

Issued—12-8-1948



MADRAS LEGISLATIVE COUNCIL
DEBATES

OFFICIAL REPORT

THURSDAY, 22ND JULY 1948

VOLUME XVIII—No. 1

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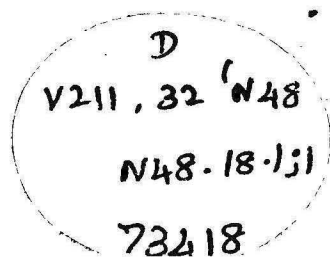
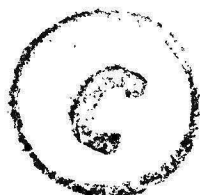
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PERSONNEL OF THE GOVERNMENT OF MADRAS.

GOVERNOR OF MADRAS.

HIS EXCELLENCY LIEUTENANT-GENERAL SIR ARCHIBALD
EDWARD NYE, G.C.I.E., K.C.B., K.B.E., M.C.

MEMBERS OF THE COUNCIL OF MINISTERS.

1. THE HON. SRI O. P. RAMASWAMY REDDIAR, *Premier.*
2. THE HON. DR. T. S. S. RAJAN, *Food Minister.*
3. THE HON. SRI M. BHAKTAVATSALAM, *Public Works Minister.*
4. THE HON. SRI B. GOPALA REDDI, *Finance Minister.*
5. THE HON. SRI H. SITARAMA REDDI, *Industries Minister.*
6. THE HON. SRI K. CHANDRAMOULI, *Local Administration Minister.*
7. THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR, *Education Minister.*
8. THE HON. SRI K. MADHAVA MENON, *Agriculture Minister.*
9. THE HON. SRI KALA VENKATA RAO, *Land Revenue Minister.*
10. THE HON. SRI A. B. SHETTY, *Public Health Minister.*
11. THE HON. SRI V. KURMAYYA, *Rural Development Minister.*
12. THE HON. DR. S. GURUBATHAM, *Firka Development Minister.*

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MADRAS LEGISLATIVE COUNCIL.

PRINCIPAL OFFICERS.

President.

THE HON. SRI R. B. RAMAKRISHNA RAJU.

Deputy President.

SRI K. VENKATASWAMI NAYUDU.

Panel of Chairmen.

SRI M. NARAYANA MENON.

SRI C. PERUMALSWAMI REDDIYAR.

MRS. M. N. CLUBWALA.

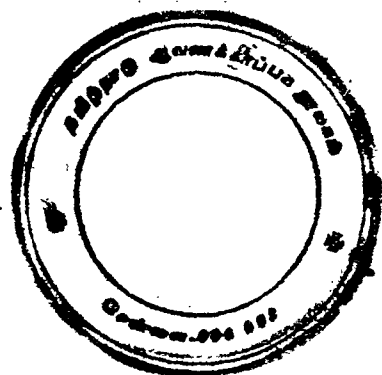
SRI D. KRISHNAMURTHI.

Secretary.

SRI M. SURYA RAO, B.A., B.L.

MEMBERS OF THE MADRAS LEGISLATIVE COUNCIL.

Name of member.	Name and class of constituency.
1 Abdul Latif Farookhi Sahib ..	Madras North Central, Muhammadan.
2 Adityan, S. B., M.A., Bar.-at-Law.	NOMINATED.
3 Ahamed Ibrahim Sahib, K. T. M., B.A., B.L.	Madras South, Muhammadan.
4 Bhima Rao, B., B.A., B.L.	Bellary, General.
5 Clubwala, Mrs. M. N., M.B.E.	NOMINATED.
6 Gopalakrishnayya, Adusumilli ..	Kistna, General.
7 Govindacharyulu, A. ..	West Godavari, General.
8 Hameed Sultan Maricair Sahib, V.	Madras South Central, Muhammadan.
9 Hensman, Mrs. M., M.B.E.	NOMINATED.
10 Gurubatham, The Hon. Dr. S. (Minister).	NOMINATED.
11 Jagannatham, H. M. ..	NOMINATED.
12 Jayaram Reddy, S., B.A.	Ramnad, General.
13 John, Dr. V. K. ..	Indian Christian.
14 Krishnamurti, Rao Bahadur D..	NOMINATED.
15 Kumaraswami Mudaliyar, Medai Dalavoi.	Tinnevely, General.
16 Lakshmanaswami Mudaliyar, Diwan Bahadur A., M.D., LL.D., D.S.O., F.R.C.O.G., F.A.C.S.	NOMINATED.
17 Madhava Menon, The Hon. Sri Kozhipurath, B.A., B.L. (Minister).	Malabar, General.
18 Manjaya Hegde, D. ..	South Kanara, General.
19 Manathunainatha Desigar, K. ..	Tanjore, General.
20 Muhammad Rahimutulla, K. ..	Madras North, Muhammadan.
21 Muthuranga Mudaliyar, C. N. ..	Chingleput, General.
22 Nagappa Chettiyar, V. Vr. N. Ar.	Ramnad, General.
23 Narayana Menon, M. ..	Malabar, General.
24 Narayana Rao, Mothey ..	West Godavari, General.
25 Narayanaswami Nayudu, B. ..	Kistna, General.
26 Natarajan, K., B.A., B.L.	Tanjore, General.
27 Perumalswami Reddiyar, C. ..	North Arcot, General.
28 Pathy, A. R. L. ..	NOMINATED.
29 Purushotham, Thuraga ..	East Godavari, General.
30 Rajan, The Hon. Dr. T. S. S., Leader (Minister).	Trichinopoly, General.



Name of member.	Name and class of constituency.
31 Ramabhadraraju, Nadimpalli	East Godavari, General.
32 Sunjararama Ayyar, M. K.	Madura, General.
33 Ramakrishna Nayudu, R.	Coimbatore cum Nilgiri, General.
34 Ramakrishna Rajulungaru, The Hon. R. B. (<i>President</i>).	Chittoor, General.
35 Ramanatham Chettiyar, S. A. S. Rm.	Tanjore, General.
36 Rama Rau, Dr. U.	Madras City, General.
37 Ramaswamy Reddiar, The Hon. Sri O. P. (<i>Premier</i>).	South Arcot, General.
38 Ranga Reddi, N.	Cuddapah, General.
39 Roche Victoria, J. L. P.	Indian Christian.
40 Rodriguez, A. S. T. F.	Do.
41 Sankara Reddi, N.	Kurnool, General.
42 Satagopa Mudaliyar, S. K.	Salem, General.
43 Sarma, P. R. K.	NOMINATED.
44 Shaik Rowther Sahib, S. K.	Madras West Coast, Muhammadan.
45 Subbarama Reddi, L.	Nellore, General.
46 Sudarsanam, Maddi	Guntur, General.
47 Suryanarayana Rao, R.	NOMINATED.
48 Tajuddin Sahib, Dr. Syed	Madras South Central, Muhammadan.
49 Uppi Sahib, K.	Madras West Coast, Muhammadan.
50 Veerabhadra Rao, Colluru	Vizagapatam, General.
51 Veerabhadraswami, P. . .	Do.
52 Veeraswami, Bikkina	East Godavari, General.
53 Venkatachalamaji, N. . .	Vizagapatam, General.
54 Venkata Reddi, G., B.A., B.L.	Anantapur, General.
55 Venkataswami Nayudu, K. (<i>Deputy President</i>).	Madras City, General.

THE MADRAS LEGISLATIVE COUNCIL.

NINTH SESSION OF THE LEGISLATIVE COUNCIL UNDER THE GOVERNMENT OF INDIA ACT, 1935.

Thursday, the 22nd July 1948.

The House met in the Council Chamber, Fort St. George, at three of the clock, Mr. President (THE HON. SRI R. B. RAMAKRISHNA RAJU) in the Chair.

I.—SWEARING IN OF NEW MEMBER.

The Hon. Dr. S. Gurubatham was sworn in.

II.—QUESTIONS AND ANSWERS.

STARRED QUESTIONS.

Interference by non-officials.

* 1 Q.—ABDUL LATIF FAROOKHI SAHIB BAHADUR : With reference to G.O. No. 924, Public (Elections), dated 16th April 1948, will the Hon. the Premier be pleased to state—

(a) whether facilities have been provided for Government servants to bring to the notice of the Hon. the Premier cases of such interference and to seek redress in cases of any victimization on account of the refusal of Government servants to please the local politicians against rules and regulations; and

(b) whether the Hon. the Premier proposes to review such cases himself or whether he proposes to appoint a committee to investigate into such complaints?

THE HON. DR. T. S. S. RAJAN (on behalf of the Hon. the Premier) :—“(a) No special facilities have been provided, but cases of interference can always be reported by a Government servant to his superiors.

“(b) There is no intention of appointing a committee. Such cases if and when received will be examined in the department concerned and orders will be passed by the Government.”

SRI B. BHIMA RAO :—“May I know, Sir, whether Government have received any complaints that local politicians have threatened public servants in this manner?”

THE HON. DR. T. S. S. RAJAN :—“No, Sir.”

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—“May I know, Sir, whether the Premier has received complaints from responsible persons?”

THE HON. DR. T. S. S. RAJAN :—“I do not know whether the Premier has received any, but I am sure it is not in the file that has been given to me for information.”

[22nd July 1948]

SRI R. SURYANARAYANA RAO :—" May I know, Sir, whether, in order to remove the predicament in which Government servants are placed when they report against local politicians, the Government will allow these officers to bring such cases to the notice of the Hon. the Premier himself direct? "

THE HON. DR. T. S. S. RAJAN :—" No, Sir. Government servants have got a procedure to adopt in all these matters. They have got to go first to the head of the department concerned, rather than approach the Premier straight."

SRI R. SURYANARAYANA RAO :—" Have the heads of departments been instructed to forward such complaints to the Government? "

THE HON. DR. T. S. S. RAJAN :—" No special instructions are necessary, but they are expected to do so. Any specific case brought to the notice of the Government will be gone into."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" Is it not a fact, Sir, that these Government servants are victimized by heads of departments on account of the interference of local politicians? "

THE HON. DR. T. S. S. RAJAN :—" No, Sir."

