

[Mr. Speaker]

of their voting one way or the other. They have been made available and hon. Members have looked into them, made an elaborate study and raised many points of order. There has been a good deal of discussion also. In the one day that is available, let us proceed with this work. I was not in favour and I am not in favour of allowing any ordinance to be passed without the notice of this House or when the House is sitting. Therefore, I insisted and my predecessor also insisted that an ordinance shall not be passed during the session when the House is sitting without consulting it. I do not think any hon. Member would like that when we are sitting, without taking our opinion, an ordinance should be passed over our heads. I only want an opportunity to be given to the Government to come to this House with a Bill; it is for the House to reject it or accept it. If the other House is not sitting it is for the Government to take whatever steps they think fit. I want that this House should have an opportunity of discussing this matter. When the House is sitting, I do not want an ordinance to be passed about a matter over which this House has jurisdiction and with respect to which this House's opinion can be asked. Therefore, I advised the Home Minister to bring a Bill instead of issuing an ordinance, and he has done it accordingly.

Shri Sadhan Gupta: There cannot be an ordinance when the House is sitting.

Mr. Speaker: This House's opinion will be given on the Bill. I am not going to discuss this further. There are precedents. The Bill is before the House and the Bill will be considered in the second stage and all other stages on Monday. It has been already said that the House will sit as long as is necessary on that day to dispose of all the stages of the Bill.

An Hon. Member: We must have two days.

Mr. Speaker: I have taken the general sense of the House. The only

objection can be for the purpose of fixing up time. The Leader of the House is willing and I am sure the House is willing to sit as long as is necessary to dispose of this Bill. I will allow a reasonable debate on this Bill and all the stages of the Bill will be taken up on Monday. (*Inter-ruptions*).

Shri Nath Pai: Heavens are not going to crash if we have two days...

Mr. Speaker: We shall sit the whole night if necessary.

Shri Surendranath Dwivedy: No no; that is no consolation for us.

Shri Jaipal Singh: In order to have more time, we may do away with the Question Hour on Monday.

Shri Surendranath Dwivedy: As a protest, we are walking out of this House.

(*At this stage Shri Surendranath Dwivedy and some hon. Members left the House*)

Raja Mahendra Pratap (Mathura): An impression should not be created that these people meaning who were walking out are for justice, Government is for injustice and all these people meaning Congressmen are supporting injustice. This impression should not be created in this House and before the world. We are all for justice. We want peace in the world; we want peace in this House.

(*Raja Mahendra Pratap then left the House*)

DEMANDS FOR GRANTS—contd.

MINISTRY OF TRANSPORT AND COMMUNICATIONS—contd.

Mr. Speaker: The House will now proceed with the further consideration of the Demands for Grants relating to the Ministry of Transport and Communications.

The following are the selected cut motions relating to various Demands under the Ministry of Transport and Communications which have been indicated by the Members to be moved:

Demand No

No. of Out Motion

82	574, 797, 1062, 1210, 1211, 1212, 1213, 1252, 490, 492, 493, 494, 495, 798, 954, 964, 1063, 1064, 1146, 1147, 1148, 1149, 1191, 1192, 1253, 1254, 1289, 1291, 1292, 1293, 1294, 1295, 1296, 1297
83	103, 1150, 1151, 1214, 965, 966, 1152, 1215, 1216, 1217, 1218, 1219, 1220, 1298, 1299, 1300, 1301, 1302
84	1195, 1199, 1221, 1222, 1223, 1224, 1225, 1226
88	1227, 1228
89	1165, 1229
90	1230 1231, 1232, 1233, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286

Development of Indian Shipping

Shrimati Parvathi Krishnan (Com-batore) I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Unjustly putting the blame on Port and Dock workers for the congestion in Ports

Shri Sadhan Gupta (Calcutta-East) I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Import of motor buses

Shri Warior (Trichur) I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to develop inland water transport

Shri Tanamani (Madurai): I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to include more roads in National Highways

Shri Tangamani: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced to by Rs. 100"

Expenditure from the Central Road Fund

Shri Tangamani: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to develop minor ports in Madras State

Shri Tangamani: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to bring suitable legislation in the place of Motor Vehicles Act 1939

Shri Tangamani: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced to Re 1"

Failure to redress the grievances of the employees of the Posts and Telegraphs Department

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to redress the grievances of employees of the Civil Aviation Department

Shri Sadhan Gupta: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Practice of employing non-departmental telephone operators for years without confirming them

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to redress the grievances of Port and Dock Workers in Calcutta, Bombay and other ports

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to take adequate steps to increase our tonnage of ocean going vessels so as to provide our own shipping for our foreign trade

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to anticipate and to take adequate steps to prevent congestion in Ports

Shri Sadhan Gupta: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to meet the demands of the Posts and Telegraphs employees

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Problems arising out of practice of employing non-departmental telephone operators

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Ministry of Transport and

Communications' be reduced by Rs 100"

Need for posting employees of classes II, III and IV in their home districts as far as possible

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Need for extension of all rules and regulations pertaining to employees and labourers of major ports to those in the Cochin Port also

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Need for fostering tourism on a large scale

Shri M. R. Massani (Ranchi-East): I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Need to provide better working conditions for Motor Transport Workers

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to implement the Posts and Telegraphs Housing Scheme in Kerala

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to pay the arrears of pay and allowances to the Ex-Archal employees of the former Travancore-Cochin State

Shri Warrier: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to redress the grievances of the Posts and Telegraphs employees

Shri Narayanankutty Menon (Kundapuram): I beg to move:

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

Failure to redress the grievances of the Cochin port employees

Shri Narayanankutty Menon: I beg to move:

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

Need to investigate the possibility of establishing a wild reserve to attract tourists in the Attapady Valley in Kerala State

Shri Warior: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Need for a uniform national transport policy

Shri Warior: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Slow progress in development of Indian Ship-building Industry

Shri Balasaheb Patil (Miraj): I beg to move

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

Failure to form an Inland Transport Committee with the representation to workers' organisations

Shrimati Parvathi Krishnan: I beg to move

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

Failure to encourage formation of workers' co-operatives in Road Transport

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to give adequate representation to Road Transport workers in Road Transport Authority at state and regional level

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Urgent need for effective measures to eradicate and check corruption in, R T As

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to give proper notice to private and co-operative operators before nationalisation of passenger transport service on the Imphal Dimapur Road

Shri L. Achaw Singh (Inter Manipur): I beg to move:

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Discrimination on the part of the State Transport Authority in the matter of granting permits to vehicle owners in the territory of Manipur

Shri L. Achaw Singh: I beg to move:

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

Need of speedy construction of a motorable road viz Cachar Road at an earlier date in order to provide an alternative route of Dimapur-Imphal Road

Shri L. Achaw Singh: I beg to move

"That the demand under the head 'Ministry of Transport and Communications' be reduced by Rs 100"

Failure to avert the threat of strike by the Posts and Telegraphs Employees

Shri Naushir Bharucha (East-Khandesh) I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced to Re 1"

Refusal to implement the recommendations of the First Pay Commission regarding dearness allowance to Posts and Telegraphs employees

Shri Warior. I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced to Re 1"

Inclusion of Kerala State in the Madras Zone

Shri Warior I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced to Re 1"

Delay in settling the demands of Posts and Telegraphs employees

Shri Tangamani I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced to Re 1"

Need for providing post cards, telegraph and money order forms in Tamil

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Increase in postal rate with the introduction of naye pause

Shrimati Parvathi Krishnan: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Introduction of automatic telephone system in all centres having more than 500 telephones

Shri Warior: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Need to improve rest houses for R M S employees in Madras Circle

Shri Tangamani I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Better Rest House for R M S. employees at Chintadripet, Madras

Shri Tangamani: I beg to move

"That the demand under the head 'Indian Posts and Telegraphs Department (including Working Expenses)' be reduced by Rs 100"

Failure to concede demands of extra departmental staff

Shri Tangamani: I beg to move—
“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to confirm the non-departmental telephone operators in Madras Circle

Shri Tangamani: I beg to move—
“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Stopping of retrenchment of N D T.Os in Madurai Division of Madras Circle

Shri Tangamani. I beg to move
“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to provide housing for P & T employees in Madurai

Shri Tangamani: I beg to move
“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Large-Scale transfer of P & T employees in the Bangalore City

Shrimati Parvathi Krishnan. I beg to move

“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to distribute the pay of Postal employees in Bangalore on May, 1, 1957 when the 2nd of May was a Festival Holiday

Shrimati Parvathi Krishnan. I beg to move

“That the demand under the head ‘Indian Posts and Telegraphs Department (including

working Expenses)’ be reduced by Rs 100”

13 hrs.

Failure to do justice to the employees of the Posts & Telegraphs Department in regard to their pay and service conditions

Shri Dasgupta (Purulia) I beg to move

“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to open adequate number of new Post Offices to cope with the demand from rural areas

Shri Dasgupta: I beg to move

“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to transfer the Control of Posts and Telegraphs Offices of Purulia District (West-Bengal) to the P M G West-Bengal

Shri Dasgupta I beg to move—

“That the demand under the head ‘Indian Posts and Telegraphs Department (including working Expenses)’ be reduced by Rs 100”

Failure to consider the demands of the Cochin Port Workers submitted by the Cochin Port Employees’ Union

Shri Narayanankutty Menon: I beg to move

“That the demand under the head ‘Ports and Pilotage’ be reduced by Rs 100”

Discriminate policy of the Cochin Port Administrative Officers in recruiting labour

Shri Narayanankutty Menon: I beg to move

“That the demand under the head ‘Ports and Pilotage’ be reduced by Rs 100”

Inadequate provision for Tuticorin Port and failure to develop the Minor Port of Tuticorin

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Work of welfare officers in Madras Port for deck passengers

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Plight of deck passengers in Madras port with no covered shelter in the wharf

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Introduction of schemes to decasualise unregistered coal and ore workers in various ports

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100"

Representation given in the Madras Dock Labour Board to workers nominees not representing the workers concerned

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Representation in the Board of Trustees of the Madras Port Trust to nominee of the Representative Unions

Shri Tangamani: I beg to move:

"That the demand under the head 'Ports and Pilotage' be reduced by Rs. 100."

Delay in finalising the Air Route patterns

Shri Tangamani: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Failure to provide halt at aerodrome in Madurai, Madras State

Shri Tangamani: I beg to move:

"That the demand under the head 'Aviation' be reduced by Rs. 100."

Need for accelerating the development of roads and road transport

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

"That the demand under the head 'Central Road Fund' be reduced by Rs. 100."

Failure to provide from the Central Road Fund for Madras State

Shri Tangamani: I beg to move:

"That the demand under the head 'Central Road Fund' be reduced by Rs. 100."

Constitution of Transport Committee at State and Regional Level

Shri Tangamani: I beg to move:

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

Coordinating the goods lorry traffic in view of increasing traffic

Shri Tangamani: I beg to move:

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

Need for uniform policy for National Highways

Shri Tangamani: I beg to move:

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

Failure to consider demands of National Federation of Motor Transport Workers

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for amalgamation of Central Transport Board with Transport Advisory Council

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Inland transport co-ordination based on principles laid down by the International Chamber of Commerce

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Inter-State Transport Commission

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for uniform taxation on motor vehicles

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Failure of the Central Board of Transport to meet regularly

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Inclusion of more roads in Madras State under National Highways

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for taking up immediately of the widening of Dindigul-Madurai Section of National Highway No 10

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Constitution of Central Transport Board Like Railway Board

Shri Tangamani: I beg to move

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for taking up immediately of the widening of the Madras-Trichy-Dindigul road, National Highway No 45

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for improving Madura-Dhanu-shkodi Section of the National Highway

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Increasing of the allocation of Madras State for repairs and maintenance of National Highways

Shri Tangamani: I beg to move:

"That the demand under the head 'Communications (including National Highways)' be reduced by Rs 100"

Need for further improvement of the Cape Comorin-Tinnevely section of the National Highway in Tinnevely Division in Madras State

Shri Tangamanil: I beg to move:

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

Mr. Speaker: These cut motions are before the House:

Shri T. Subramanyam (Bellary): Mr. Speaker, while supporting the demands of the Ministry of Transport and Communications, I may say that it is gratifying that the policy of the Government regarding the utilisation of the transport services is an integrated arrangement in which railways, roads, and inland waterways play their appropriate role.

I said that there should be co-ordination in this matter; there should be no spirit of competition, each trying to undermine either the importance or the utility of the other services. The Railways alone will not be able to cope up with demands of transport in this country. In the Second Plan, there will be a deficit of 19 million tons. If we have to meet all our transport demands and achieve the economic prosperity of this country, we have to utilise to the maximum amount all the transport resources that are available to us.

In this context, I want to emphasise the importance that should be given to inland water transport. Our culture and our civilisation have been built on rivers, the great rivers Ganga, Brahmaputra, Mahanadi, Godavari, Krishna, Cauvery, etc. We have utilised these rivers from time to time to develop our trade and commerce. We have got a long coast line of 3000 miles, and rivers flowing hundreds of miles. We have to utilise all these great rivers and the canals so that we may maximise the utility of these services.

In the British period, there was a deliberate policy of neglect of waterways in this country. They wanted to encourage the Railways at the expense of the waterways. They thought that if they had to find a market for their goods, that was the only way. They deliberately chose this policy of neglecting and even ruining our waterways. Sir Arthur Cotton raised his protest against this. He said that India was in need of waterways, navigation canals, and irrigation canals and not railways. Locomotives, rails, rolling stock, all were manufactured in England and they were dumped here. Sir Arthur Cotton did not like that. He wanted to give water to the people of this country for navigation and irrigation, as an insurance against famine and scarcity in some areas and as an insurance against floods in certain other areas. His policy was not accepted. They were opposed to this. They were hostile. They did not encourage this policy. That was where we stood when the British left us.

Sir Arthur was not a mere dreamer. He was a successful engineer. He was responsible for the construction and completion of the Godavari anicut, and the Cauvery irrigation system. He put forward a great suggestion, a scheme by which the Ganga could be connected with Cape Comorin with all the rivers in between being linked up. He wanted a canal to be taken from Calcutta to Cape Comorin, linking up the Godavari, Krishna, Mahanadi, Cauvery and Tamraparni. That was his suggestion. It is not a mere fanciful dream. In other countries, they have given a lot of importance to the development of inland waterways. In Europe, the Mediterranean and the Atlantic ocean have been linked up with a system of canals. Then, the North Sea and the Black Sea have been connected with a unified system of canals making use of the Danube and the Rhine. In Russia, they have a very ambitious scheme by which they want to connect the Caspian Sea with the Arctic Ocean by a unified

system of canals. In the U.S.A., during the last thirty years, they have spent 2 billion dollars on the development of waterways. They have nearly developed 29,000 miles of inland waterways. Millions of tons of cargo are being moved on these waterways. In 1930, about 180 million tons of merchandise were moved; in 1955, 368 million tons were moved on these waterways. That is the importance given to waterways.

In our country, I feel, we must give the same importance as is given in other countries. At present, in India we have got 5,500 miles of waterways in which the Ganga and the Brahmaputra play a very prominent part. They have got the Ganga-Brahmaputra Transport Board. We have got the Mahanadi canals, the Buckingham canal, the west coast canals and also the canals relating to the Godavari and Krishna. These come to about 5,500 miles of waterways. The Damodar Valley project provides for a canal to be taken from Calcutta to the Raniganj coal fields. There is another canal provided in Kakrapara, west coast, up to the dam and 50 miles overhead. The Hirakud project envisages the possibility of the canal being made navigable from the sea to about 300 miles upward. This is the present position.

In order to secure full co-operation of all, it is necessary that the Transport Ministry, the Irrigation and Power Ministry should work in a spirit of co-ordination. The Second Plan provides for an expenditure of Rs. 340 lakhs to be used for inland waterways. I consider that this is a highly inadequate amount for this great purpose. Of this sum of Rs. 340 lakhs, about Rs. 115 lakhs will be utilised for developing the Buckingham canal and linking it with the Madras harbour, and about Rs. 43 lakhs would be utilised for the development of the west coast canals and the balance would be utilised for the development of the Ganga-Brahmaputra Valley system.

The Estimates Committee went into this matter thoroughly. They have got something very illuminating to say about this. I will request the hon. House to see how clearly and lucidly they have brought out the position, regarding the conditions which have prevented sufficient importance being given to this great subject. They say:

"The role of the Ministry of Transport at present is largely one of co-ordination of the problems affecting more than one State and of the problems involving relations with other forms of transport.

The representative of the Ministry informed the Committee that inland water transport was under the Ministry of Transport. Inland navigation was in the State List, and therefore the initial responsibility lay with the States. The Ministry of Transport was, however, concerned with the control of inland navigation, so far as mechanically propelled vehicles were concerned as this subject was on the Concurrent List. The question of finding out the technical potentialities with regard to waterways was dealt with by the Central Water and Power Commission who were under the Ministry of Irrigation and Power."

Therefore, this responsibility was denied and it could not be fixed on any particular agency. Therefore, this thing was completely neglected.

The Estimates Committee further said:

"...it had been difficult to ascertain the responsibility of a particular Ministry in such matters with the result that one could not know if there was any machinery in the Government of India which could make itself responsible for doing some improvement in the existing state of river navigation which was desirable, important and had immense potentialities."

[Shri T Subramanyam]

Later on, they proceed to say: that it is possible to construct a canal linking up Calcutta and Mangalore via Cuttack, Madras, Cuddalore, Tuticorin, Cape Comorin, Kozhikode, and Trivandrum. They have said that it is quite possible.

In February this year, Government have appointed a Committee to go into this question. It is presided over by Shri B K Gokhale, retired ICS officer, a very able man. The Government wanted that this whole question should be enquired into and an authoritative report should be secured. The terms of reference are fairly wide and exhaustive. The Committee has to review the part played by inland water transport in the transport system of this country, including the movement of bulk commodities to ports for purposes of export, to give an estimate of the time and cost needed to complete these things, and to examine the prospects of increasing and extending the river and canal services including a direct service on the East Coast as well as from some point in the North to the South.

Therefore, the terms of reference are fairly wide. I am hopeful that before long, this Committee will find it possible to present its report and the Government will take a decision so that we may evolve a national policy regarding the development of waterways in our country. I say that there should be co-ordination. Just two days back, the Minister of Irrigation and Power was saying that a canal would be taken up in Rajasthan upto a distance of five hundred miles. He also indicated that he would also consider the possibility of utilising it for navigation purposes. I suggest that hereafter, whenever fresh projects and canals are taken up, the Irrigation Ministry and the Transport Ministry—luckily, we have got very able Ministers, cool-headed, warm-hearted and kind Ministers, who can bring to bear their capacities on this—

should see that our country will have before long a national policy regarding the development of waterways in our country, which we have been lacking all these years.

I would like to say a word now about roads. We have four kinds of roads in our country, national highways, State highways, roads under the control of the district boards and local authorities, and rural communications. In 1943, there was a plan known as the Nagpur Plan, under which we wanted to develop our road transport. The object at that time was to give an approach road to every village, and to see that no village was removed more than five miles from the main road, and the planners had envisaged that within twenty years, that is, by 1963, this programme should be worked out. At the end of the First Five Year Plan, we had a total mileage of 1,22,000 in respect of metalled roads, and 1,95,000 in respect of unmetalled roads. In the Second Plan, it is proposed to add 22,000 miles of metalled roads, and 40,000 miles of unmetalled roads and there is a provision of Rs 247 crores for this purpose.

Government have also taken a very important step in this matter, which I consider to be very significant. A special study of the development of rural communications has been undertaken by the Transport Ministry in the Road Wing and I believe, a special officer has been appointed to deal primarily with the question of increasing the programmes for rural road development included in the Second Plan, to consider the arrangements for the maintenance of these rural roads, and the extent to which progress could be achieved to reach the objective of the Nagpur Plan. I wish to state that Government should give top priority to this matter.

We have been lacking very much in the matter of rural roads. Wherever we went into the rural areas, the request everywhere was, 'Give us a road; give us an approach road, or give us a metalled road'. This has been the

cry in every village that we have visited I would, therefore, urge the Transport Ministry to give top priority to this matter. No doubt, it is of great significance and usefulness and probably also desirability that we should have big structures and multi-storeyed buildings in the State capitals and also in New Delhi, but of far more significance and satisfaction would be the provision of these roads in every village where the people are subjected to severe hardship and suffering on account of the absence of even proper approach roads.

