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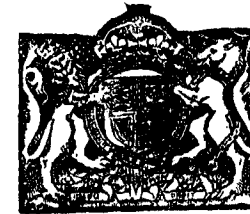
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MADRAS LEGISLATIVE COUNCIL
DEBATES

OFFICIAL REPORT

TUESDAY, 27TH JULY 1948

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THE MADRAS LEGISLATIVE COUNCIL.

Tuesday, the 27th July 1948.

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

I.—QUESTIONS AND ANSWERS.

STARRED QUESTIONS.

Administration of civil justice in Madras City.

* 17 Q.—SRI R. SURYANARAYANA RAO: Will the Hon. the Premier be pleased to state—

(a) whether there is any proposal before the Government to alter the system of administration of civil justice prevailing in the City; and

(b) if the answer to (a) is in the affirmative, whether the High Court of Madras has been consulted; and if so, whether the High Court is in favour of the contemplated change?

THE HON. DR. T. S. S. RAJAN (on behalf of the Hon. the Premier):—“(a) A proposal is under consideration to abolish the original jurisdiction of the High Court in the Madras City and to substitute a District Court instead just as in the mufassal.

“(b) The High Court of Madras was consulted. The correspondence is at present being treated as confidential.”

Government Officers' Associations.

* 18 Q.—SRI R. SURYANARAYANA RAO: Will the Hon. the Premier be pleased to state—

(a) the names of Gazetted and Non-Gazetted Government Officers' Associations recognized by Government;

(b) whether any rules are framed governing such recognition;

(c) whether there have been occasions when the Government were forced to withdraw recognition and the circumstances which led to such a course;

(d) whether their recognition has been restored; and, if so, on what terms;

(e) whether any representations have been received from these Associations demanding improvement in their status and emoluments; and

(f) if the answer to (e) is in the affirmative, whether the Government have passed orders on any or all their demands?

THE HON. DR. T. S. S. RAJAN (on behalf of the Hon. the Premier):—“(a) A list* of Gazetted and Non-Gazetted Government Officers' Association recognized by this Government is laid on the table of the House.

CONTENTS

I Questions and Answers	PAGES 71-87 155-163
II Election of Members to the House Committee	87
<i>Government Bill.</i>	
III The Motor Vehicles (Madras Amendment) Bill, 1948 (L.A. Bill No. 8 of 1948)	87-151
IV Next sitting of the Council	151-154
V Papers laid on the table of the House	154

[27th July 1948]

" (b) The answer is in the affirmative.

" (c) In September 1946, consequent on the failure of the Non-Gazetted Government Officers' Association to withdraw its letter of threat of 'direct action' the recognition of the Association was withdrawn and in December 1947 for the same reason, the recognition of both the Madras Secretariat Association and the Non-Gazetted Government Officers' Association was withdrawn.

" (d) Yes. The recognition was restored on the understanding that the Associations would not infringe the rules governing their recognition.

" (e) & (f) Representations are being received from time to time from the Non-Gazetted Government Officers' Association and other Service Associations in regard to improvement of emoluments, etc., and they are duly considered on their merits."

SRI R. SURYANARAYANA RAO :—" When representations are sent up by these Associations do the Government generally give them an opportunity to present their case, before their case is finally disposed of? "

THE HON. DR. T. S. S. RAJAN :—" Whenever a case comes up before the Government for personal discussion as a rule it is generally granted. If there is nothing particular to acquaint oneself with they are not called."

Number of posts in the Fire Services.

* 19 Q.—SRI N. SANKARA REDDI: Will the Hon. the Premier be pleased to state—

(a) how many provincial and regional posts there are in the Fire Services?

(b) the qualification of the respective provincial and regional officers?

(c) whether there are no Indian officers who are equally qualified and experienced for holding the posts;

(d) whether the Government are contemplating to merge the Fire Services with the Police department; and

(e) whether during the war certain Police officers were also trained in the Civil Defence and Fire Services work?

THE HON. DR. T. S. S. RAJAN (on behalf of the Hon. the Premier) :—(a) One provincial and 3 regional posts.

(b) A statement giving particulars of the educational and other qualifications possessed by the four officers is placed on the table of the House.

(c) Not yet.

(d) A proposal is under consideration.

(e) Yes."

[27th July 1948]

SRI R. SURYANARAYANA RAO :—" May I know whether these officers have been recruited on a contract basis or have been made permanent officers of the Department? "

THE HON. DR. T. S. S. RAJAN :—" I have no information on this subject; but I will call for it. My own impression so far about this is they have been brought on a contract basis."

Ex-Rationing Officer, Ellore town.

* 20 Q.—SRI MOTHEY NARAYANA RAO: Will the Hon. the Minister for Food be pleased to state—

(a) whether the Collector, West Godavari, received any petitions from the Meals and Coffee Hotel Keepers of Ellore town and Sri M. Kotiah Naidu, Journalist, Ellore, through the President of the West Godavari District Congress Committee, Ellore, containing serious allegations of bribery and corruption against Sri B. V. Sriramamurthi, B.A., B.L., Ex-Rationing Officer, Ellore town, when he was in service;

(b) whether any enquiry has since been made; and

(c) if so, when, where and by whom and what the result is?

THE HON. DR. T. S. S. RAJAN :—" (a) The Collector of West Godavari received some time back petitions submitted by the proprietors of seven hotels in Ellore through the President, District Congress Committee, Ellore, containing allegations of bribery and corruption against Sri B. V. Sriramamurthi, ex-Rationing Officer of Ellore. The Government have no information about the petition stated to have been sent by Sri M. Kotiah Nayudu.

" (b) Yes.

" (c) It will not be in the public interest to disclose the details."

SRI N. SANKARA REDDI :—" May I know, Sir, whether the result will not be disclosed? "

THE HON. DR. T. S. S. RAJAN :—" The result of the enquiry will be made known when it is closed. Now it is under consideration."

Geological Survey in the Province.

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

(a) the number of parties of the Geological Survey now at work in the Province, the areas in which they are working, the strength of each party, the mineral or minerals under survey; and

(b) whether intensive survey of mineral resources of any particular tract is proposed without reference to any particular mineral?

[27th July 1948]

THE HON. SRI H. SITARAMA REDDI :—“(a) There is only one Geographical Survey Party working in the office of the Southern Circle of Geographical Survey of India stationed at Madras. The present strength of the Party is 16 officers. A copy of the programme of work to be carried out by the Party during the field season 1947-48 is appended*.