SRI R. SURYANARAYANA RAO :—" Are there any cases where Government themselves have taken action against public servants even though the heads of departments concerned exonerated them from any complaint made by local politicians? "

THE HON. DR. T. S. S. RAJAN :—" If any specific instances are brought to the notice of the Government, we will enquire."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" Is it not a fact that in a certain case where the head of the department concerned exonerated a particular Government servant, the head of the department who succeeded him took action against the Government servant on account of the interference of local politicians? "

MR. PRESIDENT :—" If there is any specific case, the hon. Member may bring it to the notice of the Government. As it is, the hon. Member's question cannot be answered."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" Are the Government aware of the fact that such specific instances have been brought to the notice of the Premier by responsible persons? "

THE HON. DR. T. S. S. RAJAN :—" Particularly when the Premier has received them, we have got to answer such questions. Whoever takes the responsibility, the Government are answering such questions. We have no information of any such cases. Of course, as I have said earlier, it is open for the hon. Member to bring any specific case to the notice of the Government."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" I myself brought such cases to the notice of the Premier."

22nd July 1948]

(The Question No. 2 was taken up.)

SRI R. SURYANARAYANA RAO :—" Can anybody who has not been authorized put the question, Sir? "

MR. PRESIDENT :—" If any hon. Member has not been authorized, then he cannot put the question."

SRI R. SURYANARAYANA RAO :—" I have not been authorized, Sir."

MR. PRESIDENT :—" Has the Minister got any objection to answering it? "

THE HON. DR. T. S. S. RAJAN :—" No, Sir."

(The question was then answered.)

Arrest of Sri Narayanaswami Nayudu of Mayavaram.

* 2 Q.—SRI K. MANATHUNAINATHA DESIGAR: Will the Hon. the Premier be pleased to state—

(a) whether on or about 4th March 1948, in a village near Mayavaram, Tanjore district, the Kisans surrounded the houses of the ryots, and belaboured the men and women, and consequently the hand of a woman was broken and the Kisans committed all sorts of violent acts; and

(b) whether the Kisan leader Sri Narayanaswami Nayudu was arrested on or about the 13th March?

THE HON. DR. T. S. S. RAJAN (on behalf of the Hon. the Premier) :—" (a) Yes, the incident happened on 2nd March 1948 in Puthagaram village, Mayavaram taluk. ✓
" (b) Yes."

SRI R. SURYANARAYANA RAO :—" Is it the contention of the Government that the incidents that happened in that village are due to Mr. Narayanaswami Nayudu? "

THE HON. DR. T. S. S. RAJAN :—" Mr. Narayanaswami Nayudu is under custody and is in detention, Sir."

SRI R. SURYANARAYANA RAO :—" Has he been furnished with the grounds of detention so as to enable him to seek redress? "

THE HON. DR. T. S. S. RAJAN :—" In the usual course of things, he would have been furnished with the grounds of detention."

Bonus for surplus paddy.

* 3 Q.—SRI K. MANATHUNAINATHA DESIGAR: Will the Hon. the Minister for Food be pleased to state how the Government propose to distribute among the producers the bonus that has been given by the Government of India this year at the rate of eight annas per maund of surplus paddy procured from the producers?

THE HON. DR. T. S. S. RAJAN :—" The attention of the hon. Member is invited to the reply to sub-question (b) of

[22nd July 1948]

starred question No. 84 which was answered in this House on 20th March 1948. The question is still under the consideration of the Government."

Termination of the services of the Director of Information and Publicity.

* 4 Q.—SRI B. BHIMA RAO: Will the Hon. the Minister for Public Works be pleased to state—

(a) whether the appointment of Sri C. V. Hanumantha Rao, Director of Information and Publicity, has been terminated, and if so, on what date;

(b) when he was appointed, for what term or period and on what conditions;

(c) the reasons for terminating the appointment; and

(d) whether he has been paid the salary for the period between the date of termination of his service and the date on which he had to retire in accordance with the original terms?

THE HON. SRI M. BHAKTAVATSALAM:—“(a) Yes; 31st May 1948, a.n.

“(b) On 23rd July 1946 for three years, subject to the usual conditions relating to officers appointed on contract.

“(c) Exigencies of public service.

“(d) He has been paid the salary for a period of three months from the date of termination, as provided for in the agreement.”

SRI B. BHIMA RAO:—“May I know, Sir, what the expression ‘exigencies’ means and why should the service be abruptly terminated without any notice?”

THE HON. SRI M. BHAKTAVATSALAM:—“I think the Oxford Dictionary gives the meaning of ‘exigency’ as ‘pressing necessity.’ We found that the requirements of the Government were not fully satisfied and therefore we had to terminate his services even before the expiry of the term under the contract.”

SRI B. BHIMA RAO:—“Have the Government appointed any substitute in his place?”

THE HON. SRI M. BHAKTAVATSALAM:—“Not yet, Sir.”

SRI B. BHIMA RAO:—“Do they propose to appoint one in his place?”

THE HON. SRI M. BHAKTAVATSALAM:—“Yes, Sir.”

SRI B. BHIMA RAO:—“Then why should this appointment have been terminated at all in this manner?”

THE HON. SRI M. BHAKTAVATSALAM:—“We propose to appoint an officer who would quite suit our requirements.”

[22nd July 1948]

SRI B. BHIMA RAO:—“Was any charge levelled against him, and if so, was any opportunity given to him to explain himself?”

THE HON. SRI M. BHAKTAVATSALAM:—“There is no charge or complaint against the officer. After carrying on with him for the last two years, we have found that he does not fully satisfy our requirements.”

SRI R. SURYANARAYANA RAO:—“May I know whether the Government propose to advertise for the post and choose the best man, in order that the chosen candidate may fully satisfy their requirements?”

THE HON. SRI M. BHAKTAVATSALAM:—“We are in correspondence with the Government of India, asking them to loan the services of one in their own department, who has had some experience.”

DR. V. K. JOHN:—“May I know, Sir, who was responsible for the appointment of the officer who was found not suitable to the post?”

THE HON. SRI M. BHAKTAVATSALAM:—“The Government of Madras, Sir.”

Non-pensionable services.

* 5 Q.—SRI R. SURYANARAYANA RAO: Will the Hon. the Minister for Finance be pleased to state—

(a) whether there are non-pensionable gazetted and non-gazetted posts under Government;

(b) on what considerations a post is declared as a pensionable or non-pensionable one;

(c) whether in respect of all non-pensionable posts Contributory Provident Fund has been instituted; and

(d) whether the Government have examined the possibility of substituting Contributory Provident Fund in place of pension or a combination of both?

THE HON. SRI B. GOPALA REDDI:—“(a) Yes. The number of non-pensionable posts is, however, very limited.

“(b) Posts which are borne on the regular cadre of a service are generally pensionable. Temporary additions to cadres sanctioned for short periods and work-charged and contingent establishments are non-pensionable.

“(c) Contributory Provident Fund has not been instituted in respect of all non-pensionable posts. But the holders of most non-pensionable posts have been allowed the benefit of Contributory Provident Fund. There is also provision for payment of gratuities to non-pensionable establishment based with reference to the length of service.

[22nd July 1948]

"(d) The question of replacing the existing pension system by a combination of pension, provident fund and life insurance is under the consideration of Government."

Separate schools for Muslims.

* 6 Q.—SRI R. SURYANARAYANA RAO: Will the Hon. the Minister for Education be pleased to state—

(a) whether the Government have come to any agreement with the Leader of the Opposition in the Legislative Assembly regarding the maintenance of separate schools for the Muslim community;

(b) if the answer to (a) is in the affirmative, what the nature of the agreement is; and

(c) whether the Government have accepted the liability to provide religious education in Muslim schools at the expense of the State?

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—

"(a) & (b) In deference to the suggestion made by the Leader of the Opposition in the Assembly during an interpellation, I had occasion to meet a few friends representing the Muslim League to discuss problems of education connected with the Muslim community. The main matters under discussion were maintenance of separate schools for Muslims and having Urdu as medium of instruction in Muslim schools. After the meeting, the Leader of the Opposition gave a memorandum to the Government. In that memorandum they had asked for the continuance of separate schools while agreeing that the regional language may be the medium of instruction in the secondary schools.

While considering the memorandum, the Government made it clear that they were against the opening and maintenance of separate schools, but as a transitional measure they agreed that the existing schools may be continued for the next five years without any commitment to continue them after that period. They made it clear that this does not, however, prevent the Government from closing these schools on the ground of uneconomic strength or for any other reasons.

"(c) This is a corollary to the maintenance of these separate schools during the transitional period."

SRI R. SURYANARAYANA RAO :—" May I know how the giving of a provision for religious education is a corollary to the maintenance of separate schools where Urdu is being taught? "

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—

" To-day the separate schools contain that element, and therefore the maintenance of separate schools means that also."

SRI R. SURYANARAYANA RAO :—" How does this understanding between the Leader of the Opposition in the Legislative Assembly and the Government fit in with the new scheme of education adumbrated by the Government, regarding languages? "

[22nd July 1948]

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—

" In the secondary schools they have accepted that, under the reorganization scheme, the first language will be the regional language, and the medium of instruction will be the regional language; and Urdu will be taken as the second language."

SRI R. SURYANARAYANA RAO :—" Where is the necessity to have separate schools if regional languages have been accepted as media of instruction? "

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—

" These schools have been going on for some time, and in response to a request from them, the Government have given them some time to readjust themselves."

SRI R. SURYANARAYANA RAO :—" It is true, Sir, that so long as Urdu was the medium of instruction, there was the necessity for separate schools. But while the regional language has been accepted as the medium of instruction, where is the necessity to have these separate schools? "

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—

" I agree, Sir, that these separate schools need not exist. Just as a transitional measure we have agreed to allow them to continue for some more years. There are a few distinctions between the general schools and these separate schools, by way of holidays and other things. They are coming in a line with us in the medium of instruction, and we try to give them some time for transition."

SRI B. BHIMA RAO :—" Is the Hon. Minister aware that in Bellary a separate High school for Muslims exists, where there are only two Muslim teachers, the rest being Hindus who teach in the regional language and are unacquainted with Urdu? If so, where is the necessity for maintaining such a separate school there? "

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—

" The hon. Member may put a separate question, Sir."

