

(ii) In addition to the post of Translator, one post of Superintendent and one post of Assistant In-charge were also abolished with effect from 1st March, 1957, because the office of Housing and Rent Officer and Director of Social Welfare and Rehabilitation was transferred to the Government of India, Ministry of Rehabilitation. The incumbents of these two posts were reverted to their substantive posts as Assistant-In-Charge and Assistant respectively.

Life Insurance Business

716. **Sri N. R. Munisamy**: Will the Minister of Finance be pleased to lay a statement on the Table showing:

(a) the total investment made by the Life Insurance Corporation in both private and public sectors in the country so far industry-wise; and

(b) whether a statement showing the various industries in which investments were made by the Corporation will be laid on the Table?

The Minister of Finance (Shri T. T. Krishnamachari): (a) and (b). A statement is laid on the Table of the Lok Sabha. [See Appendix II, annexure No. 99.]

Pakistan Agents in Jammu and Kashmir

717. { Shri Shree Narayan Das:
Shri Mohan Swarup:

Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that a number of persons arrested in Jammu on the 5th November, 1957 have confessed in their statement that they were Pakistan agents trying to create communal trouble in the interior of Jammu;

(b) if so, the circumstances in which they were arrested;

(c) whether any, and if so, what articles were recovered from them; and

(d) whether prosecutions have been started against them?

The Minister of State in the Ministry of Home Affairs (Shri Datar): (a) to (d). According to information available one person was arrested on 5th November, 1957. The case is under investigation by the State Police and it would not be in the public interest to give the details at this stage.

✓✓ MOTIONS FOR ADJOURNMENT

ACCIDENT TO BOMBAY-CALCUTTA MAIL ON 23-11-1957

Mr. Speaker: Regarding the adjournment motion of Shri Goray and other adjournment motions relating to the same matter, I wish to state that the matter was fully explained by the hon. Railway Minister who went to the spot and looked into the entire matter. I would advise that at present there is nothing more to discuss so far as this matter is concerned. He also has said that it is an open line there. Though he has made some arrangements now, in view of this accident, to see that that line is guarded, all the 30,000 miles of railway line cannot be guarded every day. Under those circumstances, and in view of the statement by the hon. Minister, I do not allow any discussion on these adjournment motions.

Shri Feroze Gandhi (Rai Bareilly): Sir, I have given a notice under Rule 193 to discuss the Report of the Railway Accidents Enquiry Committee. That is the only report which is available and I hope, Sir, that the House will be given an opportunity to discuss it, and that sufficient time will be allowed for it.

Mr. Speaker: I have just received it. I will try to allow sufficient time.

Shri Surendranath Dwivedy (Kendrapara): Regarding the adjournment motions, Sir, it is not a solitary accident. As the hon. Minister himself has said, he is proposing to make an enquiry about this matter. As

(Shri Surendranath Dwivedy)

you know, Sir, in 1955-56 we had reports about ten major accidents of which five were due to derailment. So far as we are aware, the Railway Board also suggested the appointment of some Village Vigilance Board for ensuring safety to these lines, and nothing has been done in that respect. Therefore, this is a very serious matter, and we think that some time may be allotted for a discussion of the entire thing so that such accidents may not occur in future.

Shri T. B. Vittal Rao (Khammam): Sir, yesterday when the adjournment motions were held over we did not sufficiently advance our arguments because you wanted them to be held over. Anyhow, the Railway Minister made a statement. We have gone through the statement, but from the statement we cannot make out anything. What we want to impress on this House is, we have been conducting some enquiries both statutory and judicial, but we have not been able to put an end or minimise the rate of accidents. If you will permit a discussion, we would like to show how it is very important that an expert enquiry should be conducted and not only a statutory enquiry. Let them conduct a statutory enquiry, but an expert enquiry consisting of a few experts and a few non-officials should be conducted so that we can know the cause of the accident. Though the Railway Minister has said that he is not expressing his opinion on the cause of the accident.....

The Minister of Railways (Shri Jagjivan Ram): Sir, I just want to say one sentence. It has been decided to appoint a High Court Judge to enquire into this accident.

Shri V. P. Nayar (Quilon): That is not the point. We know that there will be an enquiry.

Shri Jagjivan Ram: Of course, experts will be associated there as assessors. An expert enquiry will be held; it will not be a departmental enquiry.

Shri T. B. Vittal Rao: Sir, we had it in the last occasion with a judicial officer—a High Court Judge—as the Chairman of the Commission of Enquiry and also assessors. In this case also include assessors. Let one of the assessors be from the public. That would help us in really knowing the thing. Last time we had only a judge plus technical experts. Of course, it was a very good thing. One engineer was drawn from outside the Railways. We would like that one of the members of the Commission of Enquiry should be drawn from the public. A public man should be included in it.

Shri Yajnik (Ahmedabad): Sir, I want to know if the Railway Minister used the word 'sabotage' himself, or was it placed by the newspapers in his mouth?

Mr. Speaker: It was disposed of yesterday when Shri Chaudhuri asked a question.

Shri Tangamani (Madurai): Sir, I have another point. About this enquiry the hon. Minister stated, we have already had such an enquiry in the Mehbubnagar case under the Commission of Enquiry Act. But we were told that although there was a High Court Judge the Government is not bound to accept the findings of the Enquiry Commission. I would like to know whether this also is going to be such an enquiry, or a separate judicial enquiry which will be binding on the Government also.

The second point I would like to know is, so far as this derailment is concerned in this particular case it has resulted in several deaths. But during the last three months I know that in the Southern Railway there have been several derailments of goods trains. Fortunately for us there were no casualties, but similar accidents are taking place. That is the reason why we are pressing this adjournment motion.

