in trying to attract more tourists from abroad...
(Interruptions)

Mr. Deputy-Speaker: Order, order. Lobby talks should not be carried inside the Chamber.

Dr. P. Subbarayan: I think this will go on increasing as I feel that peo-

ple are getting interested in tourism. We are holding a seminar 'Visit the Orient' in Delhi by the middle of this month and it is meant to publicise to the other countries, especially of the west, that we are interested in tourism and it will show what is being done and what is here in this country which they can usefully visit and what interests them.

Of course my colleague has dealt with hotels, etc. The department is trying to do what it can by way of providing proper accommodation. Shri Tariq complained that some of these hotels charge more than is necessary and that tips are being asked by servants in these establishment. But I can tell Shri Tariq, because I am acquainted with the West as well, that inspite of notices being put in the visitors hall that no tips need be paid tips are as much asked for in the West. If you are going to visit the country again, they know who you are and if no tips are paid then you get a different treatment from the person who gives the tips. As a matter of fact in Asoka Hotel it is clearly said that no tips may be paid because we are getting by way of percentage on the bill some amount in order to be distributed among the servants of the establishment. Therefore, they are asked not to tout for tips. I think they do not do, as far as I know because they know they are going to get a certain amount from the percentage charged for tourists in the bill. That is as far as Shri Tariq goes.

Shri Naushir Bharucha (East Khandesh): He has gone.

Dr. P. Subbarayan: He is still alive; gone does not mean anything to me. He is outside the House but he is still alive.

As I have told Shri Masani, we shall try and do whatever we can in order to improve our roads. As he himself found, seven tonners and trailers cannot go over the present bridges or surface we have now. Therefore what is needed is to strengthen the

[Dr. P. Subbarayan]

bridges and the improvement of the surfaces which we are trying to do. One hon. Member talked about the express ways and he rather objected to them because they will mean a lot of money. I think Shri Masani differs from him on this because if really quick traffic is to go on our roads, these express ways in congested areas are as necessary as the other roads.

With regard to civil aviation, I think my hon. friend has dealt with it quite effectively because there was not much criticism.

Shri Braj Raj Singh (Ferozabad): What?

Dr. P. Subbarayan: I say so deliberately. The Indian Airlines Corporation are now putting forward a scheme by which faster planes will be run on the trunk routes with more passenger accommodation because we are finding that the accommodation in our viscounts which are earning us profits are not enough to carry the passengers. I can tell the hon. Members that on Bombay-Delhi and Delhi-Calcutta routes, there are long waiting lists and people do not find it easy to get passages even during the course of two weeks. That really shows that faster traffic and faster planes will earn more profit. That is being attended to. We are having a plan by which faster planes will be put into service, provided we get the finances for it. That 'if' of course is there. I am sure if my hon. colleague the Finance Minister will give us the money that is needed we can prove that the profits that will be earned will pay for the foreign exchange that may be necessary for this purpose.

The hon. Speaker has allowed a half an hour debate today or tomorrow and I think the points relating to pilots will be dealt with at that time. At the same time I want to tell my hon. friend Shri Braj Raj Singh that we are trying our best to see that these pilots are employed but because of the introduction of faster planes, I

also want to warn him, that the number of pilots needed by the airlines Corporation would be less than what it is today. Because if we have faster planes, there will be less planes to fly and therefore the pilots that would be needed for that purpose will be less than what we need at the present time. With the Dakotas going, hon. Members will find that there will be less places available for trained pilots. I agree with Shri Braj Raj Singh that the sum that we are spending on these pilots is really a large amount and it should be seen as far as possible that these pilots should be utilised. As my hon. colleague has said the Defence Ministry has been approached and they have been trying to do what they can to absorb some of these pilots. Of course as my hon. friend the Deputy Minister said, age comes in the way because they recruit younger men for the Defence Services and some of the people who have been there on our waiting list are old enough. We have therefore altered the rules with regard to the aerodrome officers and deputy aerodrome officers which my hon. colleague the Deputy Minister talked about. The Public Service Commission who, I hope, are the recruiting authority will be able to deal with these people as the age-limits have been raised and therefore, they are eligible for selection as assistant aerodrome officers..... (Interruptions.)