I now come to tourism. That is an important thing. After we became free we began to give more importance to tourism. Besides, as tourism develops, it becomes a source of foreign exchange, and it also promotes international understanding. In 1951, we had about 20,000 foreign tourists coming into this country, while in 1955, we had 43,645 tourists coming into this country. The earnings from this source in 1955 amounted to Rs 101 crores, and during the first six months of 1956, the earnings were of the order of Rs 74 crores.

Now, there is a Tourist Traffic Branch which has been set up under the Transport Ministry, and regional tourist offices have been established at Madras, Calcutta, Bombay and Delhi. Besides, we have tourist information officers at Bangalore, Ootacamund, Darjeeling, Srinagar and other places. Abroad also, we have tourist bureaus in New York, and tourist offices in London, Paris and other places. The railways are also providing concession tickets and giving facility to organise tourism. The Central and the State Governments are doing their best to develop tourist traffic, and to provide all the facilities in respect of accommodation, transport and recreational facilities for tourists.

Some places are visited by foreign tourists, and some places, naturally, are visited by our own home tourists, such as places of pilgrimage, hill stations and other places of importance.

In this connection, I would like to say a word about Humpi and the Tungabhadra project which is there in my district. As is very well known, Humpi was the seat of the ancient Vizianagaram Empire. Friends who have gone and visited that place know it very well. The Minister of Transport and Communications also was kind enough to visit that place, so, he has personally seen that place. The marvellous works there remain even today to speak about the glory and prosperity of that age. Besides, Humpi is a historic place where past glory and future prosperity meet in a very strange and impressive manner.

Then, there is the Tungabhadra project nearby which is one of the biggest multi-purpose projects in our country. I would suggest that a tourist centre should be started there, and it should be made the special responsibility of the Central Government, so that they may start constructing buildings and providing all the amenities and facilities for tourists.

There are some peculiar problems connected with tourism. The foreign tourists who come here have complained that they have to fulfil many irksome formalities either with the police department or with the other departments. I wish those formalities could be minimised and more facilities provided for the tourists, so that they may be enabled to tour this country in a convenient manner.

There should also be hotels and guest-houses for these people. The foreign tourists have been complaining that the hotels and guest-houses provided at present are very costly. It would be better if such institutions are started and established as would provide facilities for them at moderate rates, so that even the middle class people can find it convenient. I learn that in Japan and Ceylon, the hotel industry is either helped or subsidised by Government.

By way of information, guide-books, folders, maps, pictures, posters and other publications are brought out.

[Shri T. Subramanyam]

Some of the posters and pictures are very good. For instance, the posters and pictures relating to Kashmir are excellent; they are very attractive and very impressive. I would wish that similar literature is brought out with regard to other places of importance also. There is a general complaint or a general impression that the lay-out, printing, paper, reproduction of photographs etc. are below the standards of similar publications in other countries. I wish that the Ministry will bestow attention on these matters and improve the standards.

There should also be more tourist literature in Indian languages. I find there is a complaint that the literature that is published in the regional languages is not written from the point of view of India. I suggest to the Ministry that the posters or other publications that are brought out for our people, in the regional languages, should be written from our point of view. It is just like talking about Egypt or the Arab States as the Middle East. They are not Middle East for us. Again, it is just like interpreting the War of Independence of 1857 from the British point of view. I submit that when we publish literature in the regional languages, they should be from our point of view, from our background, history, traditions and culture.

With regard to the publications in regional languages, I find that these are not brought out in Kannada. I appeal to the Minister to see that these publications are brought out in Kannada also.

Films also can play a great part in this respect. The other day, in the Constitution Club, you were also present, when they showed us the 'Festival of Kashmir' on Srinagar. It was a very beautiful, lively and impressive film; it was also very illuminating. I wish that such films are shown with regard to the other places of tourism, of historical or other importance.

With these words, I support the Demands for Grants relating to this Ministry.

श्री राबे लाल व्यास (उज्जैन) : अध्यक्ष महोदय, आपने मुझे बहुत जल्दी समय दिया इसके लिए मैं आपका अत्यन्त धन्यारी हूँ।

मैं यहाँ मध्य प्रदेश राज्य का प्रतिनिधित्व करता हूँ और जैसा कि माननीय सदस्यों को विदित है, यह नया राज्य राज्य पुनर्गठन के बाद ही अस्तित्व में आया है। शुरू में इसका कुछ विरोध था और हमारे नेताओं को भी कुछ शंका थी कि इतने बड़े राज्य की व्यवस्था चलाना ठीक होगा या नहीं। परन्तु देश के बड़े बड़े अर्थशास्त्रियों की राय आने के बाद और काफी चर्चा करने के बाद हमारे नेताओं ने यह निश्चय किया कि इस बड़े राज्य का निर्माण किया जाना चाहिए और इस निर्णय का सभी जगह स्वागत हुआ। राज्य पुनर्गठन आयोग ने भी इस राज्य से बड़ी बड़ी आशाएँ व्यक्त की और देश के सभी लोगों को उससे बड़ी बड़ी आशाएँ हैं। यह राज्य भारतवर्ष में क्षेत्रफल के लिहाज से दूसरे नम्बर का राज्य है, लेकिन यदि यातायात के माधनों की दृष्टि से हम विचार करें तो हम देखेंगे कि इसकी हालत बहुत ही खराब है। रिव्यू आफ दी फर्स्ट फाइव इयर्स प्लान के सफा २४७ पर विभिन्न राज्यों की सड़कों के आकड़े दिये हुए हैं। उनको देखने में आपको इस राज्य की सड़कों की स्थिति स्पष्ट ही हो जायेगी। मध्य प्रदेश में कुल सड़क १४,५७२ मील है, और इसमें भी पुराने मध्य प्रदेश की सड़कें शामिल हैं। इसमें से बहुत सा भाग बरार और नागपुर का निकल गया। यदि आप नक्शों को देखेंगे तो आपको मालूम होगा कि अधिकतर सड़कें उसी क्षेत्र में थीं। उसके जाने के बाद जो हिस्सा बचा है उसमें बहुत कम सड़कें हैं। इस राज्य के साथ जो मध्य भारत, गोपाल और विन्ध्य प्रदेश को जोड़ा गया है इन राज्यों में भी सड़कों की हालत अच्छी नहीं है। माननीय मंत्री जी यह भी जानते हैं कि इस

क्षेत्र में रेलों की भी बहुत कमी है। यहां पर रेलें भी नहीं हैं सड़कें भी नहीं हैं और कोई वाटर ट्रांसपोर्ट का भी साधन नहीं है। यह सारे राज्य की हालत है। यदि विदर्भ सहित इस राज्य की सड़कों के धाकड़ों को देखें तो आपको मालूम होगा कि उड़ीसा और पंजाब इन दो राज्यों को छोड़कर शेष किसी भी राज्य से ज्यादा सड़कें यहां नहीं हैं। यहां घासाम से भी सड़कें कम हैं। और यह कभी कोई दो सौ या चार सौ मील की नहीं है, बल्कि दो दो और चार चार हजार मील की है।

दूसरे मध्यभारत की राजधानी भोपाल है। मैं समझता हूँ कि भारतवर्ष के १४ बड़े राज्यों में से किसी भी राज्य की राजधानी ऐसी नहीं है जो कि किसी नेशनल हाईवे पर स्थित न हो। लेकिन भोपाल का सम्बन्ध एक भी नेशनल हाईवे से नहीं है। मैं समझता हूँ कि देश की सुरक्षा की दृष्टि से, आर्थिक दृष्टि से, प्रशासकीय दृष्टि से और देश हित की सभी दृष्टियों से यह बहुत जरूरी है कि मध्य प्रदेश की राजधानी का सम्बन्ध उत्तर, दक्षिण, पूर्व और पश्चिम चारों तरफ नेशनल हाइवेज से कर दिया जाये। यह जो रिपोर्ट हमको मिली है उसमें बताया गया है कि गत वर्ष की नेशनल हाईवेज के नये प्रोग्राम पर विचार किया गया है, लेकिन वह क्या है यह हमको मालूम नहीं हो सका है। इस लिए मैं माननीय मंत्री महोदय से निवेदन करूंगा कि नये मध्यप्रदेश को दृष्टि में रखते हुए और भोपाल की स्थिति को ध्यान में रखते हुए जो हाईवेज के मिसिंग लिन्क्स हैं उनको पूरा करने पर वे गम्भीरतापूर्वक विचार करें और उस दिशा में जरूर कुछ करने का प्रयत्न करें। मेरा सुझाव यह है कि दिल्ली से भोपाल का सम्बन्ध होना बहुत जरूरी है। दिल्ली से ग्वालियर तक नेशनल हाईवे है और झांसी से सागर तक नेशनल हाईवे है और ग्वालियर से झांसी तक और सागर से भोपाल तक यदि सम्बन्ध जोड़ दिया जाये और जो सड़कें हैं उनको नेशनल हाईवे के करार दे दिया जाये, झांसी और ग्वालियर के बीच जरूर एक

सड़क बनानी पड़ेगी, तो यह मिसिंग लिंक पूरा हो जायेगा। यह बहुत जरूरी है कि ग्वालियर से भोपाल तक सम्बन्ध करके दिल्ली और आगे अमृतसर तक उसका सम्बन्ध हो जाये और इस प्रकार सारे उत्तर पश्चिम के हिस्से से सम्बन्ध हो जाये।

मेरा दूसरा सुझाव यह है कि भोपाल के अजमेर ब्याया उज्जैन, बड़नगर, रतलाम, जाबरा मदसौर जो सड़क है उसको भी नेशनल हाईवे के करार दिया जाये ताकि उसका राजस्थान से पूरा सम्बन्ध हो जाये। और अजमेर के आगे जो भद्रमदाबाद को नेशनल हाईवे जाती है उससे भी उसका सम्बन्ध होना चाहिए। यह भी एक महत्वपूर्ण मिसिंग लिंक है जिसका मजूर किया जाना बहुत जरूरी है।

इसी तरह से जबलपुर से भोपाल का सम्बन्ध भी बहुत जरूरी है। जबलपुर का सम्बन्ध इलाहाबाद से है और कलकत्ता तक चला गया। वहां से भोपाल तक का रास्ता बिल्कुल नजदीक है। इस सड़क को भी नेशनल हाईवे के करार दिया जाना चाहिए।

उधर भोपाल से रायपुर भी एक मिसिंग लिंक है। उसका सम्बन्ध कलकत्ता से विजयनगर तक है। अगर इसका सम्बन्ध जोड़ दिया जाये तो भोपाल का सम्बन्ध कलकत्ता और विजयनगर तक हो जायेगा। इस मिसिंग लिंक को भी नेशनल हाईवे के करार दिया जाना चाहिए।

एक सुझाव मेरा और भी है। नागपुर से कन्याकुमारी तक नेशनल हाईवे है। इस लिये यह जरूरी है कि भोपाल से नागपुर तक जो सड़क है उसको नेशनल हाईवे के करार दे दिया जाये। यदि ऐसा कर दिया गया और जो मैंने ऊपर सुझाव दिये हैं उनको मजूर कर लिया गया तो भोपाल का और मध्यप्रदेश का सम्बन्ध देश के हर हिस्से से हो जायेगा। यदि आप मेरे सुझावों पर विचार करेंगे तो जरूर

[श्री राधे लाल व्यास]

इस नतीजे पर पहुँचें कि यह जरूरी है और यह होना ही चाहिए। मैं आशा करता हूँ कि इस पर जरूर शासन गम्भीरतापूर्वक विचार करेगा।

यदि यह नहीं हुआ तो मैं एक निवेदन आपके सामने रखना चाहता हूँ कि नये मध्य-प्रदेश राज्य की यह ताकत के बाहर है कि वह इन मिसिंग लिक्स को कायम कर सके। और यदि ये लिक्स पूरे न किये गये तो मध्य-प्रदेश राज्य का डेवेलपमेंट पीछे रह जायेगा। केन्द्रीय सरकार को इस राज्य के डेवेलपमेंट में हाथ बटाना चाहिए और मेरे मुझाबों को जो कि बहुत उपयुक्त है मजूर किया जाना चाहिए।

नेशनल हाईवेज ऐक्ट के बाद जो औरिजिनल वर्क्स हुए हैं उनकी रिपोर्ट में लिस्ट दी हुई है। आप देख सकते हैं कि बहुत कम नेशनल हाईवेज का हिस्सा मध्य प्रदेश में है। इसलिए भी यह जरूरी है कि मेरे मुझाबों पर विचार किया जाना चाहिए। उसके बाद भी जो काम हाथ में लिए गये हैं उनकी ओर भी मैं माननीय मंत्री महोदय का ध्यान दिलाना चाहता हूँ। रिपोर्ट में ८१ से ८६ सफे तक जो नये काम हाथ में लिए गये हैं उनका जिक्र है। लेकिन मुझे बहुत दुःख के साथ कहना पड़ता है कि आइटम ४१ में मध्य प्रदेश के लिए केवल क्षिप्रा के पुल को चौड़ा करने की बात रखी गयी है। बाकी हर राज्य के लिए पांच सात आइटम नेशनल हाईवेज के रखे हैं। इसमें सरकार का कोई दोष नहीं है। अधिका-रियों का ध्यान इधर न गया होगा। मैं इस तरफ उनका ध्यान दिलाना चाहता हूँ और मैं आशा करता हूँ कि अगले सालों में मध्य प्रदेश में नेशनल हाईवेज के लिए काफी रकम मजूर की जायेगी और सड़कों के डेवेलपमेंट को आगे बढ़ाया जायेगा।

मध्य प्रदेश में काफी आदिवासी क्षेत्र हैं और वहाँ पर रोड़ की कोई समुचित व्यवस्था

नहीं है। कांस्टीभ्यूशन के आर्टिकल २७५ के अधीन आसाम के शिङ्गूल्ड एरियाज के रोड़ डेवेलपमेंट के लिए २,६४,००,००० रुपए की स्पेशल ग्रांट-इन-एड दी गई है। मध्य प्रदेश में भी शिङ्गूल्ड एरियाज काफी हैं, जहाँ सड़कें बहुत ही कम हैं। इसलिए मेरा निवेदन है कि आर्टिकल २७५ के मातहत पार्लियामेंट की मन्जूरी से जो स्पेशल ग्रांट-इन-एड ग्राफ रेवेन्यू दी जा सकती है, उस के अन्तर्गत मध्य प्रदेश को नेशनल हाईवेज के अलावा दूसरी सड़कों के निर्माण के लिए अधिक रकम दी जानी चाहिए।

अब मैं माननीय मंत्री का ध्यान इस बात की तरफ दिलाना चाहता हूँ कि पहले इन्दौर में एयर सर्विस की व्यवस्था थी, लेकिन उसको बन्द कर दिया गया। वह कई दफा चालू होती है और बन्द हो जाती है। कहा जाता है कि वहाँ इतनी आमदनी नहीं है। मेरे मित्र श्री खादीवाला इस समय यहाँ पर उपस्थित नहीं हैं, माननीय मंत्री जो उन से इस विषय में पूछें। उन्होंने मुझे बताया है कि कई दफा ऐसा मौका हुआ कि उन का हवाई जहाज में जाने की आवश्यकता पड़ी तो उनका वहाँ गया कि जगह नहीं है, लेकिन जगह फिर भी मिल जाती है। यदि वहाँ पर आमदनी नहीं आती है, तो उसका कारण स्पष्ट है। अगर यात्रियों को कहा जायेगा कि जगह नहीं है, तो फिर कौन जायेगा? आखिर इसका कारण क्या है? क्या आफिस में इन्फर्मेशन नहीं रहती है? इस सम्बन्ध में जाच की जानी चाहिए और एयर सर्विस को ज्यादा लोकप्रिय बनाना चाहिए।

इसके साथ ही मैं यह भी कहना चाहता हूँ कि मध्य प्रदेश में कोई ट्रिस्ट इन्फर्मेशन आफिस नहीं है। वहाँ पर बहुत से ऐतिहासिक तथा प्रसिद्ध दर्शनीय स्थान हैं। वहाँ उज्जैन और माडू और ग्वालियर हैं। वहाँ पर साची है, जो कि केवल इस देश में ही नहीं, सारे विश्व में एक ऐतिहासिक स्थान के रूप में विख्यात है।

वहाँ पर भेजसा है, पंचमढी, लजराहो और - उदयगिरि की केम्ब हैं। इसके बावजूद वहाँ कोई ट्रिस्ट इन्फर्मेंशन आफिस कायम नहीं किया गया है। रिपोर्ट में यह बताया गया है कि आईन्दा वह कायम किया जायेगा, लेकिन प्रश्न यह है कि इस में इतना विलम्ब क्यों हुआ है? यह कार्य बहुत जल्दी ही हो जाना चाहिए था। मैं आशा करता हूँ कि इस सम्बन्ध में जल्दी से जल्दी कार्यवाही की जायेगी। जैसा कि मैंने अभी कहा है, इन्दौर की एयर सर्विस भी जल्दी से जल्दी चालू कर दी जानी चाहिए, क्योंकि वह मध्य प्रदेश का एक बड़ा और महत्वपूर्ण नगर है।

इंग्लैंड वाटरवेज के सम्बन्ध में मैं यह कहना चाहता हूँ कि मध्य प्रदेश में नर्मदा बहुत बड़ी नदी है, जो कि पश्चिमी समुद्र में जा कर गिरती है। उसका सरब किया जाना चाहिए और अगर सम्भव हो, तो वहाँ वाटरवेज की व्यवस्था की जानी चाहिए। उससे ट्रांसपोर्ट का डिफिकल्टीज को बहुत कुछ दूर किया जा सकेगा।

अब मैं पोस्ट्स एंड टेलिग्राफ्स डिपार्टमेंट के विषय में कुछ कहना चाहता हूँ। मैं माननीय मंत्री श्री राज बहादुर को बहुत धन्यवाद देना चाहता हूँ कि हमारे राज्य तथा मेरे निर्वाचन-क्षेत्र में जब कभी भी इस सम्बन्ध में कोई कठिनाइया आई और उनके नोटिस में लाई गईं, तो उन्होंने उनको दूर कर दिया। आज उज्जैन में टेलिफोन एक्सचेंज काम कर रहा है और वहाँ के लोगों की शिकायत दूर हुई है, इसका श्रेय उन के व्यक्तिगत इन्ट्रस्ट लेने को है और इसके लिए मैं उनका आभार मानता हूँ। फिर भी मैं कुछ बातें उन्हे भुगतान रखना चाहता हूँ।

खालियर एक बहुत बड़ा शहर है। पहले वहाँ पर आटोमैटिक सिस्टम था, लेकिन उसके स्थान पर वहाँ मैनग्रल सिस्टम प्रचलित कर दिया गया। माननीय मंत्री जी ने वायदा किया था कि वहाँ पर आटोमैटिक सिस्टम लागू कर दिया जायेगा। कई वर्ष उस बात को

हो गये हैं, लेकिन अभी तक वहाँ पर आटोमैटिक सिस्टम लागू नहीं किया गया है। मुझे आशा है कि खालियर जैसे बड़े और महत्वपूर्ण नगर में जल्दी ही आटोमैटिक सिस्टम कायम कर दिया जायेगा।

मध्य प्रदेश के पोस्ट मास्टर जनरल का आफिस भी ठहरा रखने की बात कही गई थी। करीब करीब यह मामला नय हो गया था, लेकिन अभी तक वह आफिस चला नहीं गया है। समझ में नहीं आता कि इस में देर क्यों हो रही है और क्या हकाबट आ गई है? वहाँ पर एक निर्माण के व्यवस्था भी की गई है। मेरा निवेदन है कि लोगों में किए गए वादों को पूरा करना चाहिए। इस सम्बन्ध में लोगों को बड़ी बड़ी ग्राण्टें दिलाई गई थीं और लोगों को विश्वास हो गया था कि पोस्ट मास्टर जनरल का आफिस वहाँ पर चला जायेगा। इसलिए जल्दी से उसको चला कर लाने की व्यवस्था की जानी चाहिए।