“(b) The programme for the ensuing field season has not yet been drawn up, but it is expected that the Southern Circle Geological Survey Party will continue the systematic survey already in progress in the following areas, without reference to any particular mineral—

- (i) Continuation of the systematic mapping of the Salem-Trichinopoly region.
- (ii) Continuation of the systematic mapping of the North Arcot district.
- (iii) Continuation of the systematic mapping of the Archaeal rocks of the Nellore-Guntur region.
- (iv) Continuation of the systematic mapping of the Archaeal rocks of the Trichinopoly-Coimbatore region.
- (v) Continuation of the systematic mapping of the Archaeal rocks in the Tinnevely district and Ramnad district.
- (vi) Continuation of the systematic mapping of the Cuddapah and other rocks of the Ceded districts.
- (vii) Systematic mapping of the Northern Circars.”

SRI R. SURYANARAYANA RAO :—“May I know, Sir, as the geological survey is done by the Government of India, whether their programme for the next year is drawn up, in consultation with the Government of Madras?”

THE HON. SRI H. SITARAMA REDDI :—“Yes.”

SRI R. SURYANARAYANA RAO :—“May I know, Sir, what material Government possesses in order to direct that a survey of a particular area should be carried out in order that the minerals available there may be exploited?”

THE HON. SRI H. SITARAMA REDDI :—“It is based upon the previous information available with the Government of Madras. Such areas that we feel should be particularly surveyed in relation to the necessity for the exploitation of a particular mineral or materials are suggested and on the suggestion of the Madras Government a plan is drawn up and executed by the Geological Survey of India.”

SRI R. SURYANARAYANA RAO :—“In view of the slow progress of the geological survey and in view of the inadequate number of persons allotted have the Government of Madras at any time having failed to get any response considered the necessity for having a geological survey department of their own?”

* Printed as Appendix III on pages 160-161 *infra*.

[27th July 1948]

THE HON. SRI H. SITARAMA REDDI :—“A representation was made by me to the Government of India, in a deputation to the Power and Mines Minister and a letter was addressed by the Minister in charge, dated the 28th April 1948, in which he says :—‘In spite of the dearth of officers in the Geological Survey of India, the Province of Madras has had the largest number of officers compared with any other single Province since 1939 and in the current field season 1947-48, 18 officers are working there on a wholetime basis.’ He has also said that :—‘the expansion of the Geological Survey of India as sanctioned in the year 1945 has not materialised according to expectations, owing to the extreme paucity of suitable technically qualified personnel. In spite of our best efforts in India and abroad to find suitable men, it has not been possible so far to make appointment to all the sanctioned posts in the Geological Survey of India, several of which are still lying vacant. All the same the Government of India are determined to see and tap every possible source to get suitable men for the purpose.’”

Polytechnics in the Province.

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

(a) the number of Polytechnics in the Province and the courses of training provided in each;

(b) whether Civil Engineering is provided in all or most of the Polytechnics and the number for which provision is made in each Polytechnic;

(c) whether the Government have decided to start a Polytechnic at Bellary to serve the needs of Rayalaseema; and

(d) if the answer to (c) is in the affirmative, what the courses of training provided will be?

THE HON. SRI H. SITARAMA REDDI :—“(a) There are 8 polytechnics in this Province. The names of the polytechnics and the courses of training provided in each are given in a statement, a copies of which are placed on the table of the House.

“(b) The Civil Engineering course was originally provided in the Polytechnics at Cocanada, Madura, Madras, Calicut, Vuyyuru and Mangalore. The Government have recently ordered that the Civil Engineering courses in these Polytechnics be abolished and an overseers' course be started instead. This course has also been ordered to be provided in the Rayalaseema Polytechnic, Bellary, to be opened in July 1948. The number of boys who can be admitted for this course in each of the polytechnics is 40.

“(c) Yes.

* Printed as Appendix IV on page 162 *infra*.

[27th July 1948]

"(d) For the courses of training in the Rayalaseema Polytechnic, please see statement placed on the table of the House."

Rules regarding the admission into colleges.

* 23 Q.—SRI R. SURYANARAYANA RAO: Will the Hon. the Minister for Education be pleased to state whether any changes have been made in the rules governing admission into Engineering and Arts Colleges; and, if so, what they are?

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR:—
"The communal proportion fixed in respect of admissions to Engineering Colleges has been changed as follows:—

Non-Brahmans (Hindu)	..	..	6 out of 14
Backward Hindu Communities	..	..	2 out of 14
Brahmans	..	..	2 out of 14
Harijans	..	..	2 out of 14
Anglo-Indians and Indian Christians	..	..	1 out of 14
Muslims	..	..	1 out of 14

"No change has been made in regard to admission to Arts Colleges."

SRI R. SURYANARAYANA RAO:—"May I know, Sir, what was the reason for changing this communal representation and basing it on 14 instead of 12? I wish to know whether there had been any change of policy with the Government regarding communal representations."

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR:—
"The communal Government Order was followed in the colleges. When that was changed the colleges also followed that."

SRI R. SURYANARAYANA RAO:—"I am obliged to the Hon. Minister. I was not aware that the communal Government Order had been altered making it 14 and basing on that the number of seats had also been altered. May I know if it means that Non-Brahman Hindus and Backward Non-Brahman Hindu Community will get altogether 8 out of 14 to Non-Brahmans?"

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR:—
"That is so; ten for the Hindus."

Place accorded to languages in education.

* 24 Q.—SRI R. SURYANARAYANA RAO: Will the Hon. the Minister for Education be pleased to state what place will be accorded to—

- (a) mother-tongue;
- (b) the regional language;
- (c) Hindustani;
- (d) English;

[27th July 1948]

(e) Sanskrit and other classical languages in the proposed reorganization of primary, secondary and University education.

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

"Under the scheme for the reorganization of Secondary Education introduced from the current school year, the regional language is the first language. Hindustani, Sanskrit, Arabic, Persian or any other Indian language is the second language and English the third language. Those whose mother-tongue is different from the regional language may study their mother-tongue as the second language. The study of the first and third languages will be compulsory throughout, but the second language will be compulsory only in Forms I to III. In Forms IV to VI pupils will have the option to study the second language in addition to the regional language or the regional language alone. There is no proposal for reorganizing primary and University Education in so far as the study of languages is concerned."

11-15
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SRI R. SURYANARAYANA RAO:—"May I know, Sir, whether that the Hon. the Minister gives a secondary place to mother-tongue and that the regional language gets preference over mother-tongue in his scheme?"