Shri S. M. Banerjee (Kanpur): What happens to the money spent on them?

Dr. P. Subbarayan: My dear Sir, I cannot hear what you say. But I may say that we are trying to do the best we can.

Shri S. M. Banerjee: If they are employed as aerodrome officers, they cease to be pilots.

Dr. P. Subbarayan: If they cannot be employed as pilots, they have to be employed as something else; therefore, we are trying to cure the un-

employment problem. We have no places for these pilots as pilots.... (Interruptions). You do not seem to understand what I say. My hon. friend is always interrupting in a way which carries us nowhere. I refuse to yield to him; unless he has a point of order he cannot speak.... (Interruption).

Mr. Deputy-Speaker: Order, order. The hon. Minister may continue. What I am saying is that we are doing whatever is possible to absorb these and save them from being unemployed. If they cannot be used as pilots, they will be used as aerodrome officers. Does the hon. gentleman mean that they should not be employed as assistant aerodrome officers and that they should be left in the air?

Shri S. M. Banerjee: What is that training for?

Dr. P. Subbarayan: There have been a lot of complaints about the postal department. I admit there is cause for that. A case was cited; a telegram was sent and it reached the addressee after a week. Whenever anything of this kind has come to my notice, I have said that money spent on the telegram should be returned to the person who sent the telegram. Of course, as my hon. friend, Shri Tiwari said, that carries them nowhere. I admit that telegram is sent because they want to give urgent information to somebody else. When he does not get even that, the money may be returned so that no cost may be incurred. All the same, something more has to be done. A person arrives at a station but there is nobody to receive him; he has sent a telegram asking some person to come to meet him. I admit there is this inconvenience. We are trying to do what we can to eradicate this sort of thing. But the trouble is that sometimes the lines are down and sometimes we have to send the telegrams by post because there is no channel available for this purpose, etc. But we are trying to do the best we can. I can assure my hon. friends that our

officers from the Director General, Posts and Telegraphs down to the Directors themselves are trying to see in what way this could be eradicated and telegrams could be made to reach the people in time. The same point has been made about the post-card which Shri Tiwari complained was posted in Lucknow on the 30th March but reached him in Delhi on the 7th April when it should have reached him the next day. I admit that these things happen. But if they will calculate the numbers that are being sent, considering the numbers that are being sent, I do not think we are as bad as we are represented to be. Trunk telephone calls in 1948-49 were 2,300 million. In 1959-60 they had risen to 3,800 million. Last year, 1960-61, there were 4,000 million calls. Therefore, hon. Members will realise that we are working against time. I am sure—and people have told me—that since the last budget, things are a little better than they were.

Shri Naushir Bharucha: There is something wrong with the figures. (Interruptions).

Some Hon. Members: Millions or lakhs?

Dr. P. Subbarayan: I beg your pardon. They are in lakhs. The trunk telephone calls have risen from 5.4 lakhs to about 37.7 lakhs. Therefore you will see the difficulties under which we work. The telephone connections, from 120,000 in 1948-49, have risen to 4,24,000 in 1959-60 and 5,12,000 in 1960-61. Telegrams have risen from 27 lakhs to 40 lakhs last year; therefore, you will see, with the limited amount of equipment we have in our possession, in spite of all that we do, it is not easy to catch up with the demands that are growing so rapidly as they have done during the past years.

Our plan was to have 4,500 more post offices opened at the end of the second Plan. As it is, we have opened 5,796. It is a little over 1,200.

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over the Plan target for the second Five Year Plan. 20,000 more post offices have been brought to daily delivery. The percentage of this has risen from 35.8 to 39.3 during the period of one year.

Shri Naushir Bharucha: I do not think it is in one year: 20,000 post offices opened in one year. There is something wrong.

Dr. P. Subbarayan: It is absolutely correct. Shri Naushir Bharucha has evidently not read the hand-out.

Shri Naushir Bharucha: Is that 20,000 in one year or in five years.

Dr. P. Subbarayan: Five Years.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): The Minister has said that 20,000 more post-offices have been brought to daily delivery system.