आलोट व महिदपुर में पब्लिक काल आफिस कायम करने की बड़ी जरूरत है। वहाँ के लोग कई वर्षों से उस की आशा लगाए बैठे हैं लेकिन उस में बहुत विलम्ब हो रहा है। मैं चाहता हूँ कि जल्दी ही—माचें में नहीं, दिवाली के अवसर पर ही—वहाँ इसका प्रबन्ध हो जाये, तो उन लोगों का अपने सौदो इत्यादि में मदद मिलेगी। वहाँ पर कई जिलिंग फेक्टरीज और प्रेस हैं और लोगों को अपने काम-काज के सिलसिले में काफी जरूरत रहती है, इसलिए वहाँ पर पब्लिक काल आफिस जल्दी से जल्दी कायम कर देना चाहिए।

बदनावर में पब्लिक काल आफिस कायम करने के बारे में मैंने १९५६ के सम्बन्ध में बताया गया कि पोस्ट एंड टेलिग्राफ आफिस से जवाब आया है कि वहाँ गारटो बगैरह का सवाल नहीं था, वहाँ इतना काम नहीं है। मैंने वहाँ इसके बारे में जाच की है और मुझे ज्ञात हुआ है कि वहाँ के लोग तो

[श्री राधे लाल व्यास]

बहुत उत्सुक हैं और गारडी दे के लिए तैयार हैं। वे चाहते हैं कि वहां पर पब्लिक आफिस जल्दी से कायम कर दिया जाय। वह तहसील हैडक्वार्टर है। इसके अतिरिक्त वहां पर डाक के पहुंचने में बहुत देर होनी है। मैं इस बारे में कुछ लिफाफे लाया हूँ जिन से प्रकट होता है कि वहां पर डाक पांच छ दिन में पहुंचती है। रेल वहां पर नहीं है और जहां तक तार का सम्बन्ध है हम वहां तार देने हैं लेकिन हम वहां पर पहुंच भी जाते हैं तार उसके बाद मिलनी है। वहां डाक बस से जाती है और इस कारण से उस में बड़ा विलम्ब होता है। इन परिस्थितियों में अगर वहां पर पब्लिक फाल आफिस कायम कर दिया जाये, तो लोगों को बड़ी राहत मिलेगी।

उज्जैन में काफी सुविधाये दी गई है, लेकिन अभी भी वहां बड़ी खामिया है। उज्जैन से भोपाल तक जो कि मध्य प्रदेश को राजधानी है डायरेक्ट टेलिफोन और टेलिग्राफ लाइन की बहुत जरूरत है।

श्री स्यागी (देहरादून) राजस्थान के अलावा और भी सूबे हैं जिन का देखना उनका फर्ज है।

श्री राधे लाल व्यास वह सब तरफ देख रहे हैं।

उज्जैन में रत्नलाम का काफी ट्रैफिक रहता है इसलिए वहां भी एक डायरेक्ट लाइन होना चाहिए। जहां तक मुझे मालूम है वह पहले मन्जूर हो चुका है। नागदा में रत्नलाम एक टेलिफोन लाइन है। वहां तार वगैरह लग चुका है। वह बिरला जी की तरफ से लगाई गई थी। अगर विभाग उसको ले न तो बहुत मर्लियन हो जायेगी।

उज्जैन में पोस्ट आफिस बिल्डिंग की बहुत मांग जा रही है। अगर कोई व्यक्ति मिटी पोस्ट आफिस की बिल्डिंग को देखे तो कोई नहीं कह सकता कि वह मिटी पोस्ट आफिस है। वह बिल्डिंग बहुत ही खराब

है। वह कई वर्ष पहले की बनी हुई है। मैं समझता हूँ कि विभाग वहां बिल्डिंग बनाने के प्रश्न पर विचार कर रहा है और मन्जरी मिल गई है, लेकिन निर्माण का काम शुरू नहीं हुआ है। मेरा निवेदन यह है कि डेढ़ लाख आबादी वाले इतने बड़े शहर में एक छोटे से कमरे में मिटी पोस्ट आफिस का होना शोभा नहीं देता है। १० तीन वर्ष पहले माननीय मंत्री जी वहां पधारे थे मैं उस समय वहां नहीं था। अगर उन्होंने उस स्थान को देखा होगा, तो उन्हें ज्ञात होगा कि उस की हालत कितनी खराब है।

वहां ये स्टाफ के लिए भी एक कालोनी बनाने की बड़ी आवश्यकता है। अभी तक वहां उनके लिए एक क्वार्टर भी नहीं बना है मुझे आशा है कि माननीय मंत्री जी इस और भी ध्यान देंगे।

मैं माननीय मंत्री जी को पत्र लिखा था और कई दफा मैंने चाहा कि स्टेशन पर आर० एम० एम० आफिस का होना बहुत जरूरी है। उसके अभाव में जाहर जान वाला डाक में बड़ा विलम्ब डाला है। विभाग बहुत दिनों से इस की मांग कर रहा है। गायद रेलवे विभाग पूरा सन्धोग नहीं दे रहा होगा लेकिन मेरा कहना यह है कि वहां पर एक छोटा सा कमरा तो उपलब्ध कराया जा सकता है जिसमें जो अव्यवस्था आज बाल वहां है उसका तो अन्त हो। आज हालत यह है कि वहां पर शहर की और बाहर की डाक २४ घंटे तक रुका रहता है। इसलिए वहां स्टेशन पर आर० एम० एम० आफिस की व्यवस्था होनी चाहिए।

अन्त में मैंने यह कहना है कि भोपाल और रत्नलाम से जो गाड़िया आती हैं उनमें से केवल एक गाड़ी में डाक रहती है। सुबह और शाम दोनों समय डाक नहीं आती है। दोनों गाड़ियों में पोस्टल बैग होनी चाहिए। जो सुबह डाक आती है भोपाल से आती है उस में भी और साथ ही साथ भोपाल से पंजाब मेल की डाक लाने की

व्यवस्था भी होनी चाहिए। जो पठानकोट एक्सप्रेस की डाक आती है वह अब भोपाल में पड़ती रहती है और उसको बहा २४ घंटे तक पड़े रहना पड़ता है। इन दोनों गाड़ियों में दो दफा बहा डाक लाने और ले जाने की व्यवस्था होनी चाहिए।

अध्यक्ष महोदय मैं अपने प्रदेश तथा अपने निर्वाचन क्षेत्र की मुख्य मुख्य बातें आपसे सम्मिलित तथा मंत्री महोदय के सम्मिलित कर रहा हूँ और मैं आशा करता हूँ कि माननीय मंत्री इन पर ध्यान देंगे और जो आवश्यक चीजें हैं जो जरूरी बातें हैं उनको पहले करने की व्यवस्था करेंगे।

Shri M. R. Masani: Sir, I wish to speak in support of two cut motions that I have tabled, No 1146 and 1165, dealing respectively with the development of road transport in India and with the development of tourism. My purpose in making these observations is not to suggest any reduction in the expenditure on either of these services or to criticise the administration of this Ministry. I believe that it will help the functioning of the Ministry and its advocacy of the cause which has been entrusted to it if there is enlightened public opinion behind the Ministry and also the support and understanding of the House. If I raise the discussion on these two aspects of its work it is in order that the good work that the Ministry is doing should have the active support of Members of this House.

In recent times there have been certain developments that one should welcome. One is the separation of the Transport and the Railway Ministries. I have always felt that the joining of the Transport Ministry with the Railway was inimical to the development of transport in this country. When a public monopoly is also put in charge of the development of its rivals, one can expect only a step-motherly attitude. I am glad, therefore, that the road, air and water ways transport will now be free from the incubus of

the Railway Administration whose only objective seemed to be to protect its own inefficiency by retarding the development of alternative forms of transport.

I welcome the amendments to the Motor Vehicles Act. I also welcome the State Bank Amendment Act giving credit facilities that will enable road operators to purchase on credit motor vehicles.

A few days ago when the Railway Minister replied to the debate on the railway's estimates, we heard from him an abject confession of defeat. He admitted not only that there was overcrowding in the trains, he said that would not be lessened, he even threatened that it would get worse. He also said that he was reducing the speed of our trains, the number of dining cars and air-conditioned coaches. If any businessman or industrialist in this or another country of the world were to make such a confession of defeat, he would be subjected to the explosion of an angry public but because this is a State monopoly we have to tolerate the progress backwards that our railways have been able to show.

However the situation leaves a vacuum which somebody else has to fill. Since the railways themselves have admitted that they cannot fill it, this position arises. It has been estimated that by 1960-61, with the growing volume of passenger and freight transport, our economic development and our population will lead to, our present facilities would result in a short fall of 33 million tons of freight per annum and a shortfall of 14 lakhs of passengers per day, which shortfall will be in excess of the facilities that will be available by 1960-61. Since the railways cannot meet this challenge a great deal of the burden will fall on road transport.

If our Plan has to be carried out and our economic development is not to be retarded the burden of moving the goods and the people will fall on the shoulders of road operators and transport facilities. I believe the roads

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can meet this challenge if the Government does its job and the road Ministry is given the support it needs. I believe that the roads of India and those who operate on those roads can take the burden and the steps that I would now suggest are designed to help our road development and road transport to meet the challenge in the face of which the railways have surrendered.

The first line of approach is quicker construction of roads. It has been said by those who can speak with authority about this subject that we pay for our roads whether we have them or not and we pay more for them if we do not have them. It is a very wise observation. The investment in our road construction contemplated is not adequate. The Second Plan postulated an expenditure of Rs 82 crores on road development for the Plan period—an average of Rs 16.40 crores per year. The Budget Estimates of 1957-58, however, only provide for Rs 13-14 crores—less than the provision made in the Plan. It is just adequate to meet our existing commitments. It does not provide for the kind of expansion of the road system that is required by the needs of our Plan and our country. I would urge the Transport Ministry to press for larger allocations which are so badly needed.

The second line of development is to increase the number of motor vehicles on the roads that exist. The Planning Commission has fixed a target of 40,000 vehicles to be produced every year during the period between now and 1960-61. That seems to be an inadequate target and this view has been supported both by the Tariff Commission and by the Estimates Committee of this House.

Let me illustrate this point. In 1950-51, there were 12 lakhs of commercial vehicles registered in this country. The life of these vehicles can be estimated at seven or eight years but we may stretch it upto ten years. It means that by 1960-61, 12 lakhs of commercial vehicles have to

be renewed or replaced on the roads. At the rate of 40,000 a year as envisaged by the Planning Commission it would mean three whole years production. If the production of vehicles in this country will only go to replace the existing vehicles, where is the hope of putting more vehicles on roads to carry greater traffic which our plans of economic development demand. Obviously the rate of 40,000 vehicles a year is quite inadequate and has to be upgraded.

The third line of approach is to ensure economic cost of operation on the roads. This can be broken up into two or three heads. The first is the carrying capacity of our vehicles. Under the Motor Vehicles Act of 1939, the maximum laden weight of a medium truck has been prescribed at 14,500 lbs and later 18,000 lbs. We have now sanctioned production in this country of vehicles which can carry upto 27,000 lbs gross laden weight. It is necessary that this limit of 18,000 should be raised to 27,000 lbs to enable a larger volume of traffic to be carried by these trucks. On the contrary, one finds that the State of Madras reduced the weight from 20,000 lbs to 16,000 lbs on the national highway—a step backward.

Shri Ranga (Tenali) Your roads are not strong enough, they are broken.

Shri M. R. Masani But there is a way in which the weakness of our roads can be met and this is the use of trailers. Instead of piling up additional load on the same axles or the same wheels and thereby on the same portion of the road which cannot stand the strain, what you do is to attach another car—a trailer—with four other wheels and axles so that the burden on the road is distributed in a way that the roads can support.

One would have thought that this was an obvious thing which we would all welcome. The cost of a trailer is 30 per cent of a truck because it has no engine, but it can carry 80 per cent

of the truck load. This means that the trailer-truck combination costs only 1.3 times as much as a truck but does the work of 1.8 trucks, effecting an economy of 28 per cent. Similarly, the running cost of a trailer-truck combination is 1.4 times for a pay load of 1.8, giving an economy of 23 per cent.

Yet, in spite of this obvious solution, it is sad to see that in many States the Governments are obstructing and impeding the use of trailer-truck combinations, which is obviously a solution for the roads of our country. I am raising it here, because I know the initiative of the Transport Ministry can do a great deal to break down this reactionary and conservative opposition to what is an obvious solution to our problems.

Another aspect is speed. You can only have speed, long distance transport in this country if you have through communications. This is impeded by either missing bridges or weak bridges which we come across on many of our highroads.

Finally, the element of taxation. In my budget speech on 16th May, I had occasion to protest against the increase of taxation on fuel, oils and road transport. Every Committee that the Government has appointed in the last few years to examine this problem has recommended that road taxation is too high and should be reduced. The Study Group on Transport Planning recommended a reduction of 20 per cent. Yet, we find in the present Budget that the burden on the roads has been increased by an increase proposed in the duty on petroleum, motor oils and diesel oils. I wish the Transport Ministry would exert itself against the Finance Ministry and other sections of Government which are in this way doing injustice to the needs of our roads and their development.

I shall now turn, in the last few minutes of my speech, to tourism. Tourism, Sir, is a very important earner of foreign exchange, and it has now been dinned into our ears that our foreign exchange position is weak, that it is one of the biggest weakness

in our planning and everything should be done to put it right.

In 1951 tourism brought this country Rs. 2.5 crores worth of foreign exchange. In 1955 the figure rose to Rs. 10.5 crores and for 1956, in the first half of the year for which figures are available, the income in foreign exchange was Rs. 7.4 crores, from which we may conclude that the total earnings of foreign exchange in 1956 will be about Rs. 15 crores to Rs. 16 crores.

In the Second Plan period it has been estimated that we shall get Rs. 87 crores foreign exchange by tourism. I myself believe that this is a gross under-estimate, and given a little encouragement we can get much more.

Even so, accepting the figure, it gives us 2.5 per cent. of our total exports, 2.5 per cent. of our total exports is what our tourism gets us already. The possibilities are almost unlimited. In the United Kingdom tourism has jumped up to be the fifth largest earner of foreign exchange. It gets for Britain as much foreign exchange as the export of motor cars or of films. In Italy today tourism is the largest single foreign exchange earner. It shows what can be done.

But, it is found in our country what we do for tourism is extremely niggardly. The Planning Commission made a total provision of Rs. 333 lakhs for five years, not much, but not bad. But what happens? In the first two years of the period—in the last two budget allocations—only Rs. 29 lakhs were allocated out of Rs. 333 lakhs. And, still worse, out of these Rs. 29 lakhs allocated only Rs. 2 lakhs have been spent. I must say that this is a sad story and that it calls for a little rethinking on the part of all concerned.

The result, naturally, is that facilities for tourism in this country are inadequate and are not keeping pace with the traffic. There is an increasing wish among people in different parts of the world to come to India, see our country and learn a little of our culture. Many go back dissatisfied. I have myself heard bitter complaints from people who come to India

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full of love and affection for this country and, after the kind of handling they received, going back thoroughly fed up and disappointed that, after all that they heard of the traditions of hospitality in India they did not find so much evidence of it

Hotels are lacking outside Delhi. Rest houses are lacking in a great number of places

The Minister of Transport and Communications (Shri Lal Bahadur Shastri): Not even in Bombay?

Shri M. R. Masani: Rest houses are missing at many places where they are required. Even when they exist tourists are bitter in their complaints that letters and telegrams sent to those who control these rest houses quite often get no reply. One is reminded of the old complaint about the Madras Government "Apply apply, no reply". That seems to be the fate of many tourists who come to this country. They want to visit some of our monuments, some of our great archaeological places and find that no opportunities are given to them to do so. Ever when they are given permission to come, when they arrive, they find sometimes that local officials are occupying the space promised to them and they are turned away.

Then, again, there is difficulty with regard to transport. Neither air nor road transport in this country gives the kind of service that tourism requires. The Indian Airlines Corporation have no services to many of the spots in the country which people wish to visit. There is no IAC service to Udaipur, Khajuraho or anything near it, Mandu, Mysore, Madurai, Tanjore and places like that.

Shri Ferose Gandhi (Rai Bareilly): None to Allahabad.

Shri M. R. Masani: One can multiply this over and over again. There is none to Ranchi, my own constituency. Even the service to Aurangabad goes on intermittently, being renewed and cancelled every few months. Road transport is even worse. People who want to go

to DVC, unless they are V.I.P.s and are looked after by Government, can find neither a taxi nor a bus at Assansol railway junction. I am told that an ordinary tourist or citizen who is not known to Government and is not looked after must hire taxi in Calcutta and motor 120 miles to see our great achievement. This is not the way to sell either our projects or our development.

To go from Delhi to Agra you have to pass through various State boundaries. I am told there are two check-posts at which if you hire an ordinary taxi you are stopped and delayed. In the whole of Delhi there are only 40 taxis which are licensed to enter Uttar Pradesh, and if you are not lucky enough to find one of these 40 taxis, you must either get a special permit before you start or put up with harassment and delay on the way just because you want to see the Taj Mahal or Fatehpur Sikri.

These are only examples. I know that the Minister himself and the Ministry would know of many others. What is necessary, therefore, is to recognise the great importance of tourism. Even if we forget about our hospitality and international friendship, let us at least remember our foreign exchange requirements. Let us be materialistic, if you like, but even our materialistic requirements demand a greater awareness of the importance of transport and tourism.

Then, better co-ordination is required. Today, we have in the Transport Ministry, I understand, a section of tourism with one Deputy Secretary and two Under Secretaries. Can this be considered adequate for tourism in a country of the size of India? As far back as January, 1956, the Government announced the establishment of a Directorate General of Tourism. I remember reading that in the Press and feeling glad that at least somebody had thought of doing the right thing. Almost all countries of the world have separate directorates or organisations for attending to tourism. Even the smallest country

has it. Although this was announced in January, 1956, and although provision was made in our last Budget to the tune of Rs. 1 lakh for a Directorate General and this provision was passed by Parliament, an year or more has passed and no Directorate General is still to be found.

The Estimates Committee considered this matter in December, 1956 and in the 34th Report of the Estimates Committee, which went into this matter very thoroughly, we find a very interesting discussion of this problem.

13 hrs.

The Estimates Committee suggested a slightly different formula. It suggested a separate Corporation being set up in India for developing tourism, with managing directors who would be responsible personally to the Minister of Transport. Whether we have a directorate-general or a separate corporation is a matter of machinery and detail. I have not gone deeply enough into this matter to make my mind, but it does appear to me, as the Estimates Committee pointed out, that running tourism from the Secretariat is no solution. There should be an autonomous directorate-general or something of that kind which can run tourism, not like the civil service but in the way that tourism requires to be run. As I said, most countries have a separate directorate for this purpose. I hope that although over a year has been wasted, the Ministry will now proceed with creating a separate organisation which is so necessary if tourism is to find its proper place in the scheme of things.

* Along with such a directorate, I would also recommend the establishment of a Tourist Development Council with official and non-official members interested in the subject with the Minister of Transport himself as the Chairman of that council. These are some of the suggestions both in regard to road transport and tourism that I would urge earnestly on the attention of the Transport Minister and Government, and I hope that they will receive consideration.

Shri P. C. Bose (Dhanbad): I rise to speak on the Demands for Grants under the Ministry of Transport and Communications with particular reference to the Posts and Telegraphs Department of the Ministry. In the review of the first Five Year Plan recently published by the Planning Commission, we find that the telegraph network was expanded during the plan period by the addition of 63,000 telegraph channel miles. At the commencement of the first Five Year Plan there were 36,000 post offices and 3,592 telegraph offices in the country. During the plan period 18,900 post offices and 1,465 telegraph offices were added. Progress in the expansion of telephone exchanges and telephone lines also was made. We have no doubt that the country was greatly benefited by those achievements. I therefore congratulate the Ministry and the employees of all grades of the department on the great progress they have made during the last five years.

I further hope that during the second Five Year Plan period also the programme for further expansion of the Posts and Telegraphs Department and the telephone installations will be fully implemented with the same patriotic zeal and fervour as was shown during the last plan period.

Now, I shall refer to the dispute pending between the federation of the posts and telegraphs employees and the authorities concerned for certain demands of the employees. It is very unfortunate that the dispute has been now pushed to a very delicate stage. The strike notice has been served in spite of the fact that negotiations were proceeding and the main items of grievances, namely, the Assam allowance, appointment of a Pay Commission with wide terms of reference including interim relief, etc., have been conceded.