Forest Officer, Bellary.

* 7 Q.—SRI R. SURYANARAYANA RAO: Will the Hon. the Minister for Agriculture be pleased to state whether a post of District Forest Officer, Bellary, has been created; and if so, what his jurisdiction would be and whether he would continue to be in charge of plantations along the rivers—Hagari and Pennar? 3-15 p.m.

THE HON. SRI K. MADHAVA MENON :—" A post of an Assistant Conservator of Forests (District Forest Officer) with headquarters at Bellary has been created for work connected with the management of panchayat forests ordered to be transferred to the Forest department in the districts of Bellary, Anantapur, Kurnool, Cuddapah, Salem and Nellore. It has been proposed that the Hagari Plantation Division may be amalgamated with this Bellary Division but no decision has been arrived at in the matter."

[22nd July 1948]

SRI R. SURYANARAYANA RAO :—" May I know whether these plantations are still under a separate District Forest Officer? "

THE HON. SRI K. MADHAVA MENON :—" Yes, Sir."

SRI R. SURYANARAYANA RAO :—" Is the District Forest Officer, Bellary, in charge of the panchayat forests of four or five districts, Sir? "

THE HON. SRI K. MADHAVA MENON :—" A new Assistant Conservator of Forests has been appointed and he is in charge of the panchayat forests of these six districts."

Persons suffering from skin diseases in the Secretariat.

* 8 Q.—ABDUL LATIF FAROOKHI SAHIB BAHADUR : Will the Hon. the Minister for Public Health be pleased to state—

(a) whether it is a fact that persons suffering from leprosy and other contagious skin diseases are working in the Secretariat;

(b) if so, how many are employed in each department of the Secretariat; and

(c) in the interest of other members of the Secretariat, whether the Government propose to have such persons examined by the Medical Board and see to it that such of those as are found to be contagious are given long leave to get themselves cured and permitted to join duty only after that Board certifies them to be free from contagion?

THE HON. SRI A. B. SHETTY :—" (a) As far as enquiries, unattended by actual medical examination, reveal no person suffering from leprosy or any other contagious skin disease is working in the Secretariat.

" (b) & (c) Do not arise."

MR. PRESIDENT :—" Is this question also put unsupported by any medical examination? " (Laughter.)

UNSTARRED QUESTIONS.

Further sources of revenue.

1 Q.—SRI R. SURYANARAYANA RAO : " Will the Hon. the Minister for Finance be pleased to state whether the Government propose to examine further sources of revenue in view of the fall in current revenues on account of Prohibition? "

A.—Yes.

Abolition of capital punishment.

2 Q.—SRI R. SURYANARAYANA RAO : Will the Hon. the Premier be pleased to state whether the Government have arrived at any conclusion regarding the abolition of capital punishment?

A.—The Government have considered and dropped the question of abolishing capital punishment.

22nd July 1948]

[Note.—An asterisk (*) at the commencement of a speech indicates revision by the Member.]

III.—BUSINESS OF THE HOUSE.

MR. PRESIDENT :—" I have received notice of a motion from the Leader of the Opposition for a discussion of the food position in the Province. Has the Hon. the Leader of the House anything to say in the matter? "

THE HON. DR. T. S. S. RAJAN :—" The discussion is not yet over in the other House. I expect it may be over tomorrow evening. We have to sit in the other House from 11 o'clock."

MR. PRESIDENT :—" The Secretary to the Legislature came and told me that the other House would sit in the afternoon and sit late, if necessary, to finish the debate on food. He suggested that this House might sit in the morning and I said I had no objection."

THE HON. DR. T. S. S. RAJAN :—" I spoke to the Speaker in the morning and it was thought that the debate there might be over at 1-30, if possible."

THE HON. SRI B. GOPALA REDDI :—" The Speaker adjourned the House to 3 p.m. tomorrow and the food debate will go on in the other House till 5 o'clock and later, if necessary. This House is going to sit at 11 o'clock."

DR. V. K. JOHN :—" We cannot intervene in this difference of opinion among them." (Laughter.)

THE HON. SRI B. GOPALA REDDI :—" That is the agreement reached by the President himself."

DR. V. K. JOHN :—" We depend upon the Leader of the House."

MR. PRESIDENT :—" That arrangement was proposed to me by the Secretary to the Legislature. I thought the Hon. the Leader of the House knew about it."

THE HON. DR. T. S. S. RAJAN :—" No, Sir, I have not had an opportunity of meeting the Speaker after I saw him in the morning. I do not know what conclusions he has come to. Unfortunately there is only one Food Minister and he cannot play the game in both the Houses at the same time."

MR. PRESIDENT :—" We cannot have the food debate here to-morrow. We shall have some other Bill. We shall have food debate on some other day."

THE HON. DR. T. S. S. RAJAN :—" If it is postponed to some other day, I have no objection. I expect we can take it after the close of the Prime Minister's visit, say on the 27th. I have no objection to having the debate on the 27th afternoon at 3 p.m., if all the Hon. Members are agreeable to it."

DR. V. K. JOHN :—" I want to have a debate at the earliest opportunity and if the 27th is the earliest opportunity, we are agreeable to it."

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THE HON. DR. T. S. S. RAJAN :—" My Colleague says that we can have the debate tomorrow morning here and continue it in the other House in the afternoon."

DR. V. K. JOHN :—" The Hon. Minister will not then forget the arguments he made here."

THE HON. DR. T. S. S. RAJAN :—" The arguments I leave to the hon. Members of the legal profession sitting opposite. I am only a medical man and I am plain and blunt."

DR. V. K. JOHN :—" Then we may have the debate tomorrow morning, Sir."

SRI R. SURYANARAYANA RAO :—" It would be helpful if copies of the Food Minister's statement supplied to the other House are supplied to hon. Members of this House."

THE HON. DR. T. S. S. RAJAN :—" They are ready and I shall have them distributed even now."

DR. V. K. JOHN :—" Yes, Sir, we will be obliged if we can have these copies."

IV.—MESSAGE FROM THE ASSEMBLY.

MR. PRESIDENT :—" I have to announce to the House that I have received messages from the Hon. the Speaker of the Madras Legislative Assembly transmitting copies of the following Bills as passed by the Assembly :—

(1) On 12th July 1948—The Madras General Sales Tax (Amendment) Bill, 1948 (L.A. Bill No. 18 of 1948), the Cotton Transport (Madras Amendment) Bill, 1948 (L.A. Bill No. 19 of 1948),

(2) On 14th July 1948—The Motor Vehicles (Madras Amendment) Bill, 1948 (L.A. Bill No. 8 of 1948) and signed by him for the concurrence of the Council."

V.—HOUSE COMMITTEE.

THE HON. DR. T. S. S. RAJAN :—" Sir, I beg to move that under rule 143 of the Madras Council Rules, the House do proceed to elect six members to the House Committee according to the principle of proportional representation by means of the single transferable vote in accordance with the regulations made in this behalf by the President.

" I may suggest that we may have the old committee itself this time also as it is fairly representative. We can spare ourselves the trouble of an election. All the members of the committee may file their nominations so that we may go through the formal procedure."

MR. PRESIDENT :—" If you like, you may make a motion that the same committee may continue."

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THE HON. DR. T. S. S. RAJAN :—" If the rules would permit that course, I have no objection."

MR. PRESIDENT :—" I think you had better manage it outside."

The motion was put and carried.

MR. PRESIDENT :—" I have to inform the House that, in accordance with the Regulations framed by me under rule 143 of the Madras Council Rules for the holding of elections according to the principle of proportional representation by means of the single transferable vote, I fix 3 p.m. on Friday, the 23rd July 1948 as the time within which nomination of candidates for election to the House Committee should reach the Secretary. There will be an election on the 24th instant between 11 a.m. and 3 p.m. if the number of candidates nominated exceeds the number of vacancies, viz., six."

VI.—PANEL OF CHAIRMEN.

MR. PRESIDENT :—" I have to announce to the House that under rule 9 of the Madras Council Rules, I have nominated the following four Members of the Council to be the panel of Chairmen for the Ninth Session of the Council :—

- (1) Sri M. Narayana Menon.
- (2) „ C. Perumalswami Reddiyar.
- (3) Mrs. M. N. Chubwala.
- (4) Sri D. Krishnamurthi."

Mrs. M. HENSMAN :—" Mrs. Chubwala will be absent, I am afraid, till September."

MR. PRESIDENT :—" If she is absent, we will nominate somebody else."

VII.—MOTION *RE* CHANGE OF ORDER OF BUSINESS.

THE HON. DR. T. S. S. RAJAN :—" Sir, I beg to move that Bill No. 2 on the agenda, the Cotton Transport (Madras Amendment) Bill may be taken up first before the General Sales Tax (Amendment) Bill. The Hon. Minister in charge of the Bill has some urgent business to attend to outside the House and I request the leave of the House to have the Bill standing in his name taken up first."

The motion was put and carried.

VIII.—THE COTTON TRANSPORT (MADRAS AMENDMENT) BILL, 1948 (L.A. BILL No. 19 OF 1948).

THE HON. SRI K. MADHAVA MENON :—" Sir, I move that the Cotton Transport (Madras Amendment) Bill, 1948, as passed by the Legislative Assembly * be taken into consideration at once. It is a very small amendment that I have proposed, and it is very necessary in the interests of cotton cultivation and cotton trade. For the purpose of maintaining the quality or reputation of the

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cotton grown in any area, section 3 of the Cotton Transport Act, 1923 (Central Act III of 1923), empowers the Provincial Government, by notification, to prohibit the import into that area of cotton or of any specified kind of cotton from any other area, except under and in accordance with the conditions of, a licence. This Government have issued notifications under section 3 prohibiting the import of cotton into the areas, which are called 'protected areas' by the Act. Protected areas are—

Protected areas for cotton kapas, ginned cotton and cotton waste.