Dr. P. Subbarayan: Not post-offices established, but old post-offices which were delivering, say, only three times a week, have been brought for daily delivery. Then, 200 lines have been replaced by speedier form of transport. 140 new telegraph offices have been opened during 1960-61. 83 new telephones exchanges have been established and 120 long distance public call offices were opened at various places. Co-axial cables were completed or renewed on the Delhi-Agra-Kanpur-Lucknow route, and from Lucknow and Kanpur there is a direct dialling system as they will know. But it is not so easy to get it for long distances like Delhi-Bombay or Delhi-Calcutta, because the laying of co-axial cable is slow and cables are not produced as quickly as we want. As it is, the factory that we have at Rupnarainpur is only producing about half that we require and are able to consume. There is a proposal now to establish a second factory for cables.

Then there is also a proposal to establish a second factory for tele-

phones, because we find that what is being manufactured by way of automatic telephones is not enough for the automatic telephone demands that are coming to us. Therefore, we have proposed that there should be a second telephone industries factory so that we could get more automatic telephone machines which can be put into the required places; everybody demands automatic telephones and I admit it is a better thing than the ordinary telephone we possess.

Many hon. Members have complained about the procedure of billing. All the trouble arose because all accounts were centralised in Delhi. We have now decentralised these offices and we are opening billing offices at almost all important centres, and I hope the billing system will improve. There have been complaints that people have been over-charged. I know and I have been making enquiries about this matter. Sometimes I find that they are correct. I am having it enquired into to see how it came about and to see that the difficulty does not arise for the public. If they know what their calls are—and some of them say that they keep accounts—and if they get a bill which differs from what they have got in their accounts, naturally they are dissatisfied and they complain. We are trying to see how this can be eradicated so that the bills furnished will be equivalent to what the subscribers might have kept an account of and they will know what the Bill exactly is.

Some hon. Members from Gujarat complained about not having a separate circle in Gujarat: It has now been decided, and I am able to tell hon. Members, that shortly a circle for Gujarat with the office of a Postmaster-General will come into place, and the Posts and Telegraphs Board have already approved of it. We feel that every State, if it can have it, should have a postal department of its own so that they will know what the complaints of the people

are and they will be able to find out what necessarily each State requires. That is why our policy has been to try and see if we could have separate postal circles for each State as it is constituted today. The Kerala circle will also come in, with a Director, because, at present, it does not justify, according to us, a Postmaster-General, though we found that in the case of Mysore, they want it to be upgrade to Postmaster-Generalship, and that is also being done with regard to Mysore.

There is a complaint from Shri Radhelal Vyas—he is not here now—about the Madhya Pradesh circle. I am sorry it is not possible to have a Madhya Pradesh Circle, because, with all the efforts that have been made by the Madhya Pradesh Government themselves, it has not been found possible for them to allot us any buildings where the new offices could function. I can tell Shri Radhelal Vyas that there are very fine buildings belonging to the Posts and Telegraphs Department in Nagpur which will go waste if that circle is abolished. And when you cannot get a place where you want to place the office, then it is much better for them to remain at Nagpur itself. But we are doing one thing to satisfy the demands of the people. We are separating Madhya Pradesh from Rajasthan. The Rajasthan Director will only have to do with Rajasthan. Today, the people of Madhya Pradesh have got some of these offices attached to the directorate at Rajasthan in Jaipur, and some parts of the directorate are attached to the Postmaster-General at Nagpur. In order to see that only one officer need be there for the Madhya Pradesh people to be able to deal with, we are transferring all these to the Nagpur circle so that, to a certain extent, what was complained of by Shri Radhelal Vyas is really met and he could be satisfied. So, now they will have only one circle to deal with, because the State Government and the people, if they have any complaint, need deal with only one circle.

As far as the Tuticorin and Mangalore ports are concerned—as usual there has been quite a lot of agitation and a lot of demands from people outside—I can assure them that both are included in the third Plan.

13 hrs.