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

"Regional language is virtually the mother-tongue of a large majority of people living in the region and therefore, naturally, it gets the first preference."

SRI R. SURYANARAYANA RAO:—"If in any area, the regional language happens to be different from the mother-tongue of a large section of the people in the region, will the Hon. the Minister give us an assurance that the mother-tongue will be utilized as the medium of instruction for teaching in the schools?"

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR:—
"In bi-lingual areas instructions will be given in both the regional language and the mother-tongue."

SRI R. SURYANARAYANA RAO:—"May I ask the Hon. Minister whether this concession has been extended to the City of Madras and other places?"

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR:—
"Yes, Sir."

SRI S. B. ADITYAN:—"Is Hindi still optional in Tamil districts whereas it is compulsory in Andhra and Kerala areas?"

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

"Hindi is not a compulsory language anywhere in the Province. A second language is compulsory throughout the Province. A second language group has been constituted with Hindi, Sanskrit, Arabic and any other Indian language. A second language will be compulsory and Hindi is one of the languages in this group of languages comprising the second language."

[27th July 1948]

K. T. M. AHMED IBRAHIM SAHIB BAHADUR :—“ May I know, Sir, whether as a result of the understanding arrived at between the Hon. the Minister for Education and certain Muslim representatives under the leadership of the Leader of the Opposition in the other House, it was agreed that pupils having Urdu as their mother-tongue should be taught through the medium of Urdu up to a certain stage, that is, up to the compulsory stage? ”

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

“ I would like to draw the attention of the hon. Member to the result of the conference between me and the Leader of the Opposition in the other House and also other Muslim representatives with regard to the second language. They have accepted the regional language as the medium of instruction in their schools also.”

K. T. M. AHMED IBRAHIM SAHIB BAHADUR :—“ May I ask the Hon. Minister, whether the Leader of the Opposition submitted a report of the proceedings of the said conference between the Muslim representatives and the Hon. Minister for Education and according to that report, which was presumably accepted by the Hon. Minister, in places where Urdu is the mother-tongue of an appreciable section of the population, that section would continue to be given instruction up to the Fifth standard in that language? ”

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

“ The Government agreed that in places where there were separate schools with Urdu as the medium of instruction, they would allow instructions to be continued to be given in Urdu for a period of five years.”

DR. V. K. JOHN :—“ Have the Government any sympathy with the recent agitation against the introduction of Hindi in this Province? ”

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

“ I do not understand the question. There was some agitation against the proposal of introducing Hindi as a compulsory language.”

SRI C. N. MUTHURANGA MUDALIYAR :—“ May I take it, Sir, from the answer of the Hon. the Education Minister that if a student should take up a compulsory second language—not necessarily Hindustani—he need not study Hindustani at all? ”

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

“ Yes, Sir.”

SRI C. N. MUTHURANGA MUDALIYAR :—“ Is it not contrary to our principle that Hindustani must be the national language of this country? ”

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

“ There is nothing contrary. We have provided for the teaching of Hindustani to every child and every child is at liberty to study Hindustani.”

[27th July 1948]

SRI C. N. MUTHURANGA MUDALIYAR :—“ The Government have made it optional for the students to study Hindustani instead of making it compulsory for every child. Therefore, there is no meaning in making a thing optional and confusing it between compulsory and optional.”

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

“ This matter has been made clear during the discussion in the other House. We have provided opportunities for every child to study Hindustani and provision for teaching of Hindi is made. But if a parent or a child does not want his or her child to read Hindustani, he need not study it and no compulsion will be made.”

SRI S. B. ADITYAN :—“ Are the Government aware that the basis of the Anti-Hindi agitation is that people think that Hindi is a compulsory language? ”

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

“ That is so. There is a misunderstanding and I think my answers to questions put in the Assembly will have cleared that misunderstanding and I also hope that the questions now put to me and answers given will further remove this misunderstanding.”

DR. V. K. JOHN :—“ Will the Government issue a communiqué explaining their position in regard to Hindi instead of trying to clear up the position by means of answers to questions, and making confusion more confounded? ”

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

“ It depends upon the Hon. Member concerned whether the answer confuses or clears the position. Anyhow, I will consider the matter of issuing a communiqué on the matter.”

SRI S. B. ADITYAN :—“ May I ask the Hon. the Minister for Education whether the position of hindi language to-day is exactly the same as it was when the Hon. Sri C. Rajagopalachari was the Premier.”

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

“ No. There was no option at that time. Hindi was the only second language then.”

SRI R. SURYANARAYANA RAO :—“ May I know whether the scheme regarding languages adumbrated by the Hon. Minister refers only to secondary education or does it also refer to primary or University education? ”

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

“ No, Sir.”

SRI R. SURYANARAYANA RAO :—“ How can a new reform be introduced in the secondary education stage unless it begins at the primary stage? ”

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

“ Firstly the hon. Member has not followed the question.

[27th July 1948]

Secondly, the question of second language does not arise in elementary education. It arises only at the secondary education stage."

SRI R. SURYANARAYANA RAO :—" If the second language rule does not apply to children studying in third or fourth standards in the primary schools, why is it that under the new scheme the regional language or the mother-tongue is taught in those schools?"

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—" The unanimous opinion of experts was that the second language may be taken only after the fifth standard, that is, at the first form stage."

SRI R. SURYANARAYANA RAO :—" Does the Hon. Minister mean that the second language should be taken only after the fifth standard? "

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—" Yes. I do not like to talk in terms of standards. In the first form, they should take up the second language."

K. T. M. AHMED IBRAHIM SAHIB BAHADUR :—" May I ask the Hon. Minister whether the same principle of giving instruction through the medium of the mother-tongue will be followed with regard to people whose mother-tongue is not the regional language? There is an appreciable number of pupils whose mother tongue is not the regional language and therefore ordinarily they will have to study through a language other than the mother-tongue even up to the fifth standard. Will the aforesaid principle be followed in regard to pupils whose mother-tongue is not the regional language but Urdu? There is an appreciable number of such pupils in particular areas."

THE HON. SRI T. S. AVINASHILINGAM CHETTIYAR :—" Opportunity is there. But administrative possibilities are different. We can do only according to administrative possibilities."

Shifting of Intermediate classes from the Presidency College.