(1) *Northerns and Westerns area.—Consisting of the districts of Kurnool (except the taluks of Markapur and Cumbum), Bellary, Anantapur and Cuddapah.*

(2) *The Cambodia area.—Consisting of the districts of Chingleput, South Arcot, Chittoor, North Arcot, Salem, Coimbatore, Trichinopoly, Tanjore and that portion of the districts of Madura and Ramnad lying outside the Tinnevely areas as defined hereunder.*

Protected area for cotton kapas, ginned cotton, cotton waste and cotton seed.

(3) *The Tinnevely area.—Consisting of the Tinnevely district and the portion of the districts of Madura and Ramnad lying to the west and the south of the Kothagudi river, the east and the south of the Vaigai river, and the north of the Vaigai river bounded by the Periyar Channel up to Melur and thence by the Melur-Sivaganga-Manamadura road.*

"Then, Sir, the second object with which this amendment is brought is this: Section 7 (1) of the Act empowers the Government to frame rules to make the prohibition of the import of cotton into protected areas, except under a licence, effective, and also to regulate the terms and conditions to be contained in licences granted under the Act.

"Rules made under section 7 (1) provide that a contravention of such rules or of the conditions of a licence shall be punishable with fine which may extend to five hundred rupees. The rules made by this Government accordingly contain a provision for the imposition of this penalty. It has been brought to the notice of the Government that there were many cases where upcountry cotton of inferior quality was smuggled into protected areas, mainly for the purpose of mixing it with the superior indigenous cotton. It was found that the rules were deliberately contravened in those cases and that the main reason for such contravention is that the penalty of five hundred rupees is far too low, having regard to the value of the cotton involved and the huge profits which could be made. It has been found that many cotton traders preferred to pay this fine of Rs. 500 and they contravened these rules and therefore this has been of no avail. The penalty prescribed in the

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rules should be deterrent and it is proposed that section 7 (2) of the Act mentioned above, should be amended so as to enhance the fine from Rs. 500 to Rs. 10,000, because a fine of Rs. 500 is a fleabite to the people who make thousands of rupees. This deterrent punishment is sought to be imposed on those people who contravene the rules, in order to save the purity of the cotton grown in particular areas and this amendment is brought before the House for its acceptance."

MR. PRESIDENT :—"The motion is that the Cotton Transport (Madras Amendment) Bill, 1948, as passed by the Legislative Assembly be taken into consideration." 3-30 p.m.

SRI R. SURYANARAYANA RAO :—"Mr. President, Sir, I am sure every part of this House will support the Bill brought forward by the Hon. Minister for Agriculture. But, I wish, Sir, he had also added that if the person was convicted of an offence the material object involved, viz., mixed cotton should be confiscated by the Government, as it was being done under Food Control Orders. Perhaps even this fine of Rs. 500 would have been sufficient in the case of a man who is convicted of an offence of mixing, if the court is empowered to order the confiscation of the property concerned. That would have been, I think, a more deterrent punishment than a mere increase in fine. That is a suggestion which I request the Hon. Minister for Agriculture to examine. Such a provision existed in many of the control orders that were in force till now. I think it will have a deterrent effect."

SRI B. BHIMA RAO :—"Sir, I am also in favour of this Bill, but I want to know if the Hon. Minister has got any information that this malpractice is so frequent in our district as to justify this provision."

MR. PRESIDENT :—"By saying 'in our district' I think the hon. Member means 'in my district'."

SRI B. BHIMA RAO :—"Yes, Sir, in my district, because I should like to confine myself to my district, so that other members may not take objection. We find that in several cases which have come before courts there is an arbitration clause, according to which samples of yarn have to be sent to Bombay in order to decide how much rebate should be allowed. If really the malpractice has become so bad in the district, certainly it must be put down and the fine of Rs. 500, which is only nominal, must be enhanced. I really want to have some information from the Minister if such malpractices have increased during the four or five years after the war."

* THE HON. SRI K. MADHAVA MENON :—"In regard to the information which Mr. Bhima Rao wants, I may say that since 1942 such a malpractice was very common in Coimbatore and Tinnevely districts and there were also a very large number of prosecutions, particularly in Coimbatore. Recently a large deputation of the merchants of Tinnevely waited on the Government

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asking that something should be done to put an end to this admixture of cotton. I have not got here the actual figures, but since 1942 the price of cotton has gone so high that there have been a very large number of cases of such a malpractice. Cases in the area of Bellary are comparatively less than in Tinnevely and Coimbatore, but I have not got the exact figures now.

"Regarding the suggestion of Mr. Suryanarayana Rao about confiscation of the property, I may point out that by the time the cotton is examined and we find there is admixture, most of the cotton would have been used. The question of the cancellation of licences in such cases is also going to be examined and in that connection the question of confiscation also will be examined."

The motion was put and carried.

Clause 2 was put and carried.

Clause 1 was put and carried.

The Preamble was put and carried.

THE HON. SRI K. MADHAVA MENON :—" Sir, I move that the Bill be passed into law."

The motion was put and carried and the Bill was passed into law.

IX.—THE MADRAS GENERAL SALES TAX (AMENDMENT) BILL, 1948 (L.A. BILL NO. 18 OF 1948).

THE HON. SRI B. GOPALA REDDI :—" Sir, I move that the Madras General Sales Tax (Amendment) Bill, 1948 (L.A. Bill No. 18 of 1948) as passed by the Legislative Assembly, be taken into consideration at once.

"Sir, hon. Members of the House are aware that when last time the amending Bill was taken up they passed that Government might be permitted to impose taxation of yarn, other than hand-spun yarn, at two points, i.e., at one-fourth pie at each point, but due to the general de-control of textiles, especially after 16th March of this year, we could not locate the two points and so could not impose taxation. Therefore, we are just now taxing only at one point and getting only one-fourth per cent. After the 16th March 1948 due to the de-control orders of the Government of India, we are losing some revenue because we are unable to collect it at the second point. Now by this amending Bill we want to retrieve the position and impose the tax at the rate of half a per cent at one point instead of at two points at the rate of one-fourth per cent. Of course, there is no additional burden on the textile industry, because what was done previously is sought to be done in another form, that is, instead of at two points at one-fourth per cent, it will be at one point at the rate of half a per cent in future."

SRI R. SURYANARAYANA RAO :—" Sir, I want some information. May I know the points at which they are now being taxed and at which point the tax will be collected hereafter? "

^a Printed as Appendix II on page 31 infra.

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THE HON. SRI B. GOPALA REDDI :—" Previously it was done by wholesale dealers, i.e., 'B' class licensees and at another point by the ex-mill quota holders. Now after de-control we are collecting it only at one point. The point at which it should be collected will be specified in the rules which will be published shortly."

The motion was put and carried.

Clauses 3, 2, 1 were put and carried.

The Preamble was put and carried.

THE HON. SRI B. GOPALA REDDI :—" Sir, I move that the Bill be passed into law."

The motion was put and carried and the Bill was passed into law.

X.—THE MOTOR VEHICLES (MADRAS AMENDMENT) BILL, 1948 (L.A. BILL NO. 8 OF 1948).

THE HON. SRI B. GOPALA REDDI :—" Sir, I move that the Motor Vehicles (Madras Amendment) Bill, 1948 (L.A. Bill No. 8 of 1948), as passed by the Legislative Assembly be taken into consideration at once.

"Sir, this Bill has been before the House for a long time, because the original Bill was published some time in January last and later on we had a discussion when the Bill was referred to the Joint Select Committee. The Joint Select Committee fully went into the question and submitted its report. Sir, the report as submitted by the Joint Select Committee was passed by the Legislative Assembly without any modifications and so the amending Bill may now be taken into consideration at once."

* DR. V. K. JOHN :—" Sir, the Hon. Minister said that we had a discussion of this Bill. I say we had no discussion at all. I expect the Hon. Minister to explain the position. Of course, there was a proposition to elect certain members to the Joint Select Committee but we never discussed the principle of the Bill nor any portion of it.

"Moreover, Sir, I do not find printed side by side the various sections of the Act which are sought to be amended by this Bill. I think it is necessary and convenient that the Hon. Minister should explain the provisions so that the House may know what are the provisions of the law which this Bill seeks to amend. Sir, this is a highly controversial matter and I suggest to you, Sir, to supply us with copies of the sections in the Act to enable us to move amendments and discuss the principles underlying this Bill. I would, therefore, suggest that this Bill be taken up next day."

MR. PRESIDENT :—" I understand that copies were sent to hon. Members on the 16th."

DR. V. K. JOHN :—" But, I got it only yesterday, Sir."

^a Printed as Appendix III on pages 32-35 infra.

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MR. PRESIDENT :—" It was circulated by post on the 16th."

THE HON. SRI B. GOPALA REDDI :—" However, Sir, I do not think the House elected members to the Joint Select Committee without accepting the principle of the Bill. I think they had a full debate and agreed to the names for the Joint Select Committee. Perhaps the hon. Leader of the Opposition was not present on the occasion."

THE HON. DR. T. S. S. RAJAN :—" I may remind the hon. Leader of the Opposition that there was a heated debate on the occasion."

THE HON. SRI B. GOPALA REDDI :—" The original Bill was published on the 30th of January."

MR. PRESIDENT :—" The motion for the election of members to the Joint Select Committee was passed in this House but it is not known whether there was any discussion of the principles of the Bill."

DR. V. K. JOHN :—" I am not quite sure whether there was a discussion at all, but I remember certain names were proposed for the Joint Select Committee."

SRI R. SURYANARAYANA RAO :—" The Committee was appointed on the 24th February."

MR. PRESIDENT :—" Generally in the case of appointment of members to the Joint Select Committee, there have been no discussions. For instance in the case of appointment to the Select Committee on the Zamindari Abolition Bill, there was no discussion at all."

DR. V. K. JOHN :—" Merely a motion is made and the Select Committee members are appointed. A motion is made and it is accepted and the whole thing is over in five minutes and we never discuss the principles of the Bill."

MR. PRESIDENT :—" That is what we do in the case of Joint Select Committees."

DR. V. K. JOHN :—" The Hon. Minister did not explain the provisions of the law which he seeks to amend by this Bill."