Apart from the fact that the posts and telegraphs is an essential public service and that suspension of the service will cause immense suffering to the country and the people at large, the strike will inflict very great hardship on the employees themselves most

[Shri P. C. Bose]

of whom are the breadwinners of families. The irony is that they will have to bear this hardship without any corresponding gain. On the contrary, they will lose the goodwill of the public who also will suffer along with them for no fault of theirs.

In a case like this, as an experienced trade unionist, I think that it does not reflect any credit to the leadership of the federation to launch a strike which is neither profitable nor justifiable even from the trade union point of view. Some leaders, I understand, are supporting the strike by drawing analogy between Europe and America and our country. Considering the highly developed economy of those countries and the great efficiency of the workers of those countries, can there be any analogy between Europe and America and India? These leaders, I am sorry to say, conveniently forget to mention that there are countries which are very highly developed and where strike is absolutely illegal and where the strike leaders and the strike supporters are dealt with by special legislation. I need not elaborate on this. They should think over this before they start the strike which will paralyse the life of the nation. It is no use drawing an analogy or inspiration from other countries which have no bearing on the conditions of our country. We are as we are. We are underdeveloped and we shall have to move towards progress accordingly.

The Prime Minister has already expressed his reaction and feeling, more in sorrow than in anger. Many other leaders also have expressed their views against the strike. Under the circumstances, there is no justification in launching a strike and creating confusion in the country. On the contrary, if the employees withdraw the strike notice and settle the dispute by negotiation, I have no doubt that the Minister in charge who has a unique record of service and sacrifice for the country and the people will concede all the legitimate demands of the employees. For myself, I also assure them that I have every sympathy for

the legitimate demands and grievances of the employees. I therefore appeal to the posts and telegraphs employees again that they should not misguide themselves by false notions but withdraw the notice and renew the negotiations which they were carrying on to redress their grievances. The country, I think, will approve of this course and the country will be saved from difficulties.

13 08 hrs

Shrimati Hs Palchoudhuri (Nabadwip) Mr Speaker, Sir

Mr. Speaker: She will not take much time, I hope.

Shrimati Hs Palchoudhuri: No, but the Chair must give me a little time to put my points.

In an expanding economy, everybody realises that transport and communications play a very great part and when you see the allocation in the second Five Year you will find that among the main heads Rs 1,395 crores have been allocated to transport and communications. But that, I suppose includes the railways as well. However in that there are other parts of transport and communications, and they are also included and the importance of this item will be realised, when you see that this amount is rather more than $\frac{1}{2}$ the whole expenditure for the plan.

I shall first take up road transport because road transport is very important and it reduces the burden on the railways and it has been really agreed upon that road transport can do much in this respect. Road transport can carry much of the carriage needed for the second Plan and unless we have also good road transport, this will not be possible. Look at the total allocation in the Plan for road transport, you will find that the percentage is 0.4, just a very small allocation. Here again I suppose we have to keep within a certain framework. But whatever

It is, if more allocation is possible, I hope that the Ministry will look into this aspect

Take into consideration particularly the road transport where border districts are concerned, border districts particularly like my district, Nadia. It needs road transport very badly, and I am very grateful to the hon Minister, because Nadia does have some good roads, but in the second Five Year Plan, the target laid down is 13,800 miles of roads. We have already reached 12,900 miles in 1956 and only 900 more miles remain. It is not much. But in border districts like Nadia, road transport and national highways must be increased.

If the hon Minister travels on the national highway in Nadia, he will find that the bridges have gone down like match boxes during the recent floods. I am told that it is so because that amount of cement and other strengthening materials which should have been used have not been used. I do not know if it is true. It is for the Ministry to find out whether the necessary amount of cement, etc has not been used and if not, why not. I hope the Minister will take some trouble to find this out. The bridges are in a dilapidated condition. There are diversions but they are very difficult to negotiate. On a national highway, Sir, bridges form a very important link and when the bridges are constructed, the necessary amount of cement and other strengthening material should be used, after all the strength of a chain is the weakest link, and what use will roads with strategic importance be, if the bridges are weak!

There are two other important matters—tourism and shipping. As regards tourism, I agree with Mr Masani when he said that we definitely need a separate tourist Board to be formed. Tourism is one of the angels that earn some of our foreign exchange. We get invisible credit from shipping, tourism, insurance and banking. But the two angels that move about and

give us good foreign exchange are shipping and tourism. In tourism, I think you have noticed that we earn Rs 10 crores per year, that is not a small amount, because we have gained not only money but also friendship. In tourism, your national highways also play a very important part.

In other countries, they make the places attractive. That is the only way to attract tourism. Why can we not plant our favourite Indian flower plants or our national highways? If we plant the beautiful flowering trees like the flame of the forest, *Prunus japonica* and *Jacquaranda* all along our highways it would make the place very beautiful. Fruit trees also can be grown. If rest houses are built on the highways, the tourists will stay in them and taste the Indian fruits and enjoy the beauty of the Indian flowers. People go to Japan to see flowers like cherry blossom and chrysanthemum. Why will they not come and see the red and gold flame of the forest, the delicate pink *Prunus japonica* and the lovely blue *Jacquaranda* in India, because they are all very beautiful and there is great scope for their being grown here on our highways. We have *Vana Mahotsava* every year, but I think 50 per cent of the trees die.

An Hon. Member: 90 per cent

Shrimati Na Palchoudhuri: I said, 50 per cent, as a conservative estimate. There are ugly railings all broken and crooked and dead trees. That is what is found on miles of our national highways now. I would ask the Minister to come and see if this is going to attract tourists to India. Beautiful trees giving shady flowers and fruits should be planted on our national highways, so that tourists may be attracted by them.

Next comes, Sir, inland waterways. Inland waterways are one of the means of communication in India. They have been there from very ancient times and they must be saved. Today you will find that in Sundarbans, the granary of Bengal, the two waterways *Vidayadhari* and *Plali* are

[Shrimati Ila Palchoudhuri]

almost dead. Formerly they used to be very good means of communication. In Nadia, there are the Bhairab and Jalangi. In Bhairab there is no water at all and the Jalangi does not bear any quality of her name. It is now a mere trickle. These waterways should be saved if we want Bengal and India to flourish, because the waterways can carry millions of tons of our produce and relieve the strain on the railways and other forms of transport to the extent that no other transport can do. Sometime ago the Government of India appointed an Inland Waterways Transport Committee and one of their terms of reference was:

"To consider the organisation of efficient country boat service on a co-operative basis with an appreciable increase in the present number, with a view to facilitate the carriage of more goods and the question of mechanising at least some of the boats, with particular reference to cost, time and other implications."

I hope the recommendations of this committee will be taken up, because on the canals and rivers, many of these boats move about. Also it would help our boat-making industries in many parts of India. I would ask the Minister to come to Nadia and see what has happened to the rivers. In the Sundarbans, because the rivers have become dry, the salinity of the land has increased. Formerly the zamindars who used to own the lands spent large sums of money in improving the embankments and making the land fertile, but now the lands have become saline and productivity is no longer there. Therefore, I place before the Ministry, the urgent need for saving the rivers. They are the very life-line of communications and must have serious consideration if Bengal and India are to flourish.

About the P. & T. Department, I have just two small points. In my constituency, in Topla village, there is no post office. This village has the requisite number of inhabitants and the distance from another post office is

also what the conditions require. I hope the Minister will look into it. Also, some sort of telephone connection should be installed in Karimpur and Swarupgunj Ghat. It is absolutely essential. Karimpur is a border district town and raids and accidents take place almost every day. There are no means of communicating these accidents or whatever may happen as soon as possible. I have seen myself an accident near about there. A lorry turned over and the men were lying on the road. There were no means of communicating this news because there was no telephone, except the police telephone which opens only at 12.45 P.M. to be exact. Those men were lying on the wayside after being injured for three hours, before I could give any message to the nearest town. So, there should be a telephone system connecting Karimpur with Krishnagar and the nearest health centre. I think the Central Government should be something to give what the people need very badly, because after all, the Central Government is the mother of our States. (Interruption). Raids occur—almost daily and the agitation and the fear of the people would be greatly allayed in the Karimpur area, if a telephone was available. At Swarupgunj Ghat, when the river is in spate accidents happen, and it is imperative that there should be a telephone here with connections to Krishnagar and the places that have phones near the place.

Our shipping needs to be greatly expanded, because it earns for us foreign exchange. We should also realise that our shipping is the backbone of India. The merchant navy is our second line of defence, and we cannot neglect it at any cost. The amount of Rs. 37 crores given in the Plan is entirely inadequate. I had said in my budget speech that we should have at least Rs. 50 crores. This is wanted to give our shipping some help *vis-a-vis* with that of the other countries of the world to a certain extent. Although we cannot hope to do wonders, we must try to do something towards expansion. Whether we get it from the World Bank or whether we take the money that is not used in the second Five

Year Plan, these Rs. 50 crores should be provided. If you provide it, you will get it back in the form of earned freights, within three or four years, so what have we to lose?

I hope that the Minister will see his way to do this. Because, it has been seen that movement by ship whether it is coastal shipping or by waterways is cheaper. If the railways can carry 1 million ton for a cost of Rs. 11½ crores for 300 miles, for Rs. 12 crores by water you can carry 1 million tons for a thousand miles. Look at the cheapness of transport. We must develop coastal shipping particularly and extend it to the maximum extent. We have found oil in India. We must have tankers and also, gradually, refrigerated shipping. In America they have transported orange juice in refrigerated ships from one part of the country to another. We can at a not distant date, I am sure, transport mango juice and get a lot of income for India. Refrigeration engineering is a coming thing. I think the hon. Minister will have to consider how he could apply this to our country with as good effect as possible.

About ports, there is one point that I would like to mention. In Calcutta, you have seen yourself as you have had occasion lately to visit the city, that a lot of machinery remains idle because some parts are missing. Because this machinery is not there to handle the goods, there is a lot of bunching in ports and loading and unloading is retarded. Surely, there are companies in Bengal, near Calcutta who would manufacture these parts. I hope the hon. Minister will get into consultation with them and ask them to make these parts. You have to make the fullest use of these mechanical loading and unloading devices in these ports. There are people who make precision instruments in India. If the special kind of steel were made available to these Indian firms, they will manufacture these parts and make these cranes and machinery workable. I hope the Minister will,

in his reply, assure the House that this will be done.

Lastly, I would like to say one word about civil aviation. Civil aviation in our country has advanced a lot and the effort of independent operator is very striking. Some of the private companies seem to have fared better than the Government has done. The private companies have increased their share in the traffic much more than the Government corporations have done. Private companies have increased for 38,126,847 pounds in the 1st six months of 1958, they have increased their traffic to 58,859,661 lbs by the last half of 1956 but the Government figures show little change. I would ask the Minister why this is so. If the private companies can carry all this traffic, surely the Government can do better. I hope this will be looked into.

Another disconcerting factor is that out of 538 Indian registered aircrafts at the end of December, 1956, only 205, we learn, held current certificates of air worthiness. That is more than half of our aircrafts are lying all over the country, and they are not airworthy. This is surely a disconcerting thought. I hope this matter will be investigated by the Minister.

In shipping and in aviation, the employees of the various concerns should have the particular consideration of the govt. I would like to bring to the notice of the House a fact. In the airways, the air hostesses have been told that they are going to be employed in a temporary cadre, that after the age of 35, they cannot be employed and that they will be grounded. Their salaries also are going to be very much less. It seems to be a case of fly while you fly and the devil take the hindmost after 35. That is a very bad attitude. I think, if you have to encourage women to take up jobs in India, you must give every facility to them. As the economic situation in the country stands, women have to take jobs. I hope air-hostesses will get every sympathy. The seamen who go in the high seas must also get every consideration.

[Shrimati Ila Palchoudhuri]

There was the Seamen's Welfare Board in the past Parliament. We hear nothing of it in this Parliament. These men go out in the high seasonships and do business in great waters. They deserve every bit of consideration, every help from the Government. I hope the Seamen's Welfare Board will be actively taken up by the Transport Ministry and our seamen will receive every consideration not only in India, but in port in the world. We hope that when our ships with the Tricolour Flag go out to the various ports, they will get honour and this Ministry will be worked with great éclat and efficiency, and we shall look on the Indian merchant navy with pride and a sense of achievement.

Shri Basappa (Tiptur): Mr. Speaker, I rise to speak supporting the demands relating to Transport and Communications. While I do so, I appreciate the significant progress made in the field of agricultural production and also in industrial production. Thereby, the room for expansion of transport and communications has been enlarged to a very great extent. Therefore, it is but natural that we should consider the national transport policy of this country.

In the past, we all know that there was no such thing as a national transport policy at all. While the British were here, their policy was to encourage one thing at the cost of another for their own purposes. They encouraged the railway system. It has been said here that other forms of transport were neglected to the detriment of the country's progress. The time has come when we must have a national transport policy for this country.

From that angle, the provision made in the First Plan and the Second Plan is not sufficient to cope with the industrial and agricultural production. Of course, in the First Plan, they had given a place to transport and communications, an unimportant place. In the Second Plan

also we have gone up from 23 per cent. to about 29 per cent. or so of the total Second Plan outlay. That means that the Government have recognised the importance of the transport system of this country. At the same time, something more will have to be done to develop the other forms of transport. A sum of Rs. 900 crores have been set apart for the railways whereas for road transport, Rs. 272 crores, for shipping Rs. 48 crores and other transport Rs. 43 crores have been allotted. That only shows that there is no balanced development in respect of transport and communications. Therefore, we should pay more attention to inland water transport, road transport and sea transport. From that point of view, I hope Government have already realised that it is their duty to see that other forms of transport are encouraged most.

Taking shipping which has to be looked after more carefully, I must congratulate this House and some Members of this House who evinced a lot of interest in this form of transport during the last four or five years, as a result of which Government have been able to recognise its importance. When I say this, my mind goes to Shri Raghunath Singh and Shri Matthen who took an important part. I do not mean to say that others did not take interest, others have taken a good part. When I speak about shipping in this country, I say, a lot has to be done. But, there is a lot of bottle-neck. We hear in this Parliament that in the Calcutta port, there is so much of congestion. Similarly, in the Bombay port also, there is a lot of congestion. In fact, in every form of transport, we notice that there is a lot of bottleneck. That is why I have suggested at the very outset that there should be a national transport policy for this country, especially in view of the growth of traffic.

The growth of traffic has also contributed to the congestion, and there has been some criticism in this House regarding shipping also. While I say this, I am quite aware of the fact that traffic has increased enormously dur-

ing these years. From the reports, we find that in 1950-51, the traffic was of the order of 18 million tons, but it has risen to 20.4 million tons in 1954-55 to 24 million tons in 1955-56 and to 27.3 million tons in 1956-57. In fact, nobody expected such a big rise, and surely the planners ought to have been a little more careful and anticipated that there would be a growth of traffic in this fashion. Anyhow, effective steps have been taken recently, and our Minister has also given us the hope that the congestion at these ports will be minimised very soon. But the fact remains that in view of the growth of traffic, it is up to see that adequate transport facilities are provided by having more shipping tonnage and also by way of greater facilities for the quicker removal of goods from the ports and so on.

At the Calcutta port, the traffic has grown from 2 million tons to 7.2 million tons; and at Bombay, it has risen from 2 million tons to 9.6 million tons. To cope up with this situation is very difficult indeed. While speaking on this congestion, one hon. Member from the Opposition, Shri Nath Pai, pointed out that proper and cogent reasons had not been given for this congestion. We also wanted to say that Government had not supplied clearly the facts regarding the Suez affair, how many ships came, and so on, so that we would be in a position to appreciate why there is so much of congestion. Anyhow, the fact remains that monsoon and seasonal conditions also may not enable quicker removal of the cargo from the ports. Besides, there are also imports of steel and food for our country, which have added to this growth of traffic. All these things have resulted in this congestion. Anyhow, effective steps have since been taken, and as our Minister pointed out the other day, a piece-rate system also has been introduced. With these steps, I hope the congestion at the ports will be minimised to a very great extent.

While I am on the point of the development of major and minor

ports, I must say that a significant progress has been made in this regard. We find that at the Visakhapatnam yard the number of berths have been increased; in Bombay also, a number of good things have been done. At Kandla, which is one of the most important places in the west, a new port has been developed at an enormous cost. So, there has been good progress. At the same time, I must also say that the minor ports have been neglected to a very great extent.

For instance, the Mangalore port, as one of the Ministers was saying the other day, is in a very bad condition; when people go out, they have not got a proper place where they can take a little rest. I would submit that the condition of the minor ports all over India should be improved to a very great extent.

When we are thinking of having for this big country a number of major ports, I cannot help saying that in the west coast, Karwar or Malpy should be one of the most important major ports of our country. Past history has shown, and the great experts who came to our country in the past have pointed out that Karwar will be a very good port in the west coast. The State Government are equally anxious to co-operate in every way, if the Central Government are prepared to take up the development of a port either at Karwar or Malpy in the west coast.

The other most important thing that has agitated the minds of hon. Members here is the question of the location of the second shipbuilding yard.

Shri B. S. Murthy (Kakinada-Reserved—Sch. Castes): What about the east coast?

Shri Basappa: Whatever I leave, the hon. Member can say. He can supplement it.

It is obvious that this country needs more than one shipbuilding yard. We have already one yard at Visakhapatnam in the east coast. So, it is but natural that we should have the second shipbuilding yard in the

[Shri Basappa]

west. I leave it to the experts to say where the second yard should be located. Only recently, the advance party of the British mission came to our country, and visited a number of sites. In this connection, I have also to point out that in the hinterland in the west coast, the best kind of steel and the best kind of water are available nearby, besides, we are also having the Honnameradu project there, which would provide quite a good amount of electric power. There is very good steel available in Sandur in Bellary district, which would be useful for a marine steel factory in connection with shipbuilding purposes. After taking all these things into consideration, and also after judging the question from the economic and financial viewpoints, I hope the experts would be able to say that Karwar would be one of the most suitable places for the location of the second shipbuilding yard. However, I do not want to foresee what they would say. I would only say that there is a great necessity for doing so.

From another point of view also, this is very important. There is a mistaken notion when the demand is made that the Mysore State should be given more facilities. I would like to point out that the conception of the new Mysore State must enter into the minds of the people. What was once the Mysore State is not the same Mysore State today, the present Mysore State is quite different, the population of the State has increased from one crore in the past to two crores now, and it has now a coastline of nearly 200 miles. Along the coast-line, we have got Karwar and other big forests. The Malnad area is also there as a challenge. That area also has to be developed in the matter of communications, in order that its vast potentialities of resources might be exploited fully. If the Minister will look at the question from all these angles, he will see that the shipbuilding industry must be started in one of these ports in the west coast.

While I am on the subject of Mysore, I must say that the area that has been added is backward in communications and transport, or I should say, it is under-developed. For, there are great potentialities in that area; the possibilities of tapping the economic wealth of that area are very great. Even the Dar Commission had gone into this question and said that these areas were backward. The States Reorganisation Commission also have gone into this question, and have stated that the four districts of the Bombay State which were transferred to our State were backward. It was not only the linguistic consideration but also other considerations that were taken into account when the States were reorganised. So, it cannot be said now 'You wanted a State, now, you have got it, therefore, it is all your look-out now.' That is not the point of view which must be borne in mind. I would say that the economic prosperity of these parts also should be taken note of.

If you take Gulbarga district, for instance, you will find that there are only 8 miles of roads for every 100 square miles, whereas in the old Mysore State, we had 36 miles for every 100 square miles. Even in North Kanara, there are not adequate communication facilities. In South Kanara and the Coorg area, we have proposed to spend about Rs 10 crores over 8,000 miles of road.

Judged from all these considerations, there is great necessity for developing these parts. That is necessary not only from the point of view of the Mysore State, but also from the point of view of the national interests of the country with its vast resources, the west coast must be developed in the matter of communications and other things.

So far as inland water transport is concerned, as we have all seen, it has been neglected all along. Of course, there is now a master plan which has been considered by Government, and I am told that a high level committee is also going into this question, and lots of investigations have taken

place. If this can be done successfully, we can see that the Narmada is connected to the Godavari and the Ganga, and the Tapti can be connected to the Godavari, and from Calcutta to Cochin, we can bring a canal. Thus, we can see that there is inland water transport.