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

(a) whether the Government have decided to shift Intermediate classes from the Presidency College to the Government Muslim College;

(b) whether admissions to Intermediate classes are to be made from students of all communities under rules applicable to the non-denominational colleges;

(c) what the rules governing admission into non-denominational colleges are and how they differ from rules governing admission to denominational colleges;

(d) whether, in respect of other classes in the Government Muslim College, rules governing admission to denominational colleges are to be maintained;

[27th July 1948]

(e) what the circumstances are to necessitate the maintenance of this 'dual' character of the Government Muslim College; and

(f) whether the Government have now decided to do away with denominational institutions?

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

" (a) Yes.

" (b) Yes.

" (c) & (d) The rules regarding admission to Government Arts Colleges (non-denominational) are contained in G.Os. No. 1435, Education, dated 1st August 1940, and No. 960, P.H., dated 14th February 1942. Copies of these Government Orders were placed on the table of the House in connexion with the answer to question No. 185 answered on the 8th December 1944.

" The only denominational colleges maintained by Government until recently were the Government College for Muslim Women, Madras, and the Government Muslim College for Men. The former was transferred to Mr. Ethiraj. As regards the Government Muslim College for Men, the Government have transferred the Intermediate classes of the Presidency College to this college and for admission to the Intermediate class of this college the rules relating to non-denominational colleges will apply. The difference in the rules governing admission to non-denominational and denominational colleges is that while in the former case Muslims will be considered as a minority community for the purpose of admission, in the latter (i.e., the Muslim College for Men) 75 per cent of the seats will be reserved for them.

" (e) The Intermediate classes had to be removed from the Presidency College to enable that college to devote more time for post-graduate and research work. It was found that the Muslim College could take in the Intermediate classes from the Presidency College without much difficulty. As the Government are not maintaining in the City any Arts College for Men other than the Muslim College, provision had to be made for the admission of students of all communities to the Intermediate classes in the Muslim College. For B.A., B.Sc. and Honours classes, there is the Presidency College also and besides it was considered that the change here should be gradual.

" (f) The Government are against the starting and maintenance of separate institutions for Muslims as a matter of policy. But they have decided to continue the existing separate schools for Muslims for the next five years as a transitional measure."

SRI R. SURYANARAYANA RAO :—" May I take it, Sir, that it is the intention of the Government to transfer the arts courses from the Presidency College to the Muhammadan College? "

[27th July 1948]

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

"No, Sir. Only the Intermediate classes will be transferred to the Muhammadan College."

K. T. M. AHMED IBRAHIM SAHIB BAHADUR :—"May I ask the Minister whether it is not correct to say that the steps taken by the Government in regard to the transfer of the Intermediate classes to the Muslim College are contrary to and in violation of the understanding arrived at at the Conference referred to previously that such educational institutions should be continued for five years under the present arrangement and that after the lapse of five years, the question should be reconsidered?"

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

"I must make this thing clear. A few representatives of the Muslims including the Hon. the Leader of the Opposition and my hon. Friend met me in discussion. We discussed the matter at that conference and we came to certain conclusions. The Leader of the Opposition presented a memorandum and I told the Leader of the Opposition that the memorandum would be considered by the Government and orders would be passed. Government orders have been passed on the memorandum. Government have agreed that for separate institutions, they should be continued for five years as a transitional measure. My hon. Friend may look at the order issued by the Government, whether Government have agreed to keep the Muslim colleges separate."

K. T. M. AHMED IBRAHIM SAHIB BAHADUR :—"Is not the step taken by the Government in regard to the Intermediate classes in the Muhammadan College tantamount to the abolition of the college so far as those classes are concerned? Have not Muslim students thereby suffered this year so far as admission is concerned on account of this step, and is it not a fact that the special facilities that they have been allowed to get have been completely nullified by this transfer?"

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

"Firstly, the Government Order issued on the memorandum did not undertake to keep a separate college. Secondly, they have reserved power under the order to abolish all schools including Muslim schools which are uneconomic and to issue such orders as they may find necessary from time to time in this behalf."

K. T. M. AHMED IBRAHIM SAHIB BAHADUR :—"Do Government think that the Muhammadan College has been uneconomic and is it the reason why they have transferred the Intermediate classes from the Presidency College to this College?"

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

"Public exigencies demanded that it should be done so that we might develop one college for research of a high order."

[27th July 1948]

K. T. M. AHMED IBRAHIM SAHIB BAHADUR :—"Do Government think that it should be done at the expense of the progress of Muslim education?"

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

"I do not think it is against the progress of Muslim education. Muslim students can easily get admissions in all other colleges. We are not maintaining colleges for different communities separately."

K. T. M. AHMED IBRAHIM SAHIB BAHADUR :—"Will the Government admit that so far as other communities are concerned, there are special facilities in regard to admissions in particular institutions but so far as Muslims are concerned, there are not very many such colleges and on account of that fact, Muslim students have been hard-hit by the change of policy?"

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

"This is a Government college. The hon. Member must remember that fact. In private institutions, it is open to the managements to do so with regard to admissions. With regard to Queen Mary's College, representations were made to me that just as in the case of Harijans who have been reserved ten per cent of the seats, the Muslims also might be reserved a certain percentage of seats and Government have decided to reserve five per cent of the seats for Muslim girls in that college. Government are also considering ways and means for promoting the education of Muslim boys and girls and it is unfair that we should maintain separate colleges for them. It is against public interest and against the scheme of reorganization."

SRI R. SURYANARAYANA RAO :—"In view of the rapidly changing circumstances, will the Government re-consider the undertaking given to the Leader of the Opposition in the other House?"

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

"It is only a transitional measure, and, therefore, hon. Members should show some sympathy in working the scheme during the transitional stage."

Committee for the selection of students to the Agricultural colleges.

* 26 Q.—SRI L. SUBBARAMA REDDI (on behalf of Sri B. Bhima Rao) : Will the Hon. the Minister for Agriculture be pleased to state—

(a) the names, designations, etc., of the members of the Selection Committee for admission of students into the Agricultural colleges of the Province; and the period for which they have been appointed; and

(b) the instructions issued to them for regulating the admissions into the colleges; and whether a copy of the same will be laid on the table of the House?

[27th July 1948]

THE HON. SRI K. MADHAVA MENON :—“(a) The members of the Selection Committee are—

- (1) The Principal, Agricultural College, Coimbatore, ex-officio convenor,
- (2) The Principal, Agricultural College, Bapatla, ex-officio member,
- (3) Sri M. Nageswara Rao, M.L.A., Guntur,
- (4) Sri K. M. Desigar, M.L.C., Vallivalam, Tanjore district,
- (5) Sri K. Unnikrishna Menon, retired Deputy Director of Agriculture, Edapal P.O., Malabar district,
- (6) Sri Rao Bahadur K. T. Alwa, retired Deputy Director of Agriculture, Bijai P.O., Mangalore, and
- (7) Sri P. Kakkan, M.L.A., Melur, Madura district.