I would also like to tell hon. Members that we have been recently elected to the International Maritime Organisation which deals with shipping. You will find that we are finding a place in the world organisation with regard to shipping which shows that our shipping interests are being taken care of because this is an organisation which deals with the idea of traffic etc. What is more we have been taken into the Conference which is, among the Commonwealth countries, dealing in shipping and we have been allowed to carry 40 per cent. of the traffic to the European ports by our shipping. As it is, we are carrying only 36 per cent. and, therefore, it is rather an advantageous position that we have been able to get the Conference people to agree to a percentage higher than what we are carrying at the present moment.

Well, Sir, I think, I have almost dealt with most of the points that were made and I once again want to thank the hon. Members for the kind cooperation they have given during the last year. Finally, Sir, I would like to pay a complaint to my officers who have worked under very difficult circumstances, who have done the best they could and, I am sure, they will try to eradicate the faults that may be there.

Shri A. M. Tariq (Jammu and Kashmir): What about tourism?

Mr. Deputy-Speaker: Order, order. That has already been answered. The hon. Member was not present here.

Dr. P. Subbarayan: I have already dealt with tourism when my hon. friend was not present here.

Shri A. M. Tariq: Sir, I just want to put one question. The hon.

[Shri A. M. Tariq]

Minister was kind enough to tell us that they are spending only 3 per cent. of what we are getting in the form of foreign exchange. It is not a question of only 3 per cent. There is Air India International. They have got their own budget. After all, these 14 crores of rupees are not for the tourist publicity. I would like to have an assurance from the hon. Minister if we can save some money, and whether he is going to have an enquiry committee which can advise the Government to save some money.

Dr. P. Subbarayan: The money which is earned from tourism itself goes into the account of the Air India International. Same thing in the case of the Indian Airlines Corporation also.

Shri Goray (Poona): We have raised certain points which are not covered at all by the hon. Minister's reply. For instance....

Mr. Deputy-Speaker: The other two Ministers tried to deal with the points that had been made by the hon. Members who spoke earlier.

Shri Goray: There was one point about the recognition of the union which all of us raised here. I would be very much happy if the hon. Minister says something about it. There are so many other points.

Dr. P. Subbarayan: I think, I have broadly dealt with the question of Union. It is not entirely in my hands. It is in the hands of the Home department and the Labour department and there is the decision of the Government as a whole that these unions should be de-recognised till we find some other alternative for it and that is being worked out in the Labour department.

Shri Manay (Bombay City Central—Reserved—Sch. Castes): I had made out a point regarding the grievances of the scheduled castes employees of the Ministry. I am sorry to say that no Minister has touched that point.

Dr. P. Subbarayan: With regard to the point raised by the hon. Member, I am having it looked into. I am not able to say anything definite to him at the present moment.

Mr. Deputy-Speaker: Am I required to put any cut motions separately? I find no hon. Member wants me to do so. Therefore, I shall put all the cut motions together.

The cut motions were put and negatived.

Mr. Deputy-Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the order paper, be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1962, in respect of the heads of demands entered in the second column thereof against Demands Nos. 86 to 96 and 133 to 137 relating to the Ministry of Transport and Communications."

The motion was adopted

[The motions of Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND NO. 86—MINISTRY OF TRANSPORT AND COMMUNICATIONS

"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)

"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

"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 payment 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

"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

"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

"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

"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

"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

"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)

"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

"That a sum not exceeding Rs. 2,54,25,000 be granted to the

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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)

"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

"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

"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

"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

"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'."

13.05 hrs.

MINISTRY OF COMMERCE AND INDUSTRY

Mr. Deputy-Speaker: Now, we will take up the discussion on the Demands for Grants under the control of the Ministry of Commerce and Industry. As usual, the time-limit of 15 minutes will be there except in the case of spokesman of the various Groups.

DEMAND No. 1—MINISTRY OF COMMERCE AND INDUSTRY

Mr. Deputy-Speaker: Motion moved: moved:

"That a sum not exceeding Rs. 70,87,000 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 Commerce and Industry'."

DEMAND No. 2—INDUSTRIES

Mr. Deputy-Speaker: Motion moved:

"That a sum not exceeding Rs. 18,10,07,000 be granted to the President to complete the sum necessary to defray the charges