This will help a great deal. Therefore, I hope the Ministry will give careful and immediate attention to this aspect also

13.40 hrs.

[Mr. Deputy-Speaker in the Chair]

श्री बासर (र नागिरि) उपाध्यक्ष
महोदय, गन दिमम्बर मास में हमारे ५०,००० प्रादमियों के हस्ताक्षरों सहित ए. मैरोरेडम डायरेक्टर जनरल आफ शिपिंग को दिया गया था। इस मैरोरेडम में यह माग की गई थी कि ईस्टर्न फ्रॉन्ट पर कोनक्न लाइन के जो किराये हैं और जि. को हाल ही के बरों में बहुत अधिक बढ़ा दिया गया है उस पर विचार किया जाय और उन किरायों को कम किया जाये। हमने उस मैरोरेडम में यह भी माग की थी कि सरकार खुद इस और ध्यान दे और इस वज को कम्पनी ने ही ऊपर न छोड़ दे। उस समय हमारा एक डेपुटीगन भी डायरेक्टर जनरल आफ शिपिंग को मिला था और डायरेक्टर की ओर से यह आश्वासन दिया गया था कि हमारी जो मांगें हैं उन पर गौर किया जायेगा और हमारी शिकायतों को दूर करने का प्रयत्न किया जायेगा। लेकिन मुझे अफसोस के साथ कहना पड़ता है कि इस के चार महीने के बाद ही जो हमें जवाब मिला उसमें उन्होंने जो कम्पनियों का जवाब या वह भी हमें भेज दिया और जो हमारा मैरोरेडम था उसको उन्होंने बम्बे स्टोम नैविगेशन कम्पनी के पाम भेज दिया। इसमें यह माफ जाहिर है कि सरकार खुद इस और कोई ध्यान नहीं दे रही है और न देना चाहती है। मैं आपको बतलाना चाहता हूँ कि बम्बे स्टोम नैविगेशन कम्पनी ने २५ परसेंट किराया बढ़ाने की माग की थी। इस माग को देखते हुए और इस पर विचार

करते हुए सरकार ने एक कमेटी नियुक्त की थी और उस कमेटी ने अपनी रिपोर्ट में दस परसेंट ज्यादा किराया बढ़ाये जाने का सुझाव दिया था।

अब यह जो किराया बढ़ता चला आ रहा है उसके कुछ आकड़े मैं आपको मम्मूल पेज करना चाहता हूँ। जब इस कोस्टल शिपिंग को शुरू किया गया था उस वक़्त जो किराया रखा गया था वह बहुत ही कम था। सन् १९१० और १९१२ में केवल आठ आना ही किया गया था। उसके बाद सन् १९१५-१६ में यह किया एक रुपये कर दिया गया। १९१८-२२ में यह १।१२। किया गया। १९३७-४० तक यह १।६। था। लेकिन इस बाद सन् १९४६ में एक दम इसको बढ़ा कर पांच रुपये कर दिया गया। जब किराये को १।६। से बढ़ाये जाने का मामल कम्पनी का तरफ से की गई थी उस वक़्त कम्पनी ने यह प्लेन पेश की थी कि उसका जो खर्चा है वह बढ़ गया है, उस पर जो बोझ है वह बढ़ गया है तथा उसको जो मजदूरी देना पड़ती है उसकी दर बढ़ गई है और उसने कहा था कि इन सब चीजों को देखते हुए जो किराये की दर है उसको बढ़ाना आवश्यक है। इससे बाद यह किराये की दर जो कि उस वक़्त १।६। थी, बढ़ा कर एक दम से पांच रुपये कर दी गई है।

इतना होने के बावजूद कम्पनी ने फिर १९४९-५० में कहा कि वह घाटे में चल रही है और उसकी माग पर कि किराया बढ़ाया जाये, विचार किया जाना चाहिये। इससे बाद किराये को बढ़ा कर पांच रुपये से ७।८। कर दिया गया। यह बढ़े ही ताज़्जुब की बात है कि किस तरह से वह घाटे में चल रही थी। मैं आपको बतलाना चाहता हूँ कि जो जल का प्रवास होता है, वह बाकी सब मोडस आफ कन्वेंयेंस से सस्ता हुआ करता है लेकिन यहाँ पर बात ही उल्टी है। यहाँ पर किराये की दर बहुत ही अधिक रखी

[श्री अ.सर]

गई है। और जगहों पर जो रेल का किराया है वह ६ पाई पर मील है और मोटर ट्रांसपोर्ट का है वह ११ पाई पर मील है लेकिन हमारे यहां कौनकन लाइन पर वह ११ और १२ पाई पर मील लिया जाता है। मेरी समझ में नहीं आता है कि ऐसा क्यों है। कंपनी ने अपनी स्टेटमेंट में कहा था जो रोड ट्रांसपोर्ट है, उनके किरायों को देखते हुए उसके किराये बढ़ाये जाने की मांग पर विचार किया जाना चाहिये। लेकिन मुझे ताज़्जुब इस बात का होता है कि इतना ज्यादा किगया कंपनी क्यों चार्ज करती है और क्यों उसको इतना अधिक किराया चार्ज करने की इजाजत दी जाती है। एक रुपये से बढ़ा कर इस किराये की दर को एकदम से साढ़े सात रुपये कर दिया गया है। रेलों को भी स्टाफ रखना पड़ता है, उनको भी कई प्रकार के सामान की आवश्यकता होती है, मोटर में भी पेट्रोल खर्च होता है, टायर लगते हैं, उनको भी कर्मचारी रखने पड़ते हैं और इनके भी किराये बढ़ने लगे हैं लेकिन इस कदम नहीं जिस कदम कि कंपनियों किरायों को बढ़ाती गई है। लेकिन स्टोमर के जो किराये बढ़े हैं वे बहुत अधिक बढ़ा दिये गये हैं और इतने न मोटर ट्रांसपोर्ट के बढ़ाये गये हैं और न रेल ट्रांसपोर्ट के बढ़ाये गये हैं। इस बारे में जब कंपनी को लिखा जाता है तो वह कहती है कि हम क्या करे और जब गवर्नमेंट से कहा जाता है तो वह कोई दूसरी डी प्ली हमारे आगे रख देती है। कौन गुनहवार है, इसका अन्दाजा लगाना मुश्किल है। मैं चाहता हूँ कि सरकार इस और ध्यान दे।

सरकार की तरफ से एक लोकुर कमेटी को स्थापना की गई थी। उस कमेटी ने हमें लिखा कि हम छः दिन के अन्दर अन्दर बम्बई में उनके सामने तमाम फैक्ट्स एंड फीगर्स के साथ हाज़िर हो जायें। हमने उस कमेटी को लिखा कि सारे जिले में घूम कर फैक्ट्स और फीगर्स इकट्ठे करने के

किये हमें जो छः दिन का वक़्त दिया गया है वह बहुत ही कम है और जो स्टेटिस्टिक्स हमें एकत्र करने हैं, उसमें कुछ वक़्त लगेगा और इसके लिये हमें कुछ और टाइम दिया जाये। छः दिन के अन्दर इस सारी इन-फार्मेशन को एकत्र करके उनके सम्मुख रखना हमारे लिये मुश्किल है और हमें कम से कम एक या दो महीने का वक़्त दिया जाना चाहिये। लेकिन हमारी इस मांग की स्वीकार नहीं किया गया। जहाँ पर उस कमेटी ने जाना था वहाँ वह चली गई और जिन जिन चीजों को उसे देखना था उनको उसने देख लिया और इसके पश्चात् अपनी रिपोर्ट सबमिट कर दी। जो रेट बढ़ाने थे वे बढ़ा दिये गये। मैं आपको बतलाना चाहता हूँ कि हमारे यहाँ २५० मील का वैस्टर्न कोस्ट का किनारा है। अभी हमारे एक भाई ने कहा है कि यह सारे का सारा इलाका बहुत बैकवर्ड है। लेकिन मैं उनको बतलाना चाहता हूँ कि इस इलाके में भी रत्नागिरि का डिस्ट्रिक्ट सबसे बैकवर्ड है।

हमारे मंत्री श्री लाल बहादुर श्री श्री वहा गये थे और उन्होंने वहा के हालात को देखा था। उन्होंने आश्वासन दिया था कि वह रेल के भाड़े के बारे में सोचेंगे। लेकिन उसके बारे में कुछ भी नहीं किया गया है। लेकिन अब मैं यह चाहता हूँ कि वहा जो कोस्ट लाइन है उस कोस्ट लाइन को अच्छा करने का प्रयत्न किया जाना चाहिये।

रत्नागिरि डिस्ट्रिक्ट में कोई इंडस्ट्रीज नहीं हैं। अब वहा पर इंडस्ट्रीज शुरू किये जाने की मांग की जाती है तो यह कहा जाता है कि वहा पर ट्रांसपोर्ट का बढ़ा भारी प्रॉब्लेम है और ट्रांसपोर्ट की बात कही जाती है तो कहा जाता है कि वहाँ पर इंडस्ट्रीज नहीं हैं। ये दोनों ही एक दूसरे पर निर्भर हैं। अगर ट्रांसपोर्ट नहीं होगी तो इंडस्ट्रीज नहीं होगी और अगर इंडस्ट्री नहीं होगी तो ट्रांसपोर्ट नहीं होगी। दोनों की प्रगति से जिकरे

या देश की प्रगति समभव हो सकती है। इन दोनों में भी प्रथम स्थान ट्रांसपोर्ट को दिया जाना चाहिये। ट्रांसपोर्ट की सुविधाओं को बढ़ाना बहुत आवश्यक है। हमारा प्रयत्न यह होना चाहिये कि जो जिले बैकवर्ड हैं उनको हम आगे लाने का प्रयास करें और जहाँ पर इन्फ्रस्ट्रक्चर नहीं वहाँ पर ट्रांसपोर्ट की सुविधायें बढ़ा कर इन्फ्रस्ट्रक्चर स्थापित की जानी चाहिये। मैं आपकी बतलाना चाहता हूँ कि हमारे यहाँ आइरन और, मैंगनीज इत्यादि खनिज पदार्थ भारी मात्रा में उपलब्ध हैं लेकिन वहाँ ट्रांसपोर्ट की फैसिलिटीज न होने की वजह से बड़ी कठिनाई का सामना करना पड़ता है। वहाँ पर न रेल की अधिक सुविधा है और न मोटर ट्रांसपोर्ट की। वहाँ स्टेट ट्रांसपोर्ट तो है लेकिन जितना माल होता है उसे वे कैरी नहीं कर सकते हैं। इस वास्तविकता का वहाँ रहना बहुत जरूरी है लेकिन जो कठिनाइयाँ हैं उनको दूर कर दिया जाना चाहिये।

एक बात मैं विशेष तौर से कहना चाहता हूँ कि लोकुर कमेटी की जो रिपोर्ट है उसके अन्दर यह कहा गया है कि रेल का जितना किराया है, उस किराये को देखते हुये कम्पनी चल नहीं सकती है और यही कारण है कि वह घाटे में चलती है। इस बात को मैं मानता हूँ। मैं मानता हूँ कि रेल के किराये के हिसाब से या उसके किराये की बेसिस पर स्टीमर का किराया न लिया जाये। लेकिन मैं यह माग करता हूँ कि वहाँ पर जो नौ पाई पर माइल मोटर ट्रांसपोर्ट का किराया है उसी हिसाब से स्टीमर का किराया भी फिक्स कर दिया जाये। ऐसा यदि किया गया तो वहाँ के लोगों को बहुत सुविधा हो जायेगी।

मैं दूसरी बात जो आपके सम्मुख रखना चाहता हूँ वह कट्टी क्रफ्ट के बारे में है। वहाँ पर कट्टी क्रफ्ट का काम है लेकिन इसको कोई प्रोटेक्शन नहीं दी गई है। कट्टी क्रफ्ट

के अन्दर मजदूरों को क्या मजदूरों मिले, काम किस तरह से हो, इसके बारे में कोई कुछ नहीं जानता है। वहाँ का जो यह बिजनेस है, खराब हो रहा है। हजारी को तादाद में लोग भूने मर रहे हैं, कगाल हो रहे हैं। वहाँ पर प्रोहिबिशन को लागू कर दिया गया है। इसका नतीजा यह हुआ है कि दारू का घधा करने वाले जो भंडारी समाज भी उसमें से हजारी को तादाद में लोग बेकार हो गये हैं। वे नौकरो ढूँढ़ते हैं लेकिन उनको नौकरो नहीं मिल रही है। इनको, मैं प्रार्थना करता हूँ कि नेविगेशन में कट्टी क्रफ्ट के बिजनेस में लगाने से यदि सहायता दी जाये तो बहुत अच्छा रहेगा। प्रोहिबिशन को लागू करना हमारा फर्ज है और ये हमारी पालिसी का एक अंग है। लेकिन यह भी हमारा फर्ज है कि जो लोग बेकार हो गये हैं उनको हर प्रकार की सुविधा हम दें और उनको काम दिलाने का प्रयत्न करें।

हमारे यहाँ पर पोर्ट्स हैं जो बड़ी नहीं हैं, लेकिन माइनर पोर्ट्स हैं। बहुत से लोगों की माग यह है कि वहाँ पर ड्रेजर्स की व्यवस्था की जानी चाहिये।

अब हमारे पोर्ट्स दामोदर, विजयपुर और जयगढ़ मिट्टी आने के कारण बन्द हो गये हैं और उन में स्टीमर्स और लाच चल नहीं पा रहे हैं और वहाँ पर ड्रेजर्स की आवश्यकता है और मैं चाहता हूँ कि मंत्री महोदय इस ओर ध्यान दें और हमारे जिले को एक या दो ड्रेजर्स देने की व्यवस्था करें। आज से पाच, छह वर्ष पहले वहाँ पर स्टीमर्स और लाच वगैरह चलते थे लेकिन आज वे नहीं चल पा रहे हैं और इसीलिए मैं चाहता हूँ कि एक या दो ड्रेजर्स हमारे जिले को देने की व्यवस्था की जाये ताकि यह पोर्ट्स खुल जाय।

बीकेन लाइट्स के बारे में मैं यह कहना चाहता हूँ कि पालखेत और बोरिया पोर्ट्स

[श्र आसः]

पर बीकेन लाइट्स लगाने की मजूरी मिले आज दो वर्ष होने को आये लेकिन अभी तक वहा पर यह नहीं लग पाई है। मुझे मालूम नहीं है कि उनके अभी तक न लगने का क्या कारण है। बहरहाल मैं चाहता हूँ कि मंत्री महोदय इस ओर ध्यान दें और उन स्थानों पर बीकेन लाइट्स जल्द लगाने के लिये आवश्यक चरम उठाये।

पोस्टल डिपार्टमेंट के बारे में भी मुझे एक दो बातें कहनी हैं। हमारे देहातो के पोस्टऑफिसों में मनीआर्डर और एकनालिसमेंट के फार्म्स जल्दतर से सुचारु नही रहते हैं और जहां टेलीग्राफ की व्यवस्था है उन पोस्टऑफिसों में टेलीग्राम फार्म्स की कमी रहती है। अब मुझे पता नहीं कि फार्म्स की उन पोस्टऑफिसों में कमी होने का क्या कारण है। मैं समझता हूँ कि इसका एक कारण यह हो सकता है कि वहां का पोस्टऑफिस वाले हेड ऑफिस में जितनी उनकी रिक्वायरमेंट्स होती हैं उतने फार्म्स नहीं मगाने और इसलिये वहां फार्म्स की कमी पड़ जाती है। मालूम पड़ता है कि वहां के पोस्टऑफिस वाले अपनी रिक्वायरमेंट्स का स्टेटमेंट ठीक तौर पर नहीं भेजते हैं जिसके कारण यह कमी हो जाती है। मैं चाहता हूँ कि इस गड़बड़ की ओर ध्यान दिया जाय और जल्दी कार्यवाही की जाय ताकि वहां के पोस्टऑफिसों में फार्म्स की कमी न होने पाये।

मैं चाहता हूँ कि हमारे जिले का जीवन जो कि बम्बई पर अवलम्बित है और चूंकि हमारे लोग जा कि बम्बई में काम कर रहे हैं वे अपने घर वालों से पत्र व्यवहार द्वारा ही सम्बन्ध स्थापित कर सकते हैं और यही पत्र व्यवहार का एक साधन उनके पास है, इसलिये सेकंड फाइव डायर प्लान में जो नये पोस्ट ऑफिसों खोलने का व्यवस्था है उसमें मैं चाहता हूँ कि हमारे जिले के देहातो में पोस्ट-

ऑफिसों खोलने को प्रमुख स्थान दिया जाय और मैं चाहता हूँ कि देहातो में हर जगह डाकखाने खुलें।

यह जो पोस्टल स्ट्राइक का आगामी कुछ दिनों में ज़तरा हमारे सामने पेश है, तो हमारे जिले को तो विशेष रूप से इस स्ट्राइक से बहुत ही कठिनाई और कष्ट का सामना करना पड़ेगा। १६ लाख की आबादी वाला हमारा जिला है और हमारे यहां के तमाम लोग बम्बई आदि जगहों पर नौकरी, धंधा या बिज़नेस आदि कर रहे हैं और उन लोगों के घरवाले पछे उहां रह रहे हैं और अब आप समझ सकते हैं कि अगर उन खानदानों के अनिवार्य मेम्बर्स घर वालों को रुपया आदि न भेजें तो कैसे काम चलेगा। ब्रिटिश गवर्नमेंट द्वारा उन लोगों की ओर ध्यान न दिया जाना तो समझ में आ भी सकता था लेकिन अब तो हमारी अपनी सरकार है और यह वह स्थान है जिसने हमें तिलक और गोबले जैसी महान विभूतिया दी हैं और यह सौभाग्य की ही बात है कि हमारे पाटल साहब भी रत्नागिरि जिले के हैं, ऐसी अवस्था में वहां के लोगों की ओर ध्यान न देना और उनकी अवस्था में सुधार न करना अनुचित है और मेरा निवेदन है कि उनकी ओर ध्यान दिया जाय।

वहां के लोगों का सारा जीवन बम्बई पर अवलम्बित है और अगर वही यह पोस्टल स्ट्राइक हो गया तो हमारे जिले के जो लोग बाहर काम कर रहे हैं वे अपने घरों पर पैसा नहीं भेज सकेंगे और जिनका कि नतीजा यह होगा कि उनके घर वाले भूखें मर जायेंगे। बम्बई में जब पिछली दफा हड़ताल हुई थी तो उनके घर वाले भूखें मरने लग गये थे और इसलिये मैं चाहता हूँ कि सरकार इस ओर विशेष ध्यान दे और पोस्टल एम्प्लॉयीज की जो जस्ट डिमांड्स हैं उनको स्वीकार कर ले और आपस में बातचीत द्वारा कोई इस समस्या का संतोषजनक हल निकाल ले ताकि यह हड़ताल न हो।

अब यह जो स्टीमर्स का वहां पर किराया बढ़ाया गया है, वह मेरी समझ में अन्यायपूर्ण है क्योंकि जो लोकुर इनक्वायरी रिपोर्ट दी गई है वह कम्पनी की एकाउन्ट्स बुक्स को देखते हुये ही दी गई है और वह ठीक नहीं है। मेरा नम्र निवेदन है कि मंत्री महोदय इस धोर ध्यान दें और इस सम्बन्ध में वहां की जो पैसेजर्स असोसियेशंस हैं और अन्य विचार करनेवाली संस्थाएं हैं उनके साथ इस स्टीमर्स के किराये के मामले पर विचार विमर्श किया जाय और मुझे पूर्ण आशा है कि अगर ऐसा हुआ तो यह समस्या ठीक तरह और सतोषजनक ढंग से हल हो जायेगी। वहां पर दोनों तरफ काफी पैनेजमें रहते हैं और आपो के पामलो की वहां पर भ्रमण रहती है और उस जगह कम्पनी को कोई लौस होन की गजाइश नहीं है। मेरी समझ में जो किराया बढ़ाया गया है वह अन्यायपूर्ण है और हमारा जो पहले किराया था वह चालू किया जाय या मोटर का जो किराया है उसको रखा जाय।

श्री रघुनाथ सिंह (वागणसी) उस कम्पनी का नाम क्या है ?