These members have been appointed for a period of three years.

“(b) The hon. Member's attention is invited to the statement placed on the table of the House in connexion with his Starred Question No. 94, on 15th July 1947. Since then the Government have instructed, at the instance of the Andhra University, that preference should be given to students who took up Agriculture as their optional in Intermediate classes, other things being equal.”

Report prepared by the Selection Committee for admission of students to the Agricultural colleges.

* 27 Q.—SRI L. SUBBARAMA REDDI (on behalf of Sri B. Bhima Rao): Will the Hon. the Minister for Agriculture be pleased to get from the Chairman of the Selection Committee the table or tables prepared by the Committee for admission of students to the Agricultural colleges showing the details of qualifications, etc., districtwar and communitywar, and place the same in the Legislature library for reference by the members?

THE HON. SRI K. MADHAVA MENON :—“The Government do not propose to call for the tabular statements of applications that might have been prepared by the Committee for its use and place them in the library of the Legislature.”

Petition from Velagada Peddiyya.

* 28 Q.—SRI P. VEERABHADRASWAMI: Will the Hon. the Minister for Land Revenue be pleased to state—

(a) whether the Revenue Divisional Officer, Parvatipuram, has received a petition from Velagada Peddiyya of the village of Kadamalla, Palakonda taluk, Vizagapatam district, that the Tahsildar of Palakonda has imposed a penalty of Rs. 497-8-0 unjustly on the land, which has been under his cultivation under the “Grow More Food Campaign,” though he has been paying the land rent of Rs. 19-3-0 regularly;

27th July 1948]

(b) whether the Government will call for the papers concerned and examine them; and

(c) whether it is a fact that the Hon. the Minister has given an assurance that lands below five acres in extent brought under cultivation by Harijans in the war years will be allowed to be in their possession?

THE HON. SRI KALA VENKATA RAO :—“(a) & (b) The Government have no information and do not propose to call for papers at this stage. The party aggrieved by the orders referred to by the hon. member may have recourse to such procedure as may be prescribed in the relevant Act or Rules for appeals and revisions.

“(c) No such orders have issued from Government.”

Rules governing the admissions into the Medical colleges.

* 29 Q.—SRI R. SURYANARAYANA RAO: Will the Hon. the Minister for Public Health be pleased to state whether any ~~changes have been introduced~~ ^{changes have been introduced} governing the admissions into the Medical colleges; and, if so, what they are?

THE HON. SRI A. B. SHETTY :—“The answer is in the affirmative. * The rules for the selection of candidates for admission to Medical colleges laid on the table of the House with reference to clause (a) of the Legislative Council Question No. 78 (starred), answered at the meeting held on 24th September 1947, have been amended as indicated in the paper now placed on the table.”

SRI R. SURYANARAYANA RAO :—“With reference to the statement placed on the table of the House, may I take it, Sir, that ten per cent of the number of seats available in all Medical colleges are reserved for the Madras City and that they are allotted in accordance with the communal proportion rule?”

THE HON. SRI A. B. SHETTY :—“Yes, Sir.”

Conditions in hospitals.

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

(a) whether the attention of Government has been drawn to the sub-leader of the Hindu, Madras, regarding “Conditions in Hospitals” in the Province; and

(b) if so, whether the Government propose to appoint a committee to enquire into the matter and to suggest ways and means to set things right?

THE HON. SRI A. B. SHETTY :—“(a) Yes.

“(b) There is at present no proposal to appoint an enquiry committee. Action has been taken to tighten up the control over the receipt and issue of stores in the General Hospital, Madras. A proposal to strengthen the staff of nurses in the hospital is under consideration. Proposals have been called

[27th July 1948.]

for from the Surgeon-General for effecting better supervision and control over the hospital staff connected with the articles of diet received in hospitals and their cooking and distribution."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" May I know, Sir, why Government have not thought it necessary to tighten up control? "

THE HON. SRI A. B. SHETTY :—" Several steps have already been taken to tighten up control and further proposals have been called for from the Surgeon-General in regard to this matter."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" Will the Government take steps to provide watchmen for the hospitals, after the suggested improvements have been made, and after the necessary steps have been taken by the Government? "

THE HON. SRI A. B. SHETTY :—" Yes, Sir. Seven Gurkhas have been appointed as watchmen, and four nuns have been appointed to supervise the preparation of food and its distribution. And there are further proposals under consideration, to appoint more nuns and also more Gurkha watchmen."

SRI R. SURYANARAYANA RAO :—" May I know whether the Government are aware that conditions similar to those that prevail in the General Hospital also exist in other hospitals as well? "

THE HON. SRI A. B. SHETTY :—" The Surgeon-General has been asked to consider the matter with reference to all the city hospitals, and to report what action is necessary to tighten up control."

SRI R. SURYANARAYANA RAO :—" May I know whether the Surgeon-General has been asked to consider the question of not merely the leakage in distribution, but also the leakage even in supply of the different articles of diet to hospitals? "

THE HON. SRI A. B. SHETTY :—" The supply is made by contractors."

SRI R. SURYANARAYANA RAO :—" May I know whether there is any need to change that system? "

THE HON. SRI A. B. SHETTY :—" That question will also be considered."

DR. V. K. JOHN :—" May I suggest, Sir, that Government may have South Indians as watchmen instead of the Gurkhas? "

THE HON. SRI A. B. SHETTY :—" The Gurkhas were considered better fitted for this work by the people in charge of the hospital administration."

SRI S. B. ADITYAN :—" May I know whether any Gurkhas have been appointed also in the district headquarters? "

THE HON. SRI A. B. SHETTY :—" Not so far."

27th July 1948]

SRI S. B. ADITYAN :—" Will the Government make an enquiry as to whether misappropriation similar to that found in the Madras hospital is going on also in the district hospitals? "

THE HON. SRI A. B. SHETTY :—" If any complaint comes it will be enquired into."

SRI R. SURYANARAYANA RAO :—" Cannot the enquiry of the Surgeon-General be extended to the system prevailing in all hospitals in the Presidency by appointing, if necessary, a special senior officer? "

THE HON. SRI A. B. SHETTY :—" The matter will be considered later."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" Will the Government be pleased to place the result of the enquiry of the Surgeon-General before the public? "

THE HON. SRI A. B. SHETTY :—" If necessary, it will be done, Sir."