THE HON. SRI B. GOPALA REDDI :—" I think between the original Bill and the Bill as it has emerged from the Joint Select Committee, there is not much of a change, except in one or two respects, namely, instead of one month's notice, three months' notice may be given to private operators and things like that. They are only very minor changes."

* DR. V. K. JOHN :—" Sir, the practice of this House has been for the Minister introducing a Bill to explain the principles of that Bill and the necessity for introducing such a Bill. Of course, everybody can read the Bill. He has only to stand up and say, I move the consideration of the Bill. Would it be sufficient, I ask? Particularly where an Act of the Central Legislature is going to be amended, very fundamental principles may be involved."

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MR. PRESIDENT :—" I do not think the Minister refused to do it."

* DR. V. K. JOHN :—" No, Sir. He was under a misapprehension that this Bill was discussed. This was not discussed. He should, therefore, explain to the House what are the provisions of the law which he now wants to abrogate by this Bill so that we, members of the House, may know whether there is any need for amending an Act of the Central Legislature or not. That he has not done, perhaps under a misapprehension that it was already discussed. If he finds that there was no discussion before, I request him to explain why this Bill is being introduced now and what are the provisions of the law which he wants to abrogate and why he should do it."

THE HON. SRI B. GOPALA REDDI :—" But I am told my hon. Friend on the Opposition (Mr. Suryanarayana Rao) is ready to discuss the Bill." 3-45 p.m.

MR. PRESIDENT :—" I believe they want you to take up the whole time to-day. I have no objection."

" I think the Bill was not discussed at length last time. I am, however, getting the proceedings of the House. You may just explain the Bill."

THE HON. SRI B. GOPALA REDDI :—" As a result of the scheme of nationalization of motor transport, certain consequential things have become necessary and the Bill contemplates all those changes in order to make nationalization not only in the City but also in the mufassal a success. We are also aware of the recent case in the High Court where the High Court challenged the power of the local Government to issue instructions regarding grant of permits to the Traffic authority."

DR. V. K. JOHN :—" The High Court challenged or decided? "

THE HON. SRI B. GOPALA REDDI :—" We need not quarrel about words, Sir. The Leader of the Opposition appeared against the Government and he succeeded and he wants to show it off that he has succeeded against the Government."

MR. PRESIDENT :—" It is pardonable . . . "

THE HON. SRI B. GOPALA REDDI :—" Vanity " (Laughter.)

MR. PRESIDENT :—" It was on the 23rd and not on the 24th that the Bill came before the Council. I was absent on that day and the Deputy President was in the Chair. This is what the Hon. Minister said :

" I move that this House concurs in setting up a Joint Select Committee of the two Houses . . . seven members from the Council to consider the Motor Vehicles (Madras Amendment) Bill, 1948 . . . "

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Sir, in introducing this measure not many words of mine are needed. The main object is to enable Government to nationalize transport in the province. I move that the motion be accepted.

"The motion was simply put and carried and there was no discussion."

THE HON. SRI B. GOPALA REDDI:—"It was up to the House to have had a debate and then accept the principles and send the names to serve on the Joint Select Committee. The House was, shall I say, lenient to the Mover of the Bill and allowed the names to go through. Consequent on the scheme of nationalization certain things had to be done and the permits which were given previously had to be validated and the Government wanted general powers to give instructions from time to time and also wanted powers, if necessary, to appoint one person instead of the District Regional Transport Authority—which is now composed of the Superintendent of Police, the Collector and one or two non-official members—and place the entire authority in him instead of the authority discussing and debating for all time over administrative matters. Under these circumstances, we have taken some more powers. If there is anything that the Leader of the Opposition or any other member wants, I shall certainly answer them in the end."

DR. V. K. JOHN:—"I suggest that this being a very controversial Bill, we have some time."

MR. PRESIDENT:—"Have you any objection to the motion being debated? Then you can discuss the Bill on the clauses."

DR. V. K. JOHN:—"The difficulty will be that the discussion on the clauses will not be effective as the amendments will be very few."

MR. PRESIDENT:—"You can discuss the clauses also even without amendments."

DR. V. K. JOHN:—"If we discuss the general principles underlying the Bill, the discussion following after that will be very short. We may have one or two amendments and the discussion on them will not also be very long. It is now nearly four to-day and the Bill reached me only yesterday and we had no time to study the Bill. If the members are prepared, the speeches also will be very short."

THE HON. SRI B. GOPALA REDDI:—"It was posted on the 16th. But there are others who are ready to discuss the Bill and they may go on with the general principles of the Bill and in the light of the discussions if the hon. the Leader of the Opposition wants to table any amendments, he can do so. Till 11 o'clock to-morrow, we can permit it and to-morrow we will take it clause by clause. We can go on till 5 o'clock."

MR. PRESIDENT:—"Is Mr. Suryanarayana Rao ready?"

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SRI R. SURYANARAYANA RAO:—"I do not know how I was pitched upon as being ready to discuss the Bill."

THE HON. SRI B. GOPALA REDDI:—"I always expect you to be ready."

* SRI R. SURYANARAYANA RAO:—"The only point which I wish to elicit from the Government, Sir, is whether it is wise for them to interfere with the discretion of quasi-judicial authority. I do not think the Motor Vehicles Act contemplates it. In order to obviate the decision of the High Court, the Government are taking powers to interfere with their decision and to give directions to the quasi-judicial authority. It is a fundamental question and I am sorry that last time I was absent and the Leader of the Opposition ought to have raised his voice about this fundamental matter whether it was wise for the executive Government to interfere with the quasi-judicial authority set up under an Act of the Indian Legislature with a definite purpose and that is the main point."

"The question of compensation about which I am not competent to say anything will, I am sure, be dealt with in detail by the Leader of the Opposition."

"But another point that strikes me is whether it is wise to constitute one person as the transport authority. At one time each district had a Regional Transport Authority consisting of the Collector, the District Superintendent of Police and one or two nominated members, M.L.Cs. or M.L.As. The Superintendent used to act as the Secretary of the Committee and later on they interposed what is called the Regional Transport Authority. I must submit I do not mean to cast any aspersion when I say that most of the Regional Transport authorities do not know anything about motor vehicles and their jurisdiction is four or five districts and each of them acts as Secretary to each district. This, I feel, is unsatisfactory and what I would submit is that we might revert to the old system of having District Transport Authorities for each district and make the Superintendent of Police or some other officer the Secretary of the body. I am certainly against making one person the Transport Authority. Certainly the decision arrived at by three or four or five persons sitting together and weighing the pros and cons of anything that is put forward for their consideration will be much more satisfactory than one person giving his decision."

"Regarding the issue of permits, simply because the Government have thought of nationalizing the transport, is it proper to those persons who have invested their money for buying motor vehicles, to restrict the period of their permits to three months, or even to six months if it is raised to that period. When a person invests some money, he does so with a view to gain some money from the investment but when there is this sword of Democles hanging over his head and at any time the Government may give three months' notice only and take away his right to ply the bus, it will be very hard. If this is to be insisted upon, the question of compensation arises. I learnt yesterday that a number of buses

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have been taken off the road owing to nationalization in the City and the same might happen in the mufassal also. Why not the Government take over those buses which they considered till the nationalization was introduced were good enough to ply on the road?"

THE HON. SRI B. GOPALA REDDI :—" Some of them have been taken over by the Government."

MR. PRESIDENT :—" Some owners refused to give them to the Government, I hear."

SRI R. SURYANARAYANA RAO :—" If proper compensation is given and if some authority to arbitrate between the Government and the owner of the vehicles is set up, I am sure owners will not like their vehicles to rot as they are doing which you can see if you go along Mount Road opposite to Subhodaya mansions. It is not wise to lose the use of so many vehicles because of nationalization. By all means have nationalization; I am not against it but let us make use of all the vehicles available so that the public may derive benefit and may not be inconvenienced and may get more routes for travelling and the owners of vehicles also may not suffer loss. I do not know whether it can be provided for in a statute and that is how I felt and that is the thing which make many hesitate to take these licences to ply buses. My hon. Friend, the Leader of the Opposition, has appeared in that case and will be able to urge other legal points. But apart from the legal points, it has to be well looked into whether the Government are well advised in interfering with the discretion of a quasi-judicial authority by arming themselves with powers to give directions to it to act in a particular manner. I think, Sir, it is an unnecessary interference with the discretion of that authority."

* SRI B. BHIMA RAO :—" Mr. President, Sir, it seems there is time and hon. Members are not willing to make speeches. So 4 p.m. I want to say a few words.

" Sir, with regard to the main principle of this Bill, I think there should be no opposition whatsoever. We are all in favour of nationalization of Motor Transport. Sir, everywhere during the last five or six years, that is, during the period of war, these private motor magnates have made lots of money and in my own district there are some people who have made 25 to 30 lakhs. Then, under the rules framed by the Advisers' Government, these people should have a fleet of twenty buses or more and they got enormous profit. When such is the case, there is absolutely no reason why this enormous profit should not go to the coffers of the State and why it should be taken away by these motor magnates. Even those people who were normally drivers in 1940 to 1942 have purchased buses and they have got a fleet of ten or twelve buses and even now they are making a large amount of money. Therefore, I submit, Sir, that it would be in the interests of the State to acquire monopoly of the Motor Transport. Now that they have introduced nationalization in the City of Madras, they might as well extend it

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to the other mufassal stations and other districts as expeditiously as possible. Here, I wish to say one word of caution. Of course, it is a confidential matter but in the public interest I am obliged to divulge it. There are several people who were motor drivers in Bellary who are now in other stations. When I asked them about their salary, they said that their salary was Rs. 70 to 80 but that they could get an additional remuneration of Rs. 5 per day."

MR. PRESIDENT :—" Five rupees per day!"

* SRI B. BHIMA RAO :—" Yes, Sir, five rupees per day. Sir, I ask how could they get this additional money? They are getting this money without issuing tickets for some persons. Very often passengers travelling over short distances are not issued tickets. I am myself a frequent traveller in the City of Madras and I have experience of it. When we get into the bus at Government House to go to the Central Station, we have to stand all the time as there is no sitting accommodation available and when we give money we do not get the ticket at all."