श्री बालर कम्पनी का नाम बौम्ब स्टील नेविगेशन कम्पनी है।

Shri S. C. Samanta (Tamluk) Mr Deputy-Speaker, Sir, I gladly welcome Lalbahadurji to this Ministry. He was in the Railways and Transport Ministry and now he has come to the Communications and Transport Ministry. Jagjivan Ramji was in the Communications and now he has gone to the Railways. Now, I hope the pet thing which I always demand will be given to me, the Ministers having changed. I demanded always that Railway finances should not be separate. That should be stopped. If that is to be kept separate, then, Communications finances should also be separated from the General Budget. The Ministers have changed and, I think, now proper consideration will be given to the subject by them and in the Cabinet.

We have also got one new Minister, Shri Humayun Kabir who, while he was only a member in the Upper House, he moved a non-official resolution to the effect that a subsidiary port should be established at Geonkhali on the western bank of the river Hooghly. Then the Deputy Transport Minister gave him an assurance that the thing will be seriously taken into consideration and the matter will be referred to an expert committee consisting of foreign personnel and the resolution was passed accordingly.

14 hrs.

I would like to know from the hon. Ministers whether it has been referred to any expert body and if so which body and also when it is coming to India to examine the site. The port of Calcutta deserves all consideration, it handles half the export-import business of India. The development there has not kept pace with the industrial development. I heard that the hon. Minister had recently been to Calcutta and I think that the disorderliness and mismanagement that were there were found out by him and that he will take proper interest and look into the affairs there. Even if we develop all the ports on the east coast—Calcutta port, Vizag port and also the Paradip port in Orissa—I hope we will not be able to deal with the increase in transport that will be coming in the next few years.

There was a proposal that if the Ganga Barrage is constructed then the water that will flow from that will help in the desilting of the place near about Calcutta town and the Hooghly river. The hon. Members of this House would perhaps be astonished to hear that there are eleven bars between Calcutta and Geonkhali—the proposed subsidiary port and these bars are being dredged. If we go in for more dredging it will cost more and more. The other day the hon. Minister was saying that a Suction dredger has been ordered for Rs 15 crores. Dredging is thus very costly. At the same time the dredgers that are

[Shri S. C. Samanta]

there are useless. They are to be repaired. Even then they can work only for eight hours. But that is not sufficient or profitable return for the money invested for the purpose. I think the dredger that was ordered in the course of the First Plan period has not yet reached. To work with the old dredgers takes time and it is costly also.

The hon. Minister will correct me if I am wrong. The steamers will come up to Calcutta and no further because of these difficulties—bars and want of water. True, big steamers may not come. But middle-size steamers can come only when there is the flow tide. When there is no flow tide big steamers cannot go to Calcutta.

Moreover the instruments that are there for unloading are very old. The cranes, for instance. They are to be replaced by new cranes. Yet, they have not been replaced in sufficient numbers. It takes time. As big ships cannot come, the cargo is not unloaded in time. If it takes time we have to pay demurrage which goes to foreign shippers mostly. These are the difficulties and therefore, I think that Geonkhali must receive the most prominent attention of Ministry.

In 1898 and 1903, the then BN Railway surveyed the place to see whether a railway line can go there and whether the port should be established there. They are before the Ministry. According to the report of those surveys, there are certain things and the Ministry is thinking that there are those things. I hail from that port. It is within my constituency. From my boyhood I have been travelling by steamer from Geonkhali to Calcutta. But, at that time the survey people told that the banks were washed. From my eleventh year—I am 57—till today, I am seeing the bank there just as it was at that time. So, the point that the banks are washed, as is mentioned in the report of 1898 and 1903, should not be given undue prominence.

I would request the hon. Ministers to turn their attention to the survey made by one Mr. P. E. Mehta, a consultant engineer whose report was submitted to the Planning Commission for being accepted in the Second Plan but we are sorry that it has not been accepted, probably because of the protest from the railways and silence on the part of the Transport Ministry. The Railway objected. The Transport Ministry, in spite of the report from Shri Mehta, did not intervene. Why did not the Transport Ministry intervene then? Why did they not put the points at their disposal before the Railway Ministry to show that it will not be too much costly to construct a railway line from the ex-B. N. Railway to Geonkhali which is only 15 or 16 miles?

In this respect, I submit that another survey was made to see whether a railway line can be constructed from Machada to Contai. The survey party said that it will be economical and that a profit of six per cent or more will come out. If that line is constructed Geonkhali is only five miles from the line. Therefore, there are so many reports about Geonkhali—which have been submitted to the Ministry and we hope, the baby which took re-birth in the hands of Shri Kabir, now that Shri Kabir is there, will grow and he will try to nourish it.

Shri B. S. Murthy: Are you referring to the modern Kabir or the ancient Kabir?

Shri S. C. Samanta: I am referring to Prof Kabir.

In this connection, I may also express my thanks to my hon friend, who is not present now, Shri Narasimhan who as a member of the Estimates Committee, had been to the Calcutta Port. It was he who brought the matter to the notice of the Estimates Committee and the Estimates Committee also dealt with it though in the Second Five Year Plan it was

not included by the Planning Commission

Before I conclude, Sir, I would like to refer to some of the points raised yesterday by our friend Shri Nath Pai. His attitude was not bad. But I would like to go a step further. He admits that the demands of the real workers should be heard. I know that the demand of the P and T workers have been heard, have not been neglected by the Ministry. In 1956 they were given 33 interviews and in 1957 19 interviews were allowed. The hon. Minister gave three interviews in 1956. The hon. Minister gave three interviews and his colleague gave four interviews in 1957. So, our Government, which claims to work towards building up a socialistic State, is moving in the way it should. It is looking to the interests of its workers. At the same time, being in the Government, they have to look to the interests of all and not only of one special department.

In this respect we have also some duties. If the Government favours one department then we, the Members of this House will accuse them. Therefore, I would request my friend Shri Nath Pai to think over the matter. This morning the Government declared the setting up of a Pay Commission. Now I think there will be no difficulty on the part of the trade union organisations to take their decisions and come to the help of the Government, and not move in the way in which they are going now where by the whole country may be put to trouble. I would request them to reconsider the matter and come to a decision so that we may all go on happily as we should.

Shri Jaipal Singh (Ranchi West-Reserved-Sch Tribes) Mr Deputy-Speaker, Sir. To begin with I will reiterate what I have every year attempted, though without much success so far, and, I hope that it will not fall on deaf ears, and it is that my conviction grown stronger every year that the civil aviation department should be part of the Ministry

of Defence, more so today than ever. The way things are developing, the international situation and the general concern felt by the average man in this country strengthens my argument all the more. I feel it can be more effective. There are many arguments that one can bring into the picture. I do not think it is necessary on this occasion to detail them. I think the Government should consider very seriously the reorganisation and re-allocation of certain departments, not only in the Ministry of Communications but in other Ministries also.

There is, for example, the question of the Ministry of Works, Housing and Supply. Well, "Works" has a definite meaning, and yet we find "works" all over the place in different Ministries. I do not want to labour that point, because I know I shall be told that this matter has been considered in the past and it is the Government's firm decision that things must continue as they have. I know that I am dealing with very intimate friends of mine in this particular Ministry. They are all Directors-General, I would like to see them as Major-Generals, because that is what would happen if the civil aviation department were to be sent to the Ministry of Defence.

There are only three items that I would like to place before this House. The first one is in regard to the Air-India International. At the cost of repetition I must again congratulate the wonderful performance of Air-India International. It has continued to bring credit to this country. I wish the same business acumen could have been brought into the other one Indian Airlines Corporation.

There are one or two points about the Air-India International on which I would like to have clarification from the hon. Ministers. One of them is about the Rs 18 lakhs for obsolescence of spares and stores. I would like to have more details about that. It is a large sum. I could have understood

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that with the conversion of Constellation E's to Constellation G's the change might have made some spares obsolete. But, that conversion has not taken place yet, and still the spares and stores have been declared obsolete. I think we should have a little more information on that subject.

While I talk of Constellations I would like to stress that I oppose the Government's policy of releasing aircraft out of the country, all in the name of shortage of currency. Many people may not be aware that Constellations 749 were to be replaced by later models. The question of replacement is all right, but I want to know why aircraft that would have been all right for the Indian Airlines Corporation for the next ten years has to be permitted to leave the country. We are, as it is, short of aircraft and, even when we talk of replacements, I think it is a mistaken policy to let what would be serviceable for another decade or so for other countries, to allow them to leave the country. I know that there does not seem to be the same spirit of co-operation as between the two airlines. I think that is a mistake. I do think we are heading for four-engined aircraft, Viscounts have been ordered. I know there would be a multiplicity of aircraft, but even then, both from the point of view of civil aviation and defence, I do not see much sense in having permitted even negotiations which have been carried on by the Air-India International for, if I may put it, the repatriation of 749s. I know that the negotiations have failed and that is why I have to point this out.

I do hope that Government will be firm in seeing to it that aircraft which are so much in short supply here are not permitted to leave the country.

An Hon. Member: Have they left?

Shri Jaipal Singh: They have not left yet. The negotiations were going on—something like a barter. You get a later model and you give some-

thing, and you pay less for the other thing.

While I am on this subject, I deplore the action of Government, of the Civil Aviation Directorate, in having permitted, similarly, one non-scheduled charter company which was based in Afghanistan—Indian registered aircraft—to be sold to the dollar countries. We get no dollars. The remittance was made direct to the dollar country. I would very much like to know whether the operating company even paid income tax in this country. It is a very serious situation, Sir. One is so used to talking about that Dakotas are becoming obsolete. They have not become obsolete yet. There is plenty of life in Dakotas yet. It is only mischievous propaganda that is responsible for saying that the Government are running Dakotas which are out-of-date. They are not out-of-date yet. There is plenty of life in Dakotas. It is only a question of good maintenance and servicing and the like.

Shri Ranga: And we want them all now.

Shri Jaipal Singh: We want them, and plenty of whatever we can get. That is the situation in this country. I would like my hon. friends to look into this aspect, whether there has been, and how it has come about that India-registered aircraft earnings etc. are permitted to be channelled abroad short-circuiting the country of registration. It is a very important point, more because the price paid was in dollar currency.

If one could compare the Air India International and the Indian Airlines Corporation,—I am subject to correction—the Air India International have various stations, and they set a target that such and such station must do this quantum of business, etc. I think I am right in saying that in the case of the IAC, that is not the position. It has just become a Government department, whether it does business

or not, it does not matter. You will recall that when the Act was passed, it was understood that the two corporations were supposed to be run on commercial principles. I would like my hon. friends over there to see to it that we cannot—this House must not—permit year after year the mounting losses. There is no reason whatever for the I.A.C. in particular, which is to be run on commercial principles, incurring mounting losses year after year. I know that the I.A.C. has had its teething troubles, and we should not be rough, because they are dealing with a situation which is not so simple as the reports might show.

Along with this, I would like to request the Government, particularly the Ministry of Transport, to bear one point in mind. From the report that has been given to us, we find that sales contact offices are going to be opened in various parts of the world. I find from personal experience that there is no liaison between offices of this sort and the tourist organisations that the Ministry of Transport has. In fact, both the I.A.C. and the Air-India International have been complaining that the tourist offices and agencies of the Ministry of Transport go out of the way to make things difficult for the sales contact officers. I think that is very unfortunate.

Similarly, I find that the Air India International and the I.A.C., instead of being part of the same thing, behave with each other as though they were separate and antipodal entities. I shall give only one or two instances, as I know my time is limited. In the report we have been told that the I.A.C. has been playing, to use the language, a very important role in chartering their aircraft for the use of the VIPs and the delegations visiting India. I am not quite so sure whether playing this important role is lines Corporation. If it is, then, Government must revise its policy in regard to the non-scheduled charter the main function of the Indian Air-companies. The point I want to stress is this. There have been instan-

ces of complaints—complaints have already gone to the Ministry—of the I.A.C. going out of its legitimate sphere. In other words, the Air-India International would have got greater revenue had the I.A.C. not underquoted. I do not for one moment mean to indicate that there has been cut-throat competition. That is not the position. But the very fact that when the Air-India International is being chartered by anyone, the I.A.C. should have the temerity to compete with that, to my mind, is wrong. This has happened, and the Ministry have already had certain complaints about that. There should be co-operation. In any case, if we are running these two corporations on commercial principles, commercial principles mean what? Get as much as you can. It does not mean to say that one corporation should earn less because the other corporation is in a position to quote smaller rates.

Coming to the Indian Airlines Corporation, as I have said earlier, I think the I.A.C. has now passed that stage of its teething troubles, and therefore, next year, we may have a more rosy picture of its performance. Hitherto, as is well known, the picture has been anything but cheerful. I do not want to stress this fact of losses because the way things have moved, losses do happen to be. In fact, we might have to be prepared for higher losses next year. I would even concede that. But what I want the I.A.C. to bear in mind is that just as the Air-India International is determined not to lag behind in competition with the other leading airlines of the world, similarly, the I.A.C. also should bear in mind that, although it has a monopoly internally, it should endeavour to maintain the same high standards as in other airlines elsewhere. Here, we have for example, the Air-India International running certain internal services through its Constellations. If you travel in one of them, you will realise the difference. I do not think I need press this point further. It is not merely a question of four engines or two engines, because a time will

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come when all will be four-engined, Viscounts, perhaps. But, why should there be this difference in service? I do hope that the IAC will pepper themselves up and bring up their efficiency, their service, their courtesy and their commercial emphasis up to the Air-India International standard, in spite of the fact that they have a monopoly in this country.

Our pilot position is not as good as the Ministry might like to tell us. I am the President of the Delhi Flying Club and I may tell you that I am hard put to it to get any pilot instructors. I want more pilots, I want more aircraft. We want the young people of this country to become more air-minded. But what is the position? First of all, I cannot get aircraft. HT[2] Hindustan Aircraft is beyond the reach of the flying clubs. What is the Government doing? The Government should supply the flying clubs with additional aircraft, so that all the trainees that are queueing up may be taken. I have nearly 40 people waiting and queueing up, but they cannot be taken in because we have no aircraft and because we cannot get any pilot instructors. There has been some mistake somewhere and we must make amends.

This is not only the case with the flying clubs, the same is the position in regard to the IAC. If you read the report, you will find that in this programme of training for pilots-in-command, there were as many as 50 first officers who were trained, but we find that only 39 of these first officers did obtain their pilot-in-command status and the other 11 were rejected. If you calculate the percentage, it comes to 22 per cent, it is very high. That shows that there is laxity in our standards and when you are up in the air, that sort of mistake must not happen. We will have to tighten up our training.

Now, there is the Aero Club of India. I have held office in that club

also and so it would seem rather harsh on my part to say what I have to say, but I owe a public duty to this House and I must say what I have to say. There are barely a score of members in the Aero Club. Compare it with the Royal Aero Club of Great Britain and think of the work that the Aero Club of India is doing. Previously there used to be an honorary secretary. Now there is a paid secretary. Government gives a grant-in-aid of Rs 20,000 a month and 90 per cent of that gets swallowed up in the pay of the secretary.

Shri Lal Bahadur Shastri: Per year

Shri Jaipal Singh: I am sorry; it is Rs 20,000 per year. Grants-in-aid are usually given per annum, Government are not in the habit of giving it monthly, although we wish they did so it would be much better for the flying clubs at least. I am not saying that there should not be a paid secretary. But the Aero Club is not doing its work and to my mind, Government should think very seriously over this question of overhauling it. Not only it, but there are other societies also. There is the Aeronautical Society and there is another one brought into existence. As a matter of fact, the acceptance by my friends further goes to strengthen my case, which I put forward before, that the whole civil aviation business should go to the Ministry of Defence. I am glad the Civil Aviation Directorate have shown considerable improvement. About the Civil Aviation Training Centre at Allahabad, I have criticised the C A T C very bitterly before; but I am glad to see that we are getting more pilots trained at that centre.

About the flying clubs in general, I have to say this. I cannot understand why there are these bifurcations. We have in Delhi the Delhi Flying Club. Then, there is the Delhi Gliding Association. I really do not see any sense in having two

separate societies, particularly as the one is dependent on the other. I am a member of both. It is not the amount of money that I want to criticise I think we can spend very much more, because much younger people can learn flying and gliding. But I would ask the present Ministers to implement the promise given me by their predecessor, Shri Jagjivan Ram. He gave the promise year before last, that in six months he would merge these two societies. He has a very bad memory and therefore, I would like to remind the hon. Ministers here. I do hope they will think over this matter seriously, because personally I do not say why this should not happen.

In conclusion, I would like to stress that civil aviation is the second line of defence. This House will not grudge money that the Ministry may demand. But with the money that is to be allocated to this Ministry, particularly civil aviation, this House must be satisfied that our second line of defence is being more and more strengthened day by day, year in and year out.

श्रीमती अरिबेन पटेल (भानन्द) उपाध्यक्ष जी, मैं पहले हवाई जहाज सर्विस के बारे में कुछ कहना चाहती हूँ। जब हवाई जहाज सर्विस का राष्ट्रीयकरण नहीं हुआ था, तो उस क्षेत्र में काम करने वाली विभिन्न कंपनियाँ पैसेजर्स को हर प्रकार की सुविधा देने की और अपने आप को लोगों में लोकप्रिय बनाने की कोशिश करती थी। परन्तु आज राष्ट्रीयकरण होने के बाद हम को इस से उलटा ही अनुभव हो रहा है। राजकोट, अहमदाबाद, जयपुर और जोधपुर की जो सर्विस चलती थी, जहाँ तक मेरा ख्याल है, वहाँ काफी विरोध के बावजूद हरन हवाई जहाज प्रचलित किये थे, जो कि इतने खराब थे कि लम्बे और मोटे आदमी के लिए तो उस में निकलना बैठना भी श्रमिक था। आखिर आप को उन हवाई जहाजों को निकम्मा कह कर निकाल देना पड़ा।

समय के सम्बन्ध में कई बार मैंने, और पैसेजर्स ने भी और सीराफ्ट गवर्नमेंट के मिनिस्ट्रो ने कहा है कि उस और जाने वाले हवाई जहाजों का समय इस प्रकार रखना चाहिए कि पैसेजर्स को सुविधा हो, उन का समय ठीक रखना चाहिए। परन्तु उन को यहाँ से साढ़े आठ बजे चलाया जाता है—गरमी के दिन हो, तब भी—और आप हो स्थान कीजिए कि अगर गरमी के मौसम में वे एक बजे अहमदाबाद, दो बजे राजकोट और तीन बजे जामनगर पहुँचते हैं, तो पैसेजर्स को कितनी तकलीफ होती है। अगर आप उन को यहाँ से सवेरे छः सात बजे निकालते, तो यह आप के लिए भी आसान रहता और आप पैसेजर्स को जो लच देते हैं, वह भी बच जाता। उस पर आप को खर्च न करना पड़ता और साथ ही पैसेजर्स को भी तकलीफ न होती। लेकिन हम को तो समझ में नहीं आता कि वर्तमान समय पर चलाने में आप को क्या सुविधा है और क्या फायदा है और आपने इस में पैसेजर्स की क्या सुविधा देखी।

इस के बाद मैं यह कहना चाहती हूँ कि पैसेजर्स के सामान का ठीक तरह से उठाया रखा नहीं जाता है। मैं बहुत कम हवाई जहाज से जाती हूँ, लेकिन मेरा अनुभव है कि दो बार मेरी पेट्री का ताला टूट गया था—मतलब यह कि अगर पेट्री को ताले से पकड़ कर उठाएँ और फेंके, तो ताले में इतनी ताकत तो होती नहीं कि वह पेट्री का वजन सहन कर सके और वह टूट जायगा। जब मैंने शिकायत की, तो चार दिन के बाद दफ्तर से मुझे टेलीफोन आया कि मेहरबानी कर के हम को बताइये कि ऐसा कब हुआ था, आपने शिकायत की थी—(Complaint book) में, इत्यादि। मैं यह कहना चाहती हूँ कि आदमी हवाई जहाज से उतरने के बसत तो देखता नहीं है। लेबल दिखा कर जो हवाई अड्डे पर लेने आते हैं सामान को ले जाता है और जब वह सामान घर पहुँचता है, तब ही उस को पता चलता है कि ताला टूटा हुआ है। इस के अतिरिक्त मैंने

[श्रीमती भविष्येण पटेल]