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

II.—ELECTION OF MEMBERS TO THE HOUSE COMMITTEE.

MR. PRESIDENT :—" I have to announce to the House that the following candidates were nominated for election to the House Committee :—

- (1) Dr. Syed Tajuddin Sahib.
- (2) Sri H. M. Jagannatham.
- (3) „ L. Subbarama Reddi.
- (4) „ D. Krishnamurthi.
- (5) „ N. Venkatachalamaji.
- (6) Mrs. M. Hensman.

" As the number of candidates nominated is equal to the number of vacancies to be filled, viz., six I hereby declare them to have been duly elected to House Committee.

" In addition to the above, under rule 143 of the Madras Council Rules, I nominate the following two members to be members of the said Committee :—

- (1) Mr. Roche Victoria.
- (2) Sri A. Govindacharyulu."

GOVERNMENT BILLS.

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

* RAO BAHADUR SRI D. KRISHNAMURTHI :—" Mr. President, Sir, this Bill has been subjected to very violent criticism—many unjust aspersions have been cast against the Government. It is said that the Bill is unnecessary and also that the Government proposes to take over certain extraordinary powers into their hands, to use them or to abuse them. In the course of this discussion, one matter which is often forgotten is that when

[Sri D. Krishnamurthi] [27th July 1948]

this Act was passed in 1937 there was then no consideration of nationalization of transport at all. To-day we know all the buses in Madras City are run by Government. It is a fact which can easily be verified that people are getting better seating accommodation and comforts in State buses. Of course there may be some defects, but still they may be set right in course of time, and improvements could be effected. With regard to the other fact whether this Bill is necessary or not, the main consideration seems to be that it is unnecessary in the opinion of hon. Dr. John who himself rushed recently to the High Court in a matter against the same Road Transport Board and the High Court refused to admit his application. It was against this Statutory Board about which he supported so vehemently the other day. It does not mean that anything that is done by this Statutory Board has got attached to it a certain measure of infallibility, that it is sacrosanct, and that it cannot commit mistakes. In the actual working of this Act, the Government have found certain serious drawbacks, and therefore they think that it is absolutely necessary to propose this Bill, in the best interests of the public.

"Another important factor which could not be ignored in this connexion is that the money with which these buses have been purchased is people's money. The scheme of nationalization has been formulated with a view to getting some kind of financial advantage to augment our slender financial resources brought about by total prohibition scheme. If nationalization is found successful in the City, it is expected to be extended to all over the Province. It is not possible for Government to rush all at once and take away every bus owned by private individuals. There are and there will be defects in any Government scheme to which it is the bounden duty of hon. Members here present and elsewhere to draw the attention of the Government. Remedial measures have also to be suggested by them. The powers that are sought to be taken by Government by this Bill are found to be absolutely necessary from the standpoint of Government, not only for their own purpose, but also for protecting the money invested by the people in these different services, with a view to getting a good yield. Once it was a question of individuals owning many buses and making huge profits, but now it is a question of the State owning them and augmenting its resources: therefore, any measures intended to achieve that objective must be supported. I do not mean to say that the Bill as it stands is perfect and should be passed as such. Individual amendments can be brought forward, if they are found to be necessary in the people's interests. Conditions in India are different from conditions in England; conditions to-day are quite different from those of 1939. There is no meaning in saying that the Transport Act of England should be copied by us and that changes should be effected in this Bill with a view to implement the same. In the present circumstances the sections in the Bill are very specific, definite and based on judicial experience. Hitherto it has been a mere pastime of one

27th July 1948] [Sri D. Krishnamurthi]

or a few individuals owning buses, necessitating the employment of costly legal talent against Road Traffic Board decisions by challenging the same in the High Court, if necessary, which the Bill seeks to obviate.

"I myself pointed out certain specific cases of irregularity in Road Traffic Board decisions to the late Hon. Mr. Daniel Thomas, and he clearly said that Government will study the cases and suggest remedies with a view to do adequate justice wherever conflicting decisions are made. I take it that this Bill has been designed to remove some of those irregularities. The Bill is intended to safeguard the financial interests of the people whose money the Government have sunk in large amounts in nationalization scheme and therefore it cannot be said that Government are taking powers to abuse them. To this Bill, Sir, I feel sure there can be absolutely no rational or reasonable objection and even to any specific provision that has been included in this Bill. If it is found in actual working that any provision is abnoxious or illegal or against public interests, equity or justice, amendments can be brought forward later on and the Bill can be modified to such an extent as would make it more useful and popular. With these words, Sir, I support the Bill."

SRI MOTHEY NARAYANA RAO:—“అధ్యక్షా, క్రిందటిరోజున సుప్రసిద్ధ న్యాయవాదులైన కృతికూనాయకులు ఈ బిల్లుకు వ్యతిరేకముగా మాట్లాడినారు. వారు మాట్లాడినది నాకు చాలా ఆశ్చర్యమును గలుగజేసింది. వారి అభిప్రాయములేమిటో సరిగా అర్థము కాలేదు. Bus రవాణాను జాతీయముచేయుటకు వ్యతిరేకముగా వారు చూపించిన కారణములేమిటా జోధపడలేదు. కాని ఈ రోజున ప్రజాభిప్రాయమును గమనించినట్లయితే ఈ bus రవాణాను మూలమేరక ముఖ్యమైన భారీ పరిశ్రమల సన్నిహితీనకూడా ప్రభుత్వము తమ శ్రేయము చేసుకొనవలెనని ఉన్నదనుటకు ఎంతమాత్రము సందేహము లేదు.