MR. PRESIDENT :—" Do you get your change?"

SRI B. BHIMA RAO :—" Sir, since you have put the question I must say that sometimes I did not get even the change."

MR. PRESIDENT :—" Sometimes I did not get the change when I was travelling in the tram-car. That was my experience."

THE HON. SRI B. GOPALA REDDI :—" Sir, many times we are travelling without tickets."

* SRI B. BHIMA RAO :—" If I do not pay and do not take the ticket, then I am the gainer. But if I pay and no ticket is issued, the conductor pockets the money and he is the gainer and the State loses to that extent. Sir, that is the position. As I have heard some people saying that only 70 to 80 per cent of the bus proceeds go into the coffers of the State since the introduction of nationalization in the City of Madras, I request the Hon. Minister who is so enthusiastic about its working as his predecessor was, to have a proper check by appointing conscientious and honest Inspectors to see that the entire bus proceeds go to the State. So, Sir, with regard to this principle of nationalization I am entirely in agreement with the Government and I only wish that it should be done efficiently and should be extended to the mufassal as expeditiously as possible.

" Then, Sir, with regard to the other matter, I only want to caution the Government that they should not interfere with these statutory bodies. Instances are becoming frequent where the Government are interfering with the functions of these statutory bodies. I will give one or two instances to illustrate what I mean to say. There was a case where for a particular route in Bellary-Anantapur districts 'A' wanted a licence. 'B' contested it. The Regional Transport Authority granted it in favour of 'A'. 'B' preferred an appeal to the Central Road Traffic Board here. The latter confirmed the decision of the Regional Transport Authority. Subsequently the Government interfered with the decision.

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Finally the High Court—in which case my Hon. Friend Dr. John appeared—said that rules 149 and 150 framed by the Local Government were *ultra vires* and the Government had absolutely no power to interfere with the appellate decision of the Central Road Traffic Board.

“ Sir coming to the case in question in August 1946 the Government interfered and asked the Regional Transport Authority of Bellary to reconsider the matter.”

THE HON. SRI B. GOPALA REDDI :—“ Is it the Government or the Central Road Traffic Board? ”

* SRI B. BHIMA RAO :—“ Sir, it is the Government. They asked that statutory body to reconsider the matter as in their opinion it ought to have been granted to ‘ B ’ and also asked the authorities concerned to issue a temporary permit under section 62 to ‘ B ’ for a period of four months. Section 58 provides for it. By the time they wanted to reconsider this matter, the High Court gave the ruling in the case in which Dr. John appeared. Then ‘ A ’ protested before the Regional Transport Authority that the High Court decided that the Government had absolutely no business to give instructions in this matter. The Regional Transport Authority were in a dilemma whether to follow the decision of the Madras High Court and ignore the instructions sent by the Local Government or carry out the instructions of the Government. They could not go against the Government and so they asked for instructions from the Central Road Traffic Board. The Central Road Traffic Board in turn refused to give them any instructions as they were the appellate authority and asked them to proceed according to the law. They were again in a dilemma as to what the law is, either the law as enunciated by the High Court or as dictated to by Local Government.”

MR. PRESIDENT :—“ I suppose you appeared for that party.”

* SRI B. BHIMA RAO :—“ Yes, Sir, I did appear for that party as Mr. T. R. Venkatarama Sastri asked me to do so.”

MR. PRESIDENT :—“ There could not have been any doubt about law since you were there.”

* SRI B. BHIMA RAO :—“ Sir, then they applied to the Local Government for instructions. Three months had passed and I asked the Local Government to send some instructions but they declined to interfere in this case as they wanted to give retrospective effect to such errors of judgment. Sir, I only ask what does the common man in the district think of this interference by the Local Government?

“ There is also another instance. A powerful man worth about 50 to 60 lakhs had run a lorry against the Food Control Order. So a case was brought against him in October for the cancellation of the licence for this lorry. But the case was adjourned from month to month. I think my Hon. Friend Mr. Gopala Reddi may be aware of it.”

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THE HON. SRI B. GOPALA REDDI :—“ Sir, I took over this portfolio on the 26th of last month.”

* SRI B. BHIMA RAO :—“ Sir, in the meantime instructions were sent to the authorities concerned that unless there was a condition in the permit for the running of a lorry that he should not transgress the Food Control Order or regulations, it should not be suspended or cancelled. Sir, is this the function of the Government? Can an Hon. Minister interfere in a private case? But I have heard it said that 99 per cent of the papers are disposed of by the Secretary or the Under Secretary or the Assistant Secretary only and only one per cent comes up before the Minister. Such being the case, these people come here and get orders in their favour. Sir, in the fair name of the Congress, I appeal to the Hon. Minister to see that such cases do not occur in future. I am mentioning these instances to bring home to him how dangerous it is to have these powers. It is rather very unwholesome and inexpedient in the interests of sound and fair administration of these Motor Vehicles department which is liable to . . . —I am sorry, I am not able to find a suitable word to complete the sentence—

DR. V. K. JOHN :—“ Does the hon. Member oppose or support the Bill?” 4-15 p.m.

* SRI B. BHIMA RAO :—“ I only want to persuade my friend, if I can persuade him, that the Government should not have anything to do with these matters but entrust them to some statutory body. Let them entrust them to some honest gentlemen. I would suggest, let them have the Central Road Traffic Board consisting of two or three retired High Court Judges, let them have some honorarium, and let not Government interfere with these statutory bodies. If they really want to have some power in their hands, it is more likely to be abused than used properly. If he wants to retain power with Government, let it be exercised by the Minister alone and not by others. I do not know whether the constitution provides for that.”

MR. PRESIDENT :—“ I think the provisions are of a general character.”

SRI B. BHIMA RAO :—“ But they interfere with the decisions of the Central Road Traffic Board. In a case similar to the one I mentioned just now, I came to Madras in 1942. Then the Government was in the hands of the Advisers. The Secretary to Government was in charge of the department. I told the Secretary that the Central Road Traffic Board has come to a wrong conclusion; and he replied, ‘ whether right or wrong, we shall not interfere.’ I don’t think in the fair name of the Congress. . . ”

MR. PRESIDENT :—“ I don’t just follow you. The Act provides for a certain procedure to be adopted by the authorities. What objection can there be for instructions of a general character, say, like, ‘ don’t give permits for more than one year; don’t give permits for a less number of buses ’.”

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SRI B. BHIMA RAO :—“ With regard to achieving of nationalization, I am in favour of Government having these powers. I was mentioning the case in which Dr. John appeared.”

MR. PRESIDENT :—“ Suppose a man comes with just one or two buses; he has no money, no proper equipment, no factory or repair shop; what objection is there for Government framing rules saying that licence should not be given to such and such a person.”

SRI B. BHIMA RAO :—“ They can issue such instructions beforehand.”

SRI R. SURYANARAYANA RAO :—“ May I invite the attention of hon. Members to section 64-A in the Bill, which says, ‘The Provincial Government may, of its own motion or on application made to it, call for the records of any order passed or proceeding taken under this Chapter by any authority or officer subordinate to it, for the purpose of satisfying itself as to the legality, regularity or propriety of such order or proceeding and after examining such records, may pass such order in reference thereto as it thinks fit’.”

MR. PRESIDENT :—“ I may tell hon. Members that similar powers are given to High Court in the Civil and Criminal Procedure Codes.”

SRI B. BHIMA RAO :—“ Those functions are different from the functions here. There, it is the High Court that has got powers of revision; but here it is the Government. There have been so many kinds of pressure brought on Government. I think it is better we do not have such power. I say this in the interest of sound administration and in the fair name of Congress and public interest.”

“ You are aware, Sir, that during the Advisers’ regime, they wanted to combine a fleet of twenty buses and to issue one permit for the whole body; that is, they issued a single permit for the bus corporation. On account of that provision, Sir, several people having two buses, three buses or more, combined together and registered themselves as a corporation under the Indian Companies Act. Nominally they did so; but in practice, they went on running their two or three buses, which they owned, on their own account. Then finally last year, after the advent of our Government, our Government said, ‘twenty buses to form a corporation is too much; those who want may opt out (that is the expression that is used) by having three buses each.’ In this way they allowed each member to go out with three buses, subject to the majority of directors agreeing to it. In accordance with this rule laid down by the Government, in many companies, several persons took three buses and came out of the corporation. But some disgruntled member took the matter to the Court of law and the matter went up to the High Court and they decided that the whole thing is against the provisions of the Indian Companies Act. When the rules were framed nobody knew that they infringed

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law, and eventually these poor people who ran two or three buses had to wind up their combine. Now the rules were framed *bona fide* by some Secretariat clerk; the legal aspect was not scrutinized; when the matter went up to the High Court it ordered the company to be liquidated; the buses were taken possession of by the liquidators and sold out. So the Government should also be very careful in laying down rules or other details of procedure for every contingency. They should consult the best legal talent, and they ought not to lay down rules which would come up for criticism by the High Court and adversely affect parties. So, for these reasons, I would respectfully request the Hon. Minister to see if he cannot do away with this provision to take power into the hands of Government in any case whatsoever, but to create a statutory body, say, of three retired High Court Judges, and give them jurisdiction over the whole province, and then I am sure, they will discharge their duties fairly and well. With these few words, Sir, I support the Bill.”

SRI A. GOVINDACHARYULU :—“ అధ్యక్షా, ఈ చట్టానికి రవాణా శాఖకు సంబంధించిన విషయములను గురించి చెప్పవలసినవిన్నపుడు చాలా కష్టమైన మాటలలో ప్రభుత్వమును గురించి మాట్లాడవలసి వచ్చినందులకు విచారించుకొన్నాను.