तो पैसों से यह भी सुना है कि फलों की टोकरी से फल भी चोरी हो गए। वैसे सब बातें आप को देखनी चाहिए। यह तो हमारी गवर्नमेंट के शरमिन्दा होने की बात है कि ऐसा क्यों हुआ। सामान हम से ले लिया जाता है और जब हम निकलते हैं तो हम को दिया जाता है। उस के हवाई जहाज के अन्दर जाने और उससे बाहर निकलने के बीच में कहां चोरी होती है, यह हम कैसे बता सकते हैं? हवाई अड्डे पर तो टोकरी को खोला नहीं जाता है, इसलिए वहां पर यह कैसे भाजूम हो सकता है कि कितना सामान कम हो गया है। मैं आपका है कि मंत्री महोदय इन बातों पर विचार करेंगे।

जहां तक ट्रांसपोर्ट की समस्या हल करने का प्रश्न है, कुछ दिन पहले हम ने अखबार में एक अन्वेषण सा नक्शा देखा था कि देश की सारी नदियां जोड़ी जायें और उन में स्टीमर चलाये जायें, तो हमारा काफ़ी सामान एक जगह से दूसरी जगह, एक प्रान्त से दूसरे प्रान्त में जा सकता है। हम देखते हैं कि हमारे देश में पब्लिक और प्राइवेट दोनों सैक्टरों में उद्योग का काम बढ़ रहा है और हम अन्न की समस्या भी हल करना चाहते हैं। अगर अन्न भरपूर हुआ, परन्तु यदि उस को और दूसरी वस्तुओं को एक जगह से दूसरी जगह ले जाने के लिए रेलवे, सबको और जल-मार्गों का पूरा विकास न हुआ और उन में को-ऑर्डिनेशन न हुआ, तो हमारी स्थिति में सुधार नहीं होगा और हम को सब जगह बोटल-नेक्स का सामना करना पड़ेगा और हम को बहुत तकलीफ होगी।

एक आई ने रत्नागिरि के बारे में बात कही। इस विषय में मैंने जो कुछ सुना है, वह मैं कहना चाहती हूँ। करीब बारह चौदह लाख की टिकटें आने जाने में स्टीमर में निकलती हैं। लोग सबक से भी—बस के द्वारा भी—जाने लगे हैं, लेकिन बसिक से इतने लोग नहीं जा सकेंगे। जहां तक मैंने

सुना है, आप के स्टीमर दो पांच साल तक खत्म हो जायेंगे—चलने लायक नहीं रहेंगे। आगे के लिए आप ने क्या सोचा है, क्या बन्दोबस्त किया है? जहां तक मैं जानती हूँ, आज जो कम्पनी है, उस को बाटा हो रहा है और उसके पास नये स्टीमर लेने के लिए पैसा नहीं है। आप उस को लोन देते हैं, वेना चाहते हैं और उस में लोन लेने की शक्ति है या नहीं, इस के बारे में हम कुछ नहीं जानते। परन्तु अगर आप ने यह समस्या हल नहीं की, तो रत्नागिरि से जो लोग आते जाते हैं अपनी रोटि कमाने के लिए, उन का क्या होगा, और बम्बई में जो उद्योग चल रहा है, जो इन्स्ट्रुमेंट है, उस का भी क्या होगा, इस बात को आप को सोचना होगा।

हवाई जहाज सविस के बारे में एक बात रह गई थी वह मैं कहना चाहती हूँ। एयर इंडिया इन्टरनेशनल की तो सब और से तारीफ होती है लेकिन आप की जो इन्टरनल सविस है उस के बारे में शिकायत होती है। इस का कारण क्या है? उन दोनों को सरकार ही चलाती है। मैं कभी उस में गई नहीं हूँ। कभी टिकट नहीं मिलती है या कभी अचानक जाना पड़ जाता है तब ही जाती हूँ। कभी कभी कास्टेलेशन में रुक जाती हूँ। मेरा कहना यह है कि आप की इन्टरनल सविस के जहाजों में जो गन्दगी है, उस को साफ करने की आवश्यकता है। इस में ज्यादा पैसा लगने की बात है, यह मैं मानती नहीं हूँ। मेरा ब्याल है कि इस बारे में जितना ध्यान रखना चाहिए, वह नहीं रखा जाता है और बेपरवाही बरती जाती है। इस का पूरा ध्यान रखना चाहिए।

अब मैं पोस्ट आफिस के बारे में कुछ कहना चाहती हूँ। अक्सर अनुभव यह है कि लोग बेचारे एक्सप्रेस डिलिवरी के पैसे खर्च करते हैं, परन्तु उन के पत्र आदिनी डिलिवरी से भी पीछे मिलते हैं। अभी पिछले हफ्ते ही मुझे इस का अनुभव हुआ था—कई बार इस का अनुभव हुआ है। लोग बेचारे जल्दी के कारण पैसे खर्च करते हैं, लेकिन पत्र दूसरे तीसरे दिन

या दूसरी तीसरी डिलिव्री में मिलता है। इस का कारण सोचना चाहिए और इस को ठीक करना चाहिए, नहीं तो एक्सप्रेस डिलिव्री निकाल देने चाहिए दोनों में से एक बात होनी चाहिए।

मैं यह भी जानना चाहती हूँ कि अब जब कि सब जगह कांट छाट होने लगी है, तो हर एक देहात में पोस्ट आफिस की सुविधायें प्रदान करने का आप का जो प्रोग्राम है, वह अब भी कायम है या नहीं। इस के प्रतिरिक्त भकानों के बारे में आप ने क्या सोचा है? भकान आप प्रपना बनाना चाहते हैं या किराये पर लेना चाहते हैं, किराये पर लेना हो तो इस बारे में स्थानिक लोगों से सलाहमशविरा किया जाव और उस के अनुसार कार्यवाही की जाय।

एक बात मैं बारदोली के बारे में कहना चाहती हूँ। बारदोली का अब काफी विकास हो गया है। जब बारदोली गाव से पोस्ट आफिस या, तब सारी बस्ती वहा ही थी। आज सारी बस्ती स्टेशन पर बढ़ गई है और उद्योग का काम भी स्टेशन की तरफ बढ़ गया है। स्टेशन के पास जो पोस्ट आफिस है, वह खाली डाक लेता है, लेकिन वहा से डिलिव्री नहीं करता है। डाक पहले हैड आफिस में जाती है और फिर आती है और उस में देर होती है। इस बारे में आप सोचे। वहा भकान के बारे में भी देखना है। भानन्द के बारे में तो मैं ने आपको लिखा है।

अब मैं आपको टेलीफोन के बारे में कहना चाहती हूँ। कई लोग शिकायत करते हैं कि उनको दो दो और तीन तीन साल पैसा भरे हुए हो गये पर अभी तक उनको टेलीफोन नहीं मिला है। इस बारे में आप क्या करना चाहते हैं। अगर आप दो तीन साल तक टेलीफोन दे ही नहीं सकेंगे तो लोगों से ऐसा साफ कह देना चाहिए और अपने डिपार्टमेंट को भी कहना चाहिए कि इन जगहों पर टेलीफोन के लिए किसी से पैसा न लें।

भानन्द और अहमदाबाद में टेलीफोन के बारे में लोगों को बहुत कटु अनुभव है। मुझे अपना निजी अनुभव तो है ही, और लोगों ने भी मुझ से इस बारे में शिकायतें की हैं कि जब टेलीफोन बिगड़ जाता है और कम्पलेंट की जाती है तो कहा जाता है कि तुम्हारा नम्बर १७ तुम्हारा नम्बर ३८ है, तुम्हारा नम्बर १०० है, अभी बहुत से टेलीफोन बिगड़े पड़े हैं जब तुम्हारा नम्बर आवेगा तो काम कर दिया जायेगा। तो यह काम आराम से किया जाता है मैं समझती हूँ कि टेलीफोन की तो उसी दिन रिपेयर होनी चाहिए जिस दिन कि कम्पलेंट दी जाये। मैं ने अपने टेलीफोन के बारे में आपको लिखा था। मेरे घर से खबर मिली है कि बम्बई से एक बहुत अच्छा अफसर आया और उसने टेलीफोन का वाक्स बदल दिया। परन्तु कितने लोग आपके पास पहुच सकते हैं और किस तरह से उनका काम चल सकता है। इसके बारे में आपको जाच करनी चाहिए और इसको ठीक करना चाहिए। मैं यहा पर जो शिकायत करती हूँ वह अपने लिए नहीं करती हूँ। मैं तो ग्राम जनता से सुनती हूँ और जाच करके जो सही होता वह आपको बताती हूँ।

कई बार भानन्द डेअरी से लिखा गया है कि उनका टेलीफोन चलता नहीं है। उनको आपने एक निजी टेलीफोन एक्सचेंज भी दिया हुआ है। पर वह कहते हैं कि आप यह टेलीफोन एक्सचेंज ले लीजिये और हमको अलग अलग टेलीफोन दीजिये। इसके बारे में करीब डेढ़ साल से लिखा-पढ़ी चल रही है कुछ हुआ नहीं है। आखिर मैं ने उनको कहा है कि आपकी जो लिखापढ़ी हुई है उसकी नकल मुझे भेज दीजिये। परन्तु इस तरह से मैं कितने लोगों की कष्ट कि मुझे नकल भेजें और मैं उसको आपको भेजू। इसका कोई ठीक रास्ता निकालना चाहिए।

बम्बई की टेलीफोन डाइरेक्टरी के बारे में मुझे कुछ कहना है। जो आप टेलीफोन डाइरेक्टरी बनवाते हैं उसमें टाइप ऐड

[श्रीमती मणिबेन पटेल]

तो नहीं रखना चाहिए कि आदमी को देखने में तकलीफ हो। जो टेलीफोन डाइरेक्टरी बहा निकलती है उसका टाइट्र काफी छोटा है। मैं ने सुना है कि इसमें काफी मुनाफा रहता है उस आदमी को जिसे आप इसे छापने को देते हैं। बेहरबानी करके इस बारे में भी आप जाच कीजिये और इसमें जो हो सके वह करना चाहिये।

अब मैं जो माइनर पोर्टल हैं उनके बारे में कुछ कहना चाहती हूँ। यह मामला स्टेट्स का है लेकिन अगर हमको अपना ट्रांसपोर्ट का मुहकमा अच्छी तरह से चलाना है तो केन्द्रीय सरकार को भी इस बारे में सोचना चाहिये। कम्बे, सूरत और भडौंच एक समय समृद्ध शहर थे। आज उनका काम ठीक से नहीं चल रहा। उनके बन्दरगाहों की ओर ध्यान नहीं दिया जाता। इसलिये ये शहर गिर रहे हैं। कम्बे के बारे में खम्बात के लोगों ने तो एक किताब छपी है और आपको भेज दी है। इस बारे में आप ध्यान दें और जो हो सके वह करने का प्रयत्न करें।

एक बात और है और वह यह कि हम बार बार सुनते हैं कि बन्दरगाहों पर सामान ठीक से नहीं उतारा जाता। स्टीमर से माल जल्दी निकलता नहीं और हमको हजारों रुपये डेमेरेज का देना पड़ता है। इस मामले को हल करने के लिये यदि कोई आटोमेटिक लोडिंग अनलोडिंग का इन्तिजाम जरूरी हो तो वह भी करना चाहिये क्योंकि इस तरह से जो पैसा हमको देना पड़ता है वह विदेशों को चला जाता है और हमको आज अपने देश में पार्स पार्स की जरूरत है।

सड़को के बारे में आपका नागपुर प्लान है। उसके मुताबिक कहा काम हुआ है कहा नहीं हुआ है इसको देखने की जरूरत है और जहाँ स्टेटों की जरूरत हो वहाँ उनको मदद भी करनी चाहिये। मैं आपको बताऊँ कि आपके नागपुर प्लान के मुताबिक गुजरात

के डिस्ट्रिक्ट्स में कितना काम हुआ है। सापेरकठा में ६४ पर सेंट की कमी है, भड़ौंच में ६३ पर सेंट की कमी है और बनावरकठा में ६० पर सेंट की कमी है। इस तरह से जहाँ सड़कों की इतनी कमी है वहाँ अगर केन्द्रीय सरकार राज्य को मदद नहीं करेगी तो यह सड़के कभी नहीं बन सकेंगी। आपको मालूम नहीं होगा कि जब शहरों में अनाज का दाम १० रुपया होता है तो इन डिस्ट्रिक्ट्स के देहातों में उसी अनाज का दाम दो तीन रुपया होता है कारण यह है कि वहाँ से सड़क से माल जा नहीं सकता।

मैंने जो थोड़ी सी बातें आपसे कही हैं उनके बारे में आप कुछ ठीक से करेंगे ऐसी मैं आशा करती हूँ।

Mr. Deputy-Speaker: Now, Shri Yeshwant Singh

Shri Narayanankutty Menon: I had given my name also. We had given only one name.

Mr. Deputy-Speaker: The difficulty is that I am calling the Minister at 3 P.M. but now, perhaps, I may be calling him at 3.0 P.M. Of course, I have received the intimation from the Member, but there is no time now, since Shri Yeshwant Singh is the last speaker.

Shri Thanu Pillai (Tirunelveli): You may extend the time, because some of us would like to speak about our State also.

The Minister of State in the Ministry of Transport and Communications (Shri Humayun Kabir): You may give time to Shri Narayanankutty Menon. I shall speak afterwards.

Mr. Deputy-Speaker: The hon. Member will be given time. The debate is not being concluded today. Hon. Members will have time, and they will be called, because we have to continue this debate.

Shri Narayanankutty Menon: I did not know it because I was not here. That was why I asked you.

Mr. Deputy-Speaker: Shri Yeshwant Singh will be here on Tuesday, I suppose.

Shri Yeshwant Singh (Mahasu): Yes.

Mr. Deputy-Speaker: Then, we may give preference to the hon. Member who will be going out of station.

Shri Yeshwant Singh: If that is your wish, I agree.

Shri Narayanankutty Menon: Normally, when the Demands for Grants of this Ministry come up for discussion, we would have liked very much to offer our own suggestions for some of the most important problems concerning this Ministry, as, for instance, the congestion at the ports and so on, and we would have offered our own suggestions for finding a way out of these troubles. But, today, when the Demands of this Ministry are being discussed, a very huge spectre is haunting us all over the country, and we find that this Ministry is responsible for that, even though, from the last two days' proceedings in this House, and also from what has been stated outside this House, it appears that the Ministry has abdicated a large share of its responsibility to other departments.

I would like to refer to the demands that have been placed directly before this Ministry by more than four lakhs of employees, but which have been pending before this Ministry for the last two years. Apart from the reasonableness of those demands, we find that those demands are being negotiated upon between the employees and the Ministry. The employees have waited for two long years. At last, when the negotiating machinery, which is absolutely non-existent—if you trace it back to its history—failed, the employees concerned had no other go; they served a strike notice on the Ministry. The way in which the strike notice was taken,

and the subsequent negotiations conducted by this Ministry and also the Prime Minister go to show that a false impression has been created both inside this House and also outside, in fact, throughout the country, that a substantial portion of the demands has been conceded, and now the employees are demanding their pound of flesh.

To put it in a nut-shell, the employees gave a memorandum of demands containing many demands, but ultimately, they came down to seven most important demands. One of them was the appointment of a pay commission. During the last stages of the negotiations, and for the first time, in the history of this country, the Prime Minister himself took some interest in the affairs of labour directly, and he was pleased to call their representatives for negotiations. In those negotiations, if we can believe the press reports, the Prime Minister gave them an assurance that a pay commission would be appointed. We are also told that the Labour Minister who was present at those negotiations assured the employees that their subsequent demand in the charter of demands, namely that there should be interim relief, will also be referred to this pay commission.

But, surprisingly enough, everyone of us, who in our heart of hearts wanted to avert this calamity which was going to be forced upon the nation because of the intransigence of Government, was surprised by the announcement of the Finance Minister this morning. Not only have the major demands of the employees concerned not been included in the terms of reference of this pay commission, not only have the great expectations in the country and the assurance of the Prime Minister and the Labour Minister not found a place in the announcement, but the announcement itself has come as a great shock not only to the employees but to the country at large.

[Shri Narayanankutty Menon]

Whatever one may say about this pay commission, the terms of reference themselves *prima facie* suggest that the acceptance of this offer from the Government by the employees concerned will only delay their achieving their demands; furthermore, it will be so treacherous for them to believe in this pay commission itself.

Even though a suggestion was made, when the resolution regarding the appointment of a second pay Commission was being discussed before this House, that Government must appoint a committee—it was not to be called a commission, because their long-standing prestige will not allow them to call it a pay commission, since the employees had demanded it, and since a resolution had come from us on those lines; prestige should have the last word, and, therefore, they would not call it a commission—that resolution was not accepted. Later on, at the end of the negotiations, the Prime Minister said, 'We shall call it a pay commission, whatever might happen'.

But ultimately when the pay commission has come, we find that it has so many limitations, the first limitation being that the terms of reference are so vague that a directive or a *fait accompli* has been given to the commission, and thus, the commission's decisions are to be circumvented or limited by the terms of reference. This shows that any increase in the emoluments that are to be given as a result of the recommendations of this commission should be dependent on the pay scales of the State Government employees. Never before in history, when a dispute is going to be settled, when a third party is going to be appointed as arbitrator, has one of the prosecutors or one of the accused dictated the terms of reference whereby the basis of the whole decision is dictated beforehand.

15 hrs.

Secondly, even though the wage scales of these employees are to be

determined by this Commission, the most important demands are left out. As we all know, since the Prime Minister's discussions and the breaking off of negotiations, no attempt has been made by this Ministry to take up this dispute in the normal way of conciliation so that the employees will at least have the consolation that these demands are being attended to.

The most important demand that is left out, that has not been conceded and that is still hanging fire, is the demand of the 80,000 extra departmental staff employees who are being treated as slave labour by this department for the last so many years. This Federation was saying on behalf of these extra departmental staff that their union was refused to be recognised by the Minister himself, and there is no graded pay, no security of service and so on. Now Government are trying to split the employees concerned by making the Pay Commission applicable to a section of employees. So you betray the 80,000 people who have stayed along with you. Their demands are also left out and this truncated Pay Commission is appointed. If the Government think that the employees concerned should be satisfied by means of this reference and wait for two years more to come to a *fait accompli* of the direction that is made by the Finance Minister to the Commission, it is impossible for any employees worth their name to accept this.

Furthermore, the way in which all these two years negotiations were conducted and the miserable way in which the departmental officers were behaving with this Federation and the employees are worth mentioning, but for want of time I am not referring in detail to them.

Coming to another part of the public sector for which this Ministry is responsible, that is, the ports in the country, for want of time I am placing before the House only certain glaring examples in regard to the port of Cochin. There rules an officer under this Ministry who was about

to retire on the 1st June 1957, and whose term has been extended for one year more. Under that officer, 4000 workmen are working there, and according to the Minister, they are doing their work so that the Second Five Year Plan may be a complete success.

The circumstances under which these 4000 workmen are working day and night so that the Second Five Year Plan may be a success are a story that every citizen of India should listen to. This officer sitting right over these workmen, refuses to recognise the Union of these workmen, on the muster rolls of which there are 95 per cent of the employees. The demands on behalf of those employees were placed before this administrative officer and also before the Government of India as also to the Chief Labour Commissioner one year and four months ago, and still the Union is waiting for a reply! Disputes are to be settled, according to the Prime Minister, in a peaceful and normal way; disputes are to be settled by negotiating with the employer so that a strike is not precipitated. But I ask if no reply is to be received when these disputes were raised one year and four months ago with the Ministry concerned, with the administrative officer and with the conciliating machinery, with whom are the employees to negotiate? The employees do not find anybody to negotiate with. The workers are in such a condition that the condition of the port is fast deteriorating.

Just about some time back a question was answered by the Ministry concerned. When I asked a question—as regards the facts I had gone to the spot and verified—whether the main navigation channel of the Cochin port was being silted up and a tanker which entered the Port about a month back had to be taken back because the navigation channel had silted by 18 feet depth, I was given a two-word reply—“No, Sir”. When I ask the Minister, whether in view of the fact that he answers that the silted up is not there, he will be pleased to inquire whether the allegation that has been made that the

main navigation channel is being silted up is true, it is impossible. Why? Because it has never been the tradition and practice of these Ministries to go and make independent inquiries. They believe only those officers who are put there.