“అంతేకాకుండా కాంగ్రెస్ పార్టీవారు ఎన్నికలకు నిలబడినపుడు వారి ప్రచారకలాపములను భారీ పరిశ్రమల సన్నిహితీని జాతి కరముచేస్తామని ప్రజలకు వాగ్దానము చేసినారు. కాబట్టి సాధ్యమైనంత త్వరలో ఈ bus రవాణాను ప్రభుత్వము వారు తమ శ్రేయము చేసుకొనుట వారి ముఖ్యకర్తవ్యమని నా అభిప్రాయము. ప్రజలకు ఇటువంటి వాగ్దానముచేసినకూడా ఇంకా ఈ పరిశ్రమను జాతీయము చేయకపోవడంవలన ప్రజలలో చాలా ఆశ్చర్యము ఉన్నది. ఇప్పుడైనను రవాణాకౌశామామ్యము రాష్ట్రముకంటాకూడాను bus లను జాతీయము చేసుకొనే విషయము నిర్ధారణగా కెప్పటికీపోవడము చాలా అశ్రద్ధకుగా ఉన్నది. మొట్టమొదట ఈ సంవత్సరములోనే ఈ scheme రాష్ట్రమంతటా అమలు చేస్తారని ప్రజలు ఆశించినారు. కాని ఇప్పుడు ప్రభుత్వమువారు ఈ విషయమును కొంతకాలమువరకు నిలుపుచేసినట్లు తెలియజేస్తున్నది. ఇది చాలా అన్యాయమని నా అభిప్రాయము. కనుక విమోచము అలశక్తుచేయకుండా ఈ busలను ప్రభుత్వమువారు సాధ్యమైనంత త్వరలో స్వాధీనము చేసుకొనవలెనని నేను వారిని కోరుచున్నాను. అంతేకాకుండా మనరాష్ట్రములో ఉన్న పెద్ద పరిశ్రమలసన్నిహితీని ప్రభుత్వమువారు వెంటనే విశేషముచేసుకొనవలెనని నా ఆశస్రము.

[Sri Mothey Narayana Rao] [27th July 1948]

“ఈ మధ్యను ప్రభుత్వమువారు రాజమహేంద్రవరము కాగితపు మిల్లిను కొని
భున్నారాని దీనిని ఇంకను నడుపుట లేదు. దీనిని తిరిగి వ్యక్తుల పెట్టుకొని
నడపుటకు ఇచ్చే అభిప్రాయమున్నదని ప్రజలు అనుకొనుచున్నారు. ఇదే నిజమైనచో
ప్రభుత్వవిధానము చాలా అక్రమమైనటువంటిదని మనవిచేస్తున్నాను. చాలి పరిశ్రమల
సన్నిహితీని జూతి పరము చేస్తామని ప్రజలకు చెప్పియుంటి కాంగ్రెస్ పార్టీ ప్రభు
త్వమే ఇటువంటి వింతవిధానాన్ని ఆనుసరిస్తుందేమో అనేది చాలా ఆశ్చర్యకరమైన
విషయము.

“ఇట్టి విధానమును అనుసరించ దలచినపుడు ప్రభుత్వమువారు ఈ మిల్లిను కొన
వలసిన అవసరమేమో కనపడుట లేదు. కాబట్టి మరల దీనిని వ్యక్తుల పాటుకొని
పరముచేయక మన ప్రభుత్వమే నడిపించవలెనని కోరుచున్నాను. దీనిని నడిపించుట
మన రాజధానిలోని వారికి తెలియదని ఇదివరకటి ఈ మిల్లి చూత్ర దెలిసినవాడను
కనుక చెబుతున్నాను. దీనిని నడుపుటకు మరల ఏ బొంబాయివాళ్ళో ఏ కలెక్టరా
వాళ్ళో రావలయున కాని మన రాష్ట్రములోని వారిచేత ఆయినవనికదు. కాబట్టి
మరల దీనిని వ్యక్తులపరము చేయడమనేదాని మానుకొని వారీ స్వయం గా దీనిని
నడిపించవలసినదిగా నేను కోరుచున్నాను.

“మన దేశములో నగరములు, పట్టణములు, గ్రామములు అనేకమువంటివి ఉన్న
వని మనకందరకు తెలిసిన విషయమే. ఇంతవరకు ఏ సౌకర్యములు కలుగజేసినా
నగరములకు పట్టణములకు మాత్రమే చేయమన్నారని గ్రామములకు చేయటలేదని
మాదా అందరకు తెలిసినవిషయమే. మన దేశములోని మొత్తము జనాభాలో వారి
గింటి మూడుపాళ్లు గ్రామాలలోనే నివసిస్తున్నారు. గ్రామాలమీద పట్టణాలు, పట్టణాల
మీద నగరాలు ఆధారపడి ఉన్నాయి. ఆస్తింటికి ఆధారమైన, మూలకందమైన,
పునాది అయిన గ్రామాలను ఎందువల్ల వెనుక బెడుతున్నారో అర్థముకావడం లేదు.
సభా వేదికలమీద మాత్రము మనవారు గ్రామాల బాగుపడాలని గ్రామాలే మనకు
ముఖ్య ఆధారమని, ఆ గ్రామవాసి అయినరే భారత దేశానికి వెన్నెమక అని ఎన్నో
చెప్పి గ్రామాలవారి కళ్ల నీళ్లు మాత్రము తుడుస్తున్నారు కాని క్రియమాన్యముగా
కనపిస్తోంది.

“Bus రవాణాను జాతిపరము చేయడం విషయంలో దీనిని మొదట మదరాసు
నగరములో మొదలు పెట్టినారు ఇది చాలా పొరపాటు. ఇక ముందుమాదా
మొదట ఏ తిరుమరాపల్లిలోనో, మధురలోనో, బెజవాడలోనో, కాకినాడలోనో bus
లను తీసుకుంటారు. ఇవి ఆవరణీయమైన పద్ధతికాదు. ఎందుచేతనంటే ఈ పెద్ద
పట్టణాలలోను, నగరాలలోను ఇప్పుడు కొంతవరకైనా సౌకర్యాలు ఉన్నాయి. గ్రామా
లకు ఈ సౌకర్యాలు ఏ మాత్రము లేవు. ఇదివరలో మదరాసులో bus కొరతై
ప్రయాణీకులు ఏ $\frac{1}{2}$ గంటో, 1 గంటో నిలబడి ఉండవలసి వచ్చేది. కాని గ్రామా
లలో bus కొరతై రోజులు, పూటలు పడిగాపులుపడి కూర్చోవలసి వస్తోంది. ఎంత
నేపు కామకొని ఉన్నా bus top లో నిలబడడానికైనా చోటుదొరకని పరిస్థితులలో
గ్రామాలవారు భున్నారు. ప్రయాణీకులు bus top మీదకూడా కూర్చొని ప్రయా
ణము చేయవలసి వస్తోంది. ఇటువంటి పరిస్థితులను గమనించి ప్రభుత్వమువారు ఈ
bus రవాణా జాతిపరముచేయు scheme ను గ్రామాలతో అసంబంధము చేయవలసినది
కోరుచున్నాను. ఈ విధంగాచేయక గ్రామాభివృద్ధికొరకు ఉపన్యాసములు చేస్తే అది
ఉట్టి కల్లపాటలనే ప్రజలు భావిస్తారు. గ్రామవాసులు ఈ నాడు bus ప్రయాణము
లలో పడుచున్న బాధలు చాలామందికి తెలియక భున్నవి. ప్రయాణీకులకు సౌకర్యములు

7th July 1948] [Sri Mothey Narayana Rao]

లేనే లేవు, సరిగదా రేల్లు చాలా అక్రమంగా భున్నాయి. ఒక చోటికి
వెళ్లి ప్రయాణీకులవద్దనుంచి వివిధ రేల్లు వసూలుచేసున్నారు. ఒకరోజు నేను bus లో
ప్రయాణము చేస్తున్నపుడు నా దగ్గర ఆ 4 లు వసూలుచేసి నా ప్రక్కనే కూర్చొండి
నేను వెళ్లడిచోటుకే వస్తున్న మరొక ప్రయాణీకులవద్ద ఆ 8 లు కండక్టరు (conductor)
వసూలుచేసినాడు.”