Mr. Speaker: I have finished with the adjournment motions. So far as this matter is concerned, it is a general matter regarding the safety

of lines. The accident at Mehbubnagar is different from this. Then there were rains. This is not a similar accident. In this case fish plates have been removed and the rails are not in their proper places. They could not have moved by themselves. Therefore, whatever might be the cause, the cause will be enquired into by a high judicial officer. With regard to the question of implementing any of the decisions, certainly they will be taken into account.

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): The question, Sir, which is agitating the mind of the House is that in any such accident the fullest type of independent enquiry should take place. Government, as my colleague has said, entirely agree. Some people have suggested a judicial enquiry, some an expert enquiry, and some an enquiry in which public men are associated. I cannot immediately say who will be associated in this enquiry, but it will be a high class independent enquiry and not a departmental one. We shall consider all the suggestions made.

My colleague, the Railway Minister, said, that it will be under a High Court Judge. Certainly, it may be a High Court Judge. But I should like, if you will permit me, to say it is not always necessary to have a High Court Judge, a high judicial officer. Certainly, it may be a High Court Judge. I am merely saying that we should not bind ourselves down, yet we should carefully consider. The point is, it should be a high class, high powered independent enquiry. It is not for any hon. Member to say that the Government should bind itself down to what would or would not be. It is not for me to say that it can or should be done. Obviously, a high powered committee will consist of persons of position, status and experience. What they say is of the greatest importance; there is no doubt about it. It is rather unusual, extraordinary for Government not to be able to follow their recommenda-

tions. But I cannot, obviously, tie myself down in this way to what they might say.

Shri Yajnik: Will the Government be pleased to give an assurance that the decision of the High Court Judge will be accepted?

Mr. Speaker: He has already answered.

Shri Jawaharlal Nehru: I have given an assurance that I will give no such assurance. I want to make it perfectly clear. Hon. Member should realise that what is recommended will, of course, normally be accepted and acted upon. But, for me to tie myself, for Government to tie itself down in such matters is a bad precedent. Government cannot tie itself down that it will accept every little thing and big thing. Normally, of course, such things will be accepted.

Shri T. K. Chaudhuri (Berhampore): Sir, I have been trying to make a submission.

Mr. Speaker: We have heard enough. A high powered committee will be appointed to go into this matter. I have received this suggestion in writing also from Shri Feroze Gandhu and suggestions from this side that there have been similar accidents, derailments etc., and, after this enquiry, the Government may also look into similar accidents, with a view to avoid similar accidents in future. But this is particularly with reference to this matter.

Shri Jawaharlal Nehru: Past accidents?

Mr. Speaker: These accidents

Shri Feroze Gandhi: In 1954, the Government had appointed an Accident Enquiry Committee. This Committee had submitted a report, but for some reasons, it was kept as secret till the end of 1956, when it was placed on the Table of the House. The House had no opportunity to discuss that report which is a very important document and which covers almost all the aspects of railway

accidents, how they occur and why they happen. An opportunity may be given to this House to discuss the report. Then I think that will satisfy the Members if the Chair gives them an opportunity.

Mr. Speaker: As regards Shri Feroze Gandhi's request that an opportunity may be given to look into or discuss the Railway Accident Committee's report, I shall consider that matter.

Shri Jawaharlal Nehru: But we accept that. There is no difficulty about it, subject to time, of course, and the convenience of the House, and we shall have this matter considered fully.

Mr. Speaker: I will fix up a time. Then, all the other accidents and those matters may also be brought up there. So far as the high-power committee is concerned, it will relate itself to this particular matter and make a report.

PAPERS LAID ON THE TABLE

STATEMENT ON DEMANDS OF THE EMPLOYEES OF HINDUSTAN AIRCRAFT

The Prime Minister and Minister of External Affairs (Shri Jawaharlal Nehru): I beg to lay on the Table a copy of the statement on the demands of the employees of the Hindustan Aircraft (Private) Ltd, Bangalore. [Placed in Library See No. LT—392/57]

CORRIGENDUM TO TARIFF COMMISSION'S REPORT

The Deputy Minister of Commerce and Industry (Shri Satish Chandra): I beg to lay on the Table a copy of the Corrigendum to the Tariff Commission's Report (1957) on the continuance of protection to the Cotton Textile Machinery (Spinning ring frames, spindles, spinning rings, fluted rollers and looms) Industry, laid on the Table on the 19th November, 1957. [Placed in Library. See No. LT—393/57].

NOTIFICATION ISSUED UNDER SEA. CUSTOMS ACT

The Deputy Minister of Finance (Shri B. R. Bhagat): I beg to lay on the Table, under sub-section (4) of section 43-B of the Sea Customs Act, 1878, a copy of the Notification No. S.R.O. 3506, dated the 31st October, 1957, making certain further amendments to the Customs Duties Drawback (Nitrous Oxide) Rules, 1955. [Placed in Library. See No. LT—394/57]

RESERVE BANK OF INDIA (SECOND AMENDMENT) BILL

Mr. Speaker: The motion for consideration of the Reserve Bank of India (Second Amendment) Bill was adopted yesterday. The House will now take up the clause-by-clause consideration of the Reserve Bank of India (Second Amendment) Bill, 1957. Out of four hours allotted for discussion on Shri Naushir Bharucha's resolution and for consideration and passing of this Bill, 3 hours 44 minutes have already been taken up and 16 minutes now remain. The House will now take up clause 2.

Clauses 2—4

The Minister of Finance (Shri T. T. Krishnamachari): There are no amendments to clauses 2, 3 and 4.

Mr. Speaker: The question is:

"That clauses 2, 3 and 4 stand part of the Bill."

The motion was adopted.

Clauses 2, 3 and 4 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

Shri T. T. Krishnamachari: I beg to move:

"That the Bill be passed".

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.