When the Ministry tells the workmen that the Five Year Plan is there and you work for the country and do not strike work, this officer compels workmen to work for seven days in a week. If anybody refuses to work on a Sunday or holiday, he is charge-sheeted and then placed under suspension for a long time. When in such manner the workmen of the port are being treated by the officers of this Ministry, when this particular administrative officer, who is notorious for his anti-labour activities, is to be kept there even after retirement for one year more, what is to be done? Everybody could have understood it if the man was so technically qualified that his presence there was so important. But the man is not at all technically qualified. Then where are these workmen to go and negotiate, where are the workmen to see that the Five Year Plan should be a success by negotiating and not striking work?

These are the conditions in which the workers of the Posts and Telegraphs and Ports are living under this Ministry. Apart from the statement that is made before this House by the Transport Minister about the grievances of these employees a few days ago, as reported in the Press, the Prime Minister has come out with a statement, a statement in which he has told the workers that if there is a strike at this time of the country's economy, if the workmen go on strike, it will almost be tantamount to an act of treason, because the workmen will only be sabotaging the attempts of the people of India to build a free, independent and socialistic India during the Second Five Year Plan. If such kind of references come to those workmen who are on the fields, millions of them who are putting their blood, sweat and labour in order to see that they build up a

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socialistic India, when in front of them they see officers like the one I referred to—who are not aware that the Government of India have taken a decision that socialism shall be the object of our endeavour—from whom are the workmen to get socialism and a fair deal? When references are made in this fashion to workers who have been agitating for the realisation of their demands for years together, who have been carrying on this agitation in a peaceful way, when they find it impossible to get these demands redressed after leaving no stone unturned in order to arrive at a peaceful settlement, when they are being accused of treason, and they are put under those officers on the spot whose only part in the Five Year Plan is to swindle and also to mismanage things, I fail to understand what is the definition of 'treason' that is being given by the Ministers

These people—millions of them—work for the Plan. They want a fair treatment. They were prepared to negotiate. In the face of that, the answer is no, we shall not negotiate with them, they are traitors to the country. And on the other side, those people who are sitting on the head of these workmen, against whom only allegations are coming, who have nothing to contribute of their own to the Plan, who only make a mess of things throughout the country, they are the great patriots!

I submit that the monopoly of patriotism has been taken by a set of people who are sitting on the other side, who themselves claim that they are the patriots in the country. You are accusing millions of workmen in the country who are working in Bhakra-Nangal dam. You are accusing them of treason. What is the definition of treason?

Mr. Deputy-Speaker: I have never made any accusation.

Shri Narayanankutty Menon: May be you have not done it. But allegations of treason have been made against those workmen.

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): He has not caught the point.

Mr. Deputy-Speaker: I appreciate that the hon. Member is speaking under great strain. But then, he ought to exercise some restraint.

Shri Narayanankutty Menon: I am not at all under strain, if at all there is strain, it is strain all over the country.

Mr. Deputy-Speaker: May be. Therefore, there is strain on the Member as well.

Shri Narayanankutty Menon: My submission is that instead of these accusations being made against the workmen concerned of treason, instead of claiming the monopoly of patriotism on one side only.

Shri Yashwant Singh: Unless an act of treason is committed, there is no question of treason. It is only the hon. Member who feels so.

Mr. Deputy-Speaker: He is telling us how he feels.

Shri Narayanankutty Menon: I agree with the hon. Member that unless the act is committed, it won't be treason. But even before that, even before the act is committed, the accusation of treason is being flung before everybody. I submit that instead of making these allegations and counter-allegations against each other, instead of taking over a big club in public, if you really are honest and if you really believe that the country should prosper and the Second Five Year Plan should be a success, then, take these workmen, who are really responsible for the success of the Plan, into confidence. If instead of finding out legal lacunae and technical difficulties and offering them some sort of a Pay Commission from which no workman could understand what he is going to get, if the real spirit is there, negotiated settlement is possible at present. After all the negotiations, the difference of

opinion is very narrow. Some of the demands have already been agreed upon in the past by the Labour Minister and the remaining demands of these employees are to be considered by reference to the Commissioner concerned. If at all what was decided upon by the first Pay Commission—an almost judicial body—has been implemented we will be able to avert this calamity, a calamity that is facing the nation and if it is the earnest desire of everybody concerned here and

Mr. Deputy-Speaker: I have already pointed out that I am not to blame.

Shri Narayanankutty Menon: I am sorry, Sir, my address was to the Government.

Mr. Deputy-Speaker: He ought to address me and not the Government. That is my complaint.

Shri Narayanankutty Menon. My address was to the Government through you.

Mr. Deputy-Speaker: I should be addressed and not the Government.

Shri Narayanankutty Menon: Therefore, I tell the Government that an honest attempt should be made in days to come not in the shape of the Bill introduced this morning but in the spirit of negotiations that was being mentioned long long ago. If the spirit of negotiation still exists there a settlement is possible and I appeal to the Government that the employees should not be cornered to the wall where they will be compelled to resist. That resistance will ensure a defence and that should not be called an attack on the nation. If the spirit of negotiation comes into play and if the bona fides of the Government are established, an agreed solution is possible, and I hope that the calamity will be averted by changing the policy that is being pursued at present.

Shri Humayun Kabir: Mr Deputy-Speaker, Sir, I would like to reciprocate warmly the sentiments expressed

in the last sentence of the speech of the hon Member who has just sat down. Everybody in this country wants a settlement and wants that all disputes should be settled by negotiation. That is why the Government have all the time been anxious in discussing these matters, meeting the representatives of the Trade Unions again and again. I may tell the hon Member that even this evening I am meeting some of the representatives once again. The Government have never closed their doors will never close their doors and will always be prepared to listen to all the legitimate grievances. The Government do not for a moment also deny that there are certain grievances which require looking into but it is a question of time. It is a question of how far we can all advance and if there is genuine goodwill on both sides, there is no reason whatever why this problem just facing us at the moment cannot be resolved, as we have resolved so many problems in the past.

15 14 hrs

[**SRI PATTABHI RAMAN in the Chair**]

But, I would like at this stage, after these general remarks, to confine myself to some of the specific issues which have been raised during the discussion. Before I take up any of the policy matters, particularly with regard to Civil Aviation, I would like to deal with certain comments made by hon Members regarding inland waterways.

One hon friend said that he regarded the allocation of Rs 340 lakhs as inadequate for the development of the inland waterways. I wholly agree with him and none will question that statement. We all know that the allocation is in absolute terms inadequate, but it is a question of distributing, as well as we can, the available resources of the country. Many things are desirable and many things will be done. But, they cannot be done just now because we do not have the resources available to us at the moment.

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Another hon. friend referred to the master-plan and the desirability of having an inland water system which would connect the Ganga-Brahmaputra through the Sone with Mananadi and then, perhaps, with Godavari so that there is one continuous link of inland water transport from northern and north-eastern India to South India.

Suggestions have also been made for connecting the Tapi and Narmada. All these are desirable and, perhaps, a time will come when all this will be done. But the question is, can we do it just now? With regard to the Narmada and the Tapi, from the preliminary investigations, it seems that at present the Narmada is navigable only for 40 miles. Very small craft can go for another 45 miles and after that there is a gorge of 70 miles which is impassable. It will require great engineering skill and colossal expenditure or money in order to make it navigable. At the moment, can we afford this when there are so many other pressing claims upon us?

Tapi's position, I find, is even worse, because after 20 miles or so, the river is not navigable. They can all be made navigable if sufficient money is spent. Can we afford to spend that money just now? That is why, while we are fully conscious that inland water transport should be developed and must be developed wherever possible, we have made a beginning with development in the north-eastern regions and with the development plan of the Buckingham canal. If this first stage is carried out then there is coordination in transport between the rivers, the railroads, the coastal shipping and I would also add civil aviation, if the systems of rail, steamer and air transport are thoroughly co-ordinated. Then we will be able to plan with greater confidence at a later stage in achieving some of those targets which have been mentioned by hon. friends today.

Again, one hon. friend referred to the question of providing navigation canals in Madhya Bharat. After what

I have said, he will, I hope, forgive me if I say that just now we cannot take up the question of inland water transport on any large scale in Madhya Bharat. Of course, I agree with him when he says that there should be perfect co-ordination between the Central Water and Power Commission and the Ministry of Transport. And, I can assure him that every effort is being made to see that that co-ordination is available continually and on an increasing scale.

These are the major points that were raised with regard to inland water transport during the course of the debate and I would conclude by saying that we are fully conscious of the need of developing inland water transport. But, in view of the extreme shortage of funds—every one knows how the country is passing through a great strain because we do not have adequate resources for meeting the demands of the Second Five Year Plan and with increasing prices the total moneys required for the Second Five Year Plan are also daily increasing—we cannot do it now. From Rs 4800 crores which was originally planned in the public sector, we do not know what the exact figure is today. At one stage, it was suggested that it may mean Rs 500 to Rs 600 more; maybe more. We do not know the exact figure. Therefore, in view of this shortage, we have provided a small amount for inland water transport. We know it is inadequate. But, if we utilise it fully and adequately, that will enable us to make a demand later for a larger allocation. I am sure that all Members of this House, from all sections and from all parties will give added strength to that demand, once we prove that inland water transport is a useful and effective alternative way of transport, particularly for bulky goods and goods for which the time factor is not a very important one.

Now, I come to civil aviation. With regard to civil aviation many points have been raised by many

non Members. If I just deal with the points one by one, that itself would take a very long time I would crave the indulgence of the House for that; but I think there are certain facts which should be placed squarely before this House

There is, I think, a certain amount of misunderstanding in the public mind, and, I regret to say, even among a section of the hon Members of this House about what exactly has happened in civil aviation in the course of the last 3 or 4 years after nationalisation. With your permission, I shall reserve my remarks about the general impact of nationalisation on civil aviation after I have dealt with the particular points which have been raised by different hon Members

My hon friend, Shrimati Maniben Patel referred to the question of timing, timing between Delhi and Saurashtra. This is certainly a matter which can be looked into. But, whenever timing is adopted, the convenience of all the different people have to be taken into consideration. And, it often happens that what is convenient for one set of people is not always convenient for another set of people. Therefore, a time-table which will satisfy all the intermediate stations and also the starting point and the terminus is very difficult to work out. Nevertheless, a suggestion that we should try to revise the timings and see that the air services arrive at some earlier hour will be given proper consideration, especially when the Viscounts have been introduced, the whole route pattern will be reviewed and all these questions of detail about time-tables will also be taken into consideration.

With regard to complaints about the handling of luggage and cleanliness in the aeroplanes, I agree that every effort must be made to ensure that there is complete passenger satisfaction in these respects. I would ask the hon Member to note whether there has not been some improvement in all these respects in recent months.

Sometimes comparison is made between the nationalised air service and the air services that operated before nationalisation. I have been fairly a constant traveller by air in the last 14-15 years. I have travelled practically by every air line in this country and also by many other air lines in different parts of the world. In our country, before nationalisation there were great disparities. I am prepared to admit that in certain cases the nationalised air corporations have not been able to improve the passenger amenities very much. But when you make a comparison with some of the best airlines before nationalisation like the I.N.A. or Air India and compare them with some of the weakest sectors today, this is not quite fair. If however you compare some of the worst sections of former days with some of the worst today, I would certainly make a claim that we have done well, the improvement is remarkable. I have travelled by planes in 1948 when it was difficult to say in the plane for more than an hour and a half. There were certain points where the congestion was heavy. It was a positive infliction upon the passengers. I do not say this as an apology. I entirely agree with the hon'ble Member that every effort must be made to improve our services.

I have also made certain suggestions to the Airlines Corporation. In all international airlines, whenever a plane lands on ground there is complete cleaning of the aeroplane and there is a check-up to see whether there is any room for any complaint. I have suggested that a similar procedure should be introduced here also. Wherever a plane stays in the ground for more than 20-25 minutes, a complete check-up should be done and I have every confidence that this will yield results quickly.

There was a complaint about the handling of baggage. I can assure the hon Members of this House that every effort is being made by the

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I.A.C. to improve baggage handling, to make it quick and more expeditious. Greater care should be taken of the baggage of the passengers. I confess that at times the baggage is handled roughly. That unfortunate experience is not confined only to our country. In other countries also, I have had that experience and when the baggage comes out of the aeroplane, it is somewhat battered. It is unfortunate and I would say that every effort will be made to see that these improvements are carried out.

The hon. Member also referred to the question of stealing from the freight. I can only say that I am extremely sorry that something was stolen during transport. I have never heard this complaint before. There are many other complaints and I have myself complained. At times the baggages go to some other place instead of their destination. On one occasion, I was going from Delhi to Calcutta. When I arrived at Calcutta, I found that my baggage was at Kashmir. It was before the days of nationalisation so that no hon. Member can say that it was on account of nationalisation that this deterioration has taken place. This was at the end of 1948. Though the air company were profuse in their apologies and they got my baggage within 48 hours, I had a fairly uncomfortable time because Delhi was quite cold while Calcutta was warm and I had arrived at Calcutta with my warm clothes expecting that I could change over to cotton clothes on arrival at Calcutta. That kind of a complaint I have heard and I have made myself. But I have never heard that anything has been stolen and I am extremely sorry. I shall certainly ask the I.A.C. to see if any such complaint is ever made that it is not only looked into but very serious action is taken. I also say with regret that if incidents like this happen it is only a reflection on us. It is one of us who has removed it—one of our fellow Indians working in some capacity or the other. I am sure it was not a passenger; it may

be somebody working there. It would be a matter of deep regret to me if any of our workers should be guilty of any such commission.

The hon. Member also referred to the great praise of the Air India International. All of us are very happy and I would only ask her to show a little more charity to I.A.C. also.

Shri Jaipal Singh is not here unfortunately. Some points were raised by him. He had to go to another meeting and he informed us. I must say that his first complaint was not quite intelligible to me. He did not want that any of these air corporations should sell any of their aircraft. He was not happy that the A.I.I. were trading in constellation 709 for the super constellations. If we had not done that, we would have had to pay a very much higher price; it would have meant additional dollars which we do not possess to day. Since he was very anxious about dollars in another context, I did not understand how he reconciles his concern for earning more dollars to the loss in dollars which would have resulted had matters been otherwise.

With regard to the other purchases which are proposed to be made, certain remarks were made. If we had enough money and if there was no foreign exchange problem before the country and if our resources were unlimited, we could certainly afford to have as many planes as we like and keep them in hangars. America can afford to have what is called a moth-ball fleet. Our country is poor and the idea of having a moth-ball fleet will simply not work here, especially when in the same breadth the hon. Member charges the I.A.C. with heavy losses. If all these aircrafts which are not being utilised are kept and merely preserved and additional moneys are invested for the purchase of new aircraft which we require for operating, then obviously the losses would go up and it will be an additional burden on the exchequer. I

am afraid that I could not reconcile these two parts of the criticism of the hon. Member.

An aircraft registered in India is alleged to have been sold in Afghanistan, without the permission of the Government of India. I shall certainly make an enquiry into it. I do not see how an aircraft which is registered in India could be sold without the permission and knowledge of the Government of India. I shall certainly make an enquiry into it and also into the question as to whether the Government has lost any income-tax. I can assure the hon. Member that at any time Government do not want to lose money. The income-tax department has never been accused of letting go the money which can be acquired, particularly in view of the shortage through which we are passing now, every effort will be made to see that not a penny is lost in this way.

The hon. Member made a very good suggestion when he said that just as in the Air India International there are targets for different sectors, there should be some target for I.A.C. also. I shall certainly ask them to look into this and see whether targets of this nature can be set. But it will be realised that this business is of a type where you cannot always lay down targets. It depends upon so many factors: general prosperity of the country, the amount of confidence in air travel, the comfort given, the alternative modes of locomotion available—all these factors come into consideration. However, within the limitations of the trade whatever can be done to develop business will be done. I shall examine the question of this target.

The hon. Member also referred to the so-called competition between the I.A.C. and the A.I.I. particularly with regard to the chartering of planes. He was, perhaps, referring to the fact that sometimes people who want to charter planes prefer Skymasters to Constellations. I may assure my

friend that there never is any question of any competition between our two airlines. Those points which are served by A.I.I., which are on their regular schedule, there the I.A.C. never enters. Where there is no regular service of A.I.I. and it is open market, the charterer might go to A.I.I., I.A.C. or any other foreign operator. In such cases if the I.A.C. can help us to earn some additional foreign exchange, I do not think that could be regarded as a crime on the part of the I.A.C.

We shall certainly see that there is better co-operation and more co-ordination between the two Corporations, particularly with regard to development of tourist traffic. I agree that there is room for better co-ordination and development between the I.A.C. and A.I.I. and the tourist agencies, Indian and Foreign.

The hon. Member again referred to the fact that the standard of flights in the A.I.I. is much higher than the standard of flights offered by the I.A.C. I do not think anybody would deny that for a moment. A.I.I. has to compete with international standards, it charges international fees and uses aeroplanes which are internationally approved, whereas the I.A.C. charges fees which are probably the lowest in the world except two countries, and certainly in many cases not economical. The I.A.C. also uses planes which are used on internal flights. If my hon. friend travels on some of the internal airlines of other countries, he would find that there is a great deal of difference between internal lines and international lines. I will take the case of the United States of America. I have travelled in some of the smaller lines in the United States of America, and I have found that in some of the lines—which are a sort of “bush line”—many amenities are not provided and the conditions are so different from the international flights that if one did not experience it one would find it difficult to believe. Of course, their regular flights are superior in standards, and I shall deal with this point later

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when I discuss the points raised by my hon friend, Shrimati Renu Chakravartty, why IAC is going for better aircraft like Viscounts

But I should like to assure my hon friend Shri Jaipal Singh even though he is not present here, that though IAC is in a monopolistic position, there is no intention and there shall be no intention that it will take advantage of that position. It is a service and one of the main purposes why the airlines were nationalised

Mr. Chairman Order order The hon Minister may resume his seat The Minister of State in the Ministry of Home Affairs wants to place a document on the Table of the House

PAPER LAID ON THE TABLE

REPORT OF THE ADDITIONAL
DISTRICT MAGISTRATE OF DELHI
ON THE POLICE FIRING IN DELHI
ON 31-7-1957

The Minister of State in the Ministry of Home Affairs (Shri Datar): Sir, I beg to lay on the Table a copy of the Report of the Additional District Magistrate of Delhi on the Police firing in Delhi on the 31st July, 1957 [Placed in Library See No S-154/57]

Mr. Chairman Are there copies for circulation?

Shri Datar: It is a fairly bulky report We have not got copies

Shri Nath Pal (Rajapur) Can we have a look at it?

Shri Datar: It is placed on the Table of the House

Mr. Chairman In the meantime the hon Minister may continue his speech

DEMANDS FOR GRANTS—contd

MINISTRY OF TRANSPORT AND COMMUNICATIONS—contd

Shri Humayun Kabir: Sir, I was saying that the IAC certainly has a monopoly but it can never be the intention of IAC—and I am sure the

Parliament will never permit it even if the IAC should ever have such an idea and I do not think the IAC had that idea at any time. One of the reasons why the airlines were nationalised was precisely this, that service will be provided economically and from the point of view of national advantage. At the same time, direction was also given that the services should be run on business lines. The main task of AII and IAC is that of reconciling these two aims,—that the services shall be run on business and commercial lines and at the same time every effort will be made and is being made to give as much comfort as is possible to the passengers by way of service, by way of courtesy and by way of different amenities that are provided to them.

The hon Member also referred to the pilot position. This is I agree with him, one of the most difficult problems which any airline at any time has to face. Training in flying is such an expensive business that if a person has to be discarded after receiving training for some time, great amounts of money will have been wasted. Therefore, it is very necessary that there should be a careful scrutiny of the aptitudes, reactions, and general intelligence of anyone who offers himself for training as a pilot.

I should like to tell the hon Member and the House through you, Sir, that this question of improvement of the pilot position is continuously under scrutiny. I am planning to appoint a small committee with one representative of the DGCA, one representative of the IAC and one representative of the Indian Air Force to go into the whole question of training to see if all the methods of training followed today, the standards which we have laid down, are fully satisfactory or not. That committee will, I expect, submit its recommendations within a very short time and then we shall see how we can improve the existing methods of training and also push up standards.