ఈ Transport department ఏ మంత్రి చేతులలో పడితే ఆ మంత్రి చాలా అపఖ్యాతి పాలవుతున్నాడు. ఇది ఈ department ఈ ముఖ్య చేతులలోనికి వచ్చిన వేళా విశేషమూ లేక ప్రజల దురదృష్టమూ తెలియటలేదు. అందుచేతనే ఈ departmentను కొత్తగా తీసుకొనిన నా మిత్రుడు గోపాల రెడ్డిగారికి, ఇందులోని లోపములనుగూర్చి విపులముగా మనవిచేయడమకు నాను. శ్రీ గోపాల రెడ్డిగారు ఇక్కడి పరిపాలకుని, ప్రతి విషయమును ఇక్కడ పరిశీలించి పనిచేస్తారని వారికి మంచి చేరు ఉన్నది. ఇప్పుడు ఈ డిపార్టుమెంటును వారు కొత్తగా తీసుకొనినాయి కనుక ఈ డిపార్టుమెంటులో పూర్వాచారములను వారు మార్చుకొనితే లేక ఈ డిపార్టుమెంటు వారిని తారుమారు చేస్తుందో ముందు చూడవలసియున్నది.”

MR. PRESIDENT :—“ మీ ఆశీర్వాద మేమిటి?”

SRI A. GOVINDACHARYULU :—“ శ్రీ గోపాల రెడ్డిగారు ఈ డిపార్టుమెంటులో ఈ నాడు జరుగుచున్న అన్యాయాలను తొలగించి, లంచగొండితనాన్ని దూపుచూపి, ఇకముందైనను కాంగ్రెస్ మహా సంస్థ, ప్రభుత్వము అపఖ్యాతి పాలు కాకుండా చూడగలందులకు ఛగవంతుడు వారికి తోడ్పడతారని ఆశీర్వాదిస్తున్నాను. ఈ డిపార్టుమెంటులో ఎటువంటి అన్యాయాలు జరుగుతున్నాయో, లంచగొండితనము ఎల్లా వెల్లడిపోయినదో, ప్రజలు ఎన్ని విధాలుగా బాధలుపడుతున్నారో మొదలైన విషయాల నన్నింటిని నేను గత సంవత్సరము మంత్రిగారి గదిలోనికి వెళ్లి స్వయముగా వారికి తెలియజేసినాను. వారు నేను చెప్పిన విషయముల నన్నింటిని సావధానముగా విని తగిన చర్య తీసుకొంటామని చెప్పినారు. కాని ఏ కారణము చేతనోగాని ఆ చట్టాలు కొంచెంవాయికను సవరింపడలేదు. జిల్లాలలో ఈ Motor Transport department వారి చర్యలను గురించి ప్రజలు విమర్శిస్తూ ఉంటే వినడం చాలా దుర్భరంగా ఉన్నది. కాంగ్రెస్ వాళ్లము కని చెప్పకొనే వాళ్లవారు తల్లి ఎత్తుకొని తిరిగడం చాలా కష్టముగా ఉన్నది. Bus owner తన route లు ఇవ్వడానికి డిక్టేటర్

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routeకు లంచము 4 వేలు, 5 వేలు, 7 వేలవరకు పెరిగిపోయిపోయిన బహిరంగంగా ప్రజలు చెప్పుకొంటున్నారు. ఎవ్వరు ఎక్కువ లంచం ఇవ్వాలి అనే వారికి గూట్లు ఇస్తున్నారు. ఈ routeలు ఇచ్చినవారికి ఆసలు బస్సు ఉన్నాయా, ఉన్న బస్సులు నడిచే పరిస్థితులలో ఉన్నాయా, బస్సులను నడపటానికి వారివద్దగల కాలివంత పెట్టుబడి డబ్బు ఉన్నదా అనే విషయాలలో ఈ డిపార్టుమెంటులోని ఉద్యోగులకు ఏమీ సరిబంధము లేకుండా ఉన్నది. ఏ విషయములను అలోచించకుండా routeలకు permitలు ఇవ్వడవలసిన ఈ permit holderలు తగినన్ని busలను నడపలేకుండా ఉన్నారు. తగినన్ని బస్సులు లేని కారణంచేత ప్రయాణీకులు ఆవస్థలు పడుతున్నారు. ఈ లోపములను సవరించడానికిగాను నేను ప్రభుత్వమువారికి కొన్ని సలహాలు చేయదలచు నాను. వాటిని గుర్తించి మంత్రిగారు ఆచరింప దలచుకుంటారని ఆశిస్తున్నాను.

“ఈ bus route లను ఇప్పుడు ఇస్తున్నట్లుగా కాకుండా బహిరంగంగా, కొన్ని నిబంధనలతో, వేలము వేయవలెను. ఈ విధంగా చేసినట్లు అనేక విధంగా ఉద్యోగములు లంచములు తీసుకొని వారి ఇష్టమువచ్చినవారికి permit లు ఇవ్వడము అనే లోపము తీరుతుంది. ఎవరి ఇష్టమువచ్చినట్లు వారు పాడుకుంటారు. ఎవరు ఎక్కువకు పాడితే వారికి ఈ permit లు ఇవ్వవచ్చును. దానివల్ల ప్రభుత్వము వారికి హెచ్చు డబ్బుకూడా వస్తుంది. ఈ హెచ్చు ఆదాయముతో prohibition వల్ల వచ్చే నష్టాన్ని కొంతవరకు భర్తీ చేసుకొనవచ్చును.

“ఈ మోటారు రవాణాను జాతీయముచేస్తే అన్నిటిన్నా మంచిది దీనివల్ల ప్రజల కష్టాలూ తరవాయి, ఈ అపభ్రాంతి పోతుంది, ప్రభుత్వ ఖజానాకు హెచ్చు ఆదాయముకూడా వస్తుంది. కాబట్టి Nationalization ఎంత త్వరలో అమలు జరిపితే అంత మంచిదని అనేవాళ్లలోనే వాకడము.

“అంతేకాకుండా ఈ బస్సులకు licence fee హెచ్చుచేయవలెను. ఈ విధంగా చేసినందువలన ప్రభుత్వానికి హెచ్చు ఆదాయము రావడమేకాకుండా, చిన్న చిన్న వాళ్లు—బస్సులకు సక్రమంగా నడపటానికి కావలసిన capital లేనివాళ్లు - బస్సులను నడిపి ధనవంతులవుతామనే ఆశతో లంచాలనైనా ఇచ్చి permit లు తెచ్చుకోవడం మానుకుంటారు. హెచ్చు బస్సులను పెట్టే సక్రమంగా నడిచే శక్తిగలవారే ఈ field లో ఉంటారు, అనవసరమైన పోటీ తగ్గుతుంది.

“పెట్రోలు సరిపోయినంత లేదనే కారణంచేత nationalization scheme ను ఇతర జిల్లాలలో ప్రవేశ పెట్టడం కొంతకాలము ఆలశ్యము చేయవలసి వస్తోందని మంత్రిగారు ఇదివరలో అన్నారు. పెట్రోలు లేదనే కారణంచేత ఈ scheme ను మానవద్దని నామనవి. Private bus owner లకు దొరుకుచున్న petrol ప్రభుత్వము వారికి దొరుకకపోదు. Private ownerలు successfulగా bus లను నడుపుచున్నపుడు ప్రభుత్వమువారు నడపడం కష్టంగాదు.”

SRI M. NARAYANA RAO :—“పెట్రోలు లేకపోతే బొగ్గుతో బస్సులను నడపమంటారా?”

THE HON. SRI B. GOPALA REDDI :—“There is a ban on charcoal also except in the districts of Vizagapatam, East Godavari, West Godavari and Kurnool.”

SRI A. GOVINDACHARYULU :—“వివిధంగానైనా ఈ మోటారు రవాణాను జాతీయము చేసుకొనడము అత్యంత ముఖ్యమంటుంటే, దీనివల్ల వే

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విధంగాచూచినా ప్రభుత్వానికి వాచమే కలుగుతుందిగాని నష్టమురాదు. ఇదివరకటి వలె ఇప్పుడు rail road competition లేదు. ఇదివరకువలె రైల్వే ఇప్పుడు companyల చెతులలో లేవు. రైల్వే ఇప్పుడు Indian Government చెతులలో ఉన్నాయి. అందువల్ల rail road competition ఉండటానికి ఆవకాశములేదు. నష్టము ఎన్నడూరాదు. దీనివల్ల ముఖ్యంగా ఈ లంచగొడితనము (corruption) ఈ అపభ్రాంతి తొలగిపోతాయి.”

THE HON. SRI B. GOPALA REDDI :—“I would like to have some practical suggestions with regard to the putting down of corruption of either the officials or non-officials.”

MR. PRESIDENT :—“He has given one practical suggestion about auctioning the routes.”

SRI A. GOVINDACHARYULU :—“I have no objection, but I request my Hon. Friend to hear me in private. Many people have represented various matters. The Government have got a number of C.I.D. men and a big department at their disposal and it is for them to find out what is what. Is it right for the Government to challenge a poor member like me?”

The Hon. SRI B. GOPALA REDDI :—“He can tell me complaints, if they are of a private character, in private. But he can give practical suggestions on the floor of the House on matters like whether he wants the expansion of the Road Traffic Boards and whether he wants them to be completely officialized or non-officialized.”

MR. PRESIDENT :—“Evidently they are secrets.”

THE HON. SRI B. GOPALA REDDI :—“Complaints may be secrets but what about the suggestions?”

SRI A. GOVINDACHARYULU :—“ఈ గోపాల రెడ్డిగారు లంచకొండి తనాన్ని తగ్గించడానికి మార్గాలను చెప్పనుని అడిగారు. ఇప్పుడు ఇస్తున్నట్లుగా బస్సులు కొనడానికి డబ్బు లేనివారికి, బస్సులు లేనివారికి workshop లు లేనివారికి route permitలు ఇవ్వకద్దు. ఈ permit holder లు బస్సు పర్మిట్టులను బస్సులను నడపడానికి కాకుండా ఈ permit లను వేలం వేసుకోవటానికి, అందుమూలంగా లాభం సంపాదించడానికి ఉపయోగించుకుంటున్నారు. ఈ దళారి వ్యాపారము ఆరికట్టాలి. ఇందుకనే ఈ route లను బహిరంగంగా, ఇదివరలోను, ఇప్పుడు ఆరిక పోయిన, toll gateలను వేలం వేసినట్లు వేలం వేయించండి. ఎవ్వరు ఎక్కువకు పాడితే వాళ్లకి routeలు ఇవ్వండి. అప్పుడే న్యాయము జరుగుతుంది. దేశంలో మేము తల ఎత్తుకొని తిరుగు కలుగుతాము. ప్రభుత్వాన్ని, కాంగ్రెస్ సంస్థను అపభ్రాంతి పాలు గాకుండా చూడ కలుగుతారు.

“ఇంక రెండవ సలహా విమీక్షంటే ఇప్పుడు విర్సరచినటువంటి ఈ Road Traffic Boardలను వెంటనే రద్దుచేసివేయండి. ఈ కమిటీలవల్లనే ఇంత చిక్కు కలుగుతోంది. ఈ committeeలలో M.L.A.లను, M.L.C.లను వేసినంత మాత్రం చేత ఇవి సక్రమంగా నడవవు. ఈ కమిటీల పరిపాలన కాలా దుర్బరంగా ఉన్నది. Adviser రోజూ నాటి పరిపాలనకన్న అన్యాయమయి పోయినది. లంచగొండి తనము శాసన సభ్యులద్వారానే కూడా జరుగుతోందని అంటున్నారు.”

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THE HON. SRI B. GOPALA REDDI :—“ Their term has already expired because they were appointed only for one year.”

SRI N. VENKATACHALAMAJI :—“ ఓ committeesకి మిమ్మల్ని propose చెయ్యమంటారా ? ”

SRI A. GOVINDACHARYULU :—“ నన్నే కాదు, ఏ M.L.C.ని గాని, M.L.A.ని గాని ఈ కమిటీలో వేయవద్దంటారు. దానివల్ల ప్రభుత్వానికి, శాసన సభకు అగౌరవము, అపఖ్యాతి వస్తుందిగాని లాభము ఈ ద్వారా మాత్రమయినను ఉండదు. ఈ అధికారాన్ని ఒక నమ్మకమైన ఉద్యోగస్తునికి, ఇతర డిపార్టుమెంటు లో ఇదివరకు అపఖ్యాతి పాలుగాక మంచికాదు అని అనిపించుకొనినవానికి ఇవ్వండి. Licence fees ఎక్కువ చేసి, ఓపీరింగంగా routeలను నేలకు వేసి, ఎవరు ఎక్కువ పాడీ చే వానికి, అతని స్థితిగతులను తెలసుకొని, permitలు ఇచ్చినట్లైతే busలు

స్వకమ పద్ధతులమీద నడుపబడుతాయి. ప్రభుత్వానికి హామ్య ఆదాయము వస్తుంది, ఉద్యోగస్తులలో లంచగొండితనము (corruption) తగ్గుతుంది. ఇప్పటివర, ప్రయాణీకులు, mudguardల మీద, car topల మీద, driverకు కుడివైపున, కిందమీద కూర్చునే సర్వ ఆవస్థల పాలయి అరచేతిలో ప్రాణాలు పెట్టుకొని ప్రయాణము చేయడం నిలచిపోతుంది.”

THE HON. SRI B. GOPALA REDDI :—“ The passengers will have to go to a court immediately.”

SRI A. GOVINDACHARYULU :—“ కాబట్టి ఈ కార్యముల నన్నిటిని ప్రభుత్వమువారు పరిశీలించి, శాసన సభకును, జిల్లాలలో ఇతర పెద్దలను ఒకచోట సమావేశపరచిగాని, లేక వారి సమ్మెలయల ద్వారాగాని, ఈ నాటి సస్థితులను తెలిపి, లోపాలను సవరించుటకు వారి అధిప్తాయములను కనుగొని, తదనుగుణంగా, అదర్భ ప్రాయమై నటువంటి సర్వతోముఖమైనటువంటి ఒక చక్కని schemeను తయారు చేసి దానిని ఒక కొత్త బిల్లు ద్వారా ఉభయ శాసన సభలలో వ్యాపించి, ఆందరికి అంగీకారమైన చట్టమును చేస్తే అనందిస్తాను.”

III.—BUSINESS OF THE HOUSE—cont.

MR. PRESIDENT :—“ To-morrow is Friday and the House has to rise at 1 o'clock. Can we finish both the Bill and the Food discussion to-morrow? I am wondering whether we can meet at 10 o'clock.”

THE HON. DR. T. S. S. RAJAN :—“ Let us finish one item. We can finish the Bill and then take up the food discussion.”

DR. V. K. JOHN :—“ The more urgent matter is the discussion on the food situation and it may be more conveniently taken up first. The Bill may be taken up the next day. It is not that I am not ready; I am ready to discuss the Bill even to-morrow.”

MR. PRESIDENT :—“ May I know how many members would like to speak on this Bill?”

THE HON. DR. T. S. S. RAJAN :—“ Nobody except one or two.”

(Number of members then rose up.)

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SRI P. VEERABHADRASWAMI :—“ The Government have nationalized the buses in the City of Madras. People find the buses very convenient and travel with great comfort and very few people miss the bus. No doubt at peak hours the people may find it a little inconvenient but on the whole conditions have improved to a great extent. The Hon. Minister said that there was still great scope for improvement in the City traffic. But in the mufassal, conditions of travel are very very miserable. The buses running on the various routes are very old and rickety and many times the passengers have to get down and wait for hours together till the buses are repaired. Besides, there is a lot of overloading. Even those who sit could not breath freely or move their limbs and the fate of those who are standing can more easily be imagined than described.

“ By nationalizing the whole transport system, the Government will gain a great deal. They require money for extending primary education, starting medical, engineering and other colleges and various other schemes. It is but right that they should nationalize not only the buses but also the entire transport service in the province. It may not be easy for the Government to nationalize the entire transport service, but they can easily nationalize the buses all over the province. The Government may invest half the capital, reserve 30 per cent for the bus owners and 20 per cent for the local bodies in whose areas the buses and lorries ply. We find that most of the local bodies are not able to put through various useful schemes like water-supply and drainage schemes for want of funds. They want more money and it is but right that the Government should come to their help by giving them a portion of the profits that they would get from these buses and lorries.

“ There is the argument that there is no sufficient quantity of petrol for running all these buses and lorries. It is no doubt true. But in some districts like the Vizagapatam district, there is plenty of charcoal and it is very easy to run buses on charcoal gas. The Government may do well to try the experiment, which has been tried elsewhere, of running the buses and lorries with a mixture of diesel oil and groundnut oil. It may be even profitable. No doubt the Government will have to invest more on purchasing diesel oil engine buses. It is an experiment worth making. There is plenty of groundnut oil in the country and we can make use of it. This will help the groundnut growers and the various groundnut mills which are not working may be made to work and we can have plenty of supply of groundnut oil. So I would urge upon the Government to try whether it is possible to run diesel oil engine buses with a mixture of diesel oil and groundnut oil. As the Government are gaining more and more experience in running buses in the City, I hope they will make use of this experience in extending the nationalization scheme first to the bigger towns and then to the rural areas in the province.”

The House then adjourned to meet again at 11 a.m. the next day.

[22nd July 1948]

XI.—PAPERS LAID ON THE TABLE OF THE HOUSE.

1. *The Madras General Sales Tax (Amendment) Bill, 1948* (L.A. Bill No. 18 of 1948) as passed by the Legislative Assembly and received therefrom in the Council.

2. *The Cotton Transport (Madras Amendment) Bill, 1948* (L.A. Bill No. 19 of 1948) as passed by the Legislative Assembly and received therefrom in the Council.

3. *The Motor Vehicles (Madras Amendment) Bill, 1948* (L.A. Bill No. 8 of 1948) as passed by the Legislative Assembly and received therefrom in the Council.

4. Notification appended to G.O. No. 866, L.A., dated the 4th May 1948, regarding the constitution of Guntakal (Anantapur) Municipality.

5. Notification appended to G.O. No. 758, L.A., dated the 20th April 1948, regarding the inclusion of certain area in the municipal limits of Tanjore.

6. *The Madras Maintenance of Public Order (Amendment) Ordinance, Ordinance No. II of 1948.*

7. *Election—Casual—Tuticorin Municipality—Ward XXV—Reserved for Europeans—Postponed till 15th June 1948—G.O. No. 1156, L.A., dated the 12th June 1948.*

8. Notification appended to G.O. No. 997, L.A., dated 20th May 1948, regarding the inclusion of certain area in the municipal limits of Ootacamund.

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APPENDIX I.

[Vide item VIII at page 11 supra.]

A Bill further to amend the Cotton Transport Act, 1923, in its application to the Province of Madras.

(As passed by the Assembly.)

WHEREAS it is expedient further to amend the Cotton Transport Act, 1923, in its application to the Province of Madras, for the purpose hereinafter appearing; It is hereby enacted as follows:—

1. (1) This Act may be called the Cotton Transport Short title and extent.
(Madras Amendment) Act, 1948.

(2) It extends to the whole of the Province of Madras.

2. In section 7, sub-section (2), of the Cotton Transport Amendment of section 7, Central Act III of 1923.
Act, 1923, for the words "five hundred rupees," the words "ten thousand rupees" shall be substituted.

APPENDIX II.

[Vide item IX at page 14 supra.]

A Bill further to amend the Madras General Sales Tax Act, 1939.

(As passed by the Assembly.)

WHEREAS it is expedient further to amend the Madras General Sales Tax Act, 1939, for the purpose hereinafter appearing; It is hereby enacted as follows:—

1. (1) This Act may be called the Madras General Sales Short title and commencement.
Tax (Amendment) Act, 1948.

(2) This section shall come into force at once and section 2 on such date as the Provincial Government may, by notification in the *Fort St. George Gazette*, appoint.

2. In section 5, clause (ii) of the Madras General Sales Amendment of section 5, Madras Act IX of 1939.
Tax Act, 1939 (hereinafter referred to as the said Act), for the words "at two points," the words "at such single point," for the words "at the rate of one-fourth of one per cent," the words "at the rate of one half of one per cent" and for the words "at each of the two points," the words "at that point" shall be substituted.

3. For the removal of doubts, it is hereby declared that Removal of doubts.
tax on the turnover for the year ending on the 31st March 1948, in so far as it relates to cotton yarn other than hand-spun yarn, shall be levied under the said Act, as if this Act had not been passed.