SRI VENKATACHALAMAJI:—“మీరు Council Member కదా అని
మీ దగ్గర ఆ 4 లు తినుకొనినాడేమో.”

SRI MOTHEY NARAYANA RAO:—“4 చెలమాణీగారు చెప్పినట్లు
నావద్ద ఆ 4 లు మాత్రమే వసూలుచేసినాడు కాని నా ప్రక్కవానివద్దనుంచి
ఆ 8 లు వసూలు చేసినాడు.”

MR. PRESIDENT:—“రేలు ఆర్థ రూపాయయేమో?”

SRI MOTHEY NARAYANA RAO:—“సరి అయిన రేలు రూ 0-4-0 11-45
లేనంటి. నేను శాసన సభా సభ్యుడవనే కారణంచేతనే నాదగ్గర సరి అయిన రేలు
తీసుకొనినాను. కాని ప్రజా సామాన్యమువద్ద చాలా హెచ్చు రేల్లు వసూలు
చేస్తున్నారు. ఆరచేతులలో ప్రాణాలు పెట్టుకొని ఈ bus లో ప్రయాణము చేయవలసి
వస్తోంది. గమ్యస్థానము సరిగా చేరగల మా లేదా అనే ప్రతి ప్రయాణీకుడు భయ
పడవలసిన పరిస్థితులు ఏర్పడి ఉన్నాయి.

“అంతే కాకుండా ప్రభుత్వమువారు bus లను తమ వైవసము చేసుకొన
బునినపుడు దానిని కేవలము లాభము కొరకు మాత్రమే ఉపయోగపరచు. Bus
రివాణాను జాతియముచేసినపుడు, ఆ ప్రజాళిక జయప్రదముగా కొనసాగవలసినది,
ప్రభుత్వముకు ప్రజలయొక్క, ఉద్యోగములయొక్క సహకారము ఆత్మవసరము.
అందుచేత ప్రభుత్వమువారు ప్రజలకు ఈ bus లో మంచి సౌకర్యములను కలుగ
జేయవలయును, అంతే కాకుండా ఈ bus లో పనిచేయువారికి కూడా న్యాయ
మగు వేతనములను, ఇతర వసతులను కలుగజేసినారు ప్రభుత్వ bus లో సకమముగా
పనిచేయుటకు ప్రోత్సాహము కలుగ జేయవలయును. కేవలము లాభమే ఆ దర్శ
ముగా కాకుండా ప్రజా సౌకర్యము, కాత్తిక సౌకర్యమును మనకు సందుంచికొని
ఈ scheme ను అమలు జరిపిన ఇది జయప్రదము కాగలదని మనవి చేస్తున్నాను.
“ప్రభుత్వ వాడే బాని ఫలితమును అనుభవించవలె” ననే సిద్ధాంతము మనది.
తదనుగుణముగా bus లో కట్టపడి పనిచేసేది driver లకు conductor లకు ఈ
పరిశ్రమలో వచ్చే లాభమునుంచి కొంత పంచివెట్టి, వారికి గృహవసతి మిదలగు
సౌకర్యములు కలుగజేసిన వారు శ్రద్ధాభక్తులతో పనిచేయ గలుగుదురు. అందువలన
ప్రభుత్వమునకు కూడా లాభము కలుగును strike లు lock out లు ఉండవు.
ఇటువంటి పద్ధతులమీద నడుపబడే scheme ఎప్పుడు వస్తుందా అని ప్రజలు ఎదురు
చూస్తున్నారు. కానిట్టి దీనిని రాష్ట్రముదిని ప్రాంతములలోను పాత్రముయ్యంత
త్వరలో అమలు పరచవలసినదని కోరుచున్నాను.

“గ. భిమరావుగారు driver లు conductor లు రోజుకు రూ 5, 10 లు
తన సంపాదిస్తున్నారని అన్నారు. నాకు తెలిసినంతవరకు ఇవి జరుగుట లేదు.
కాత్తికులలో అదీనీ ప్రతిపదంటే బానికి కారణము పెట్టుకొనిదారులు మూలక
కాని వేరుకాదని మనవిచేస్తున్నాను. వినాడు కాత్తికులకు న్యాయమైన వేతనములు

[Sri Mothey Narayana Rao] [27th July 1948]

ఇతర పాకర్స్ కులు కలుగజేస్తూ ఆ నాడే కార్మికులు యజమానుల ఎడలగాని, పథశ్రమకు ఎడలగాని ప్రకటనలు వర్తిస్తారు. అదేవిధి తొలగుతుంది. మనకు కార్మికులకు ఇటువంటి పాకర్స్ కులు కలుగజేస్తూ ప్లాట్ ఫాం మీదనుంచి చెప్పి నాము. ఇప్పుడు మన వాగ్దానాలను తీర్చుకోవడానికి అవకాశం లభించింది. అదర్హ ప్రాయమైనటువంటి పాకర్స్ కును నిర్మించుట మన బాధ్యత అయి ఉన్నది.

“నా మిత్రుడు శ్రీ గోవిందాచారిగారు జిల్లా రవాణా బోర్డులను గురించి గట్టిగా చెప్పి ఉన్నారు. వారి అప్రెహెన్షన్లతో నేను వికీభవిస్తున్నాను. ఈ నాటి రవాణా బోర్డుల నిర్మాణము కాంగ్రెస్ మహా సంఘముక్క అదర్హాలకు, ప్రతిష్టకు అనుకూలము లేదని నేను భావిస్తున్నాను. ఈ బోర్డులలో ఉన్న మెంబరుల స్నేహితులకు మాత్రమే route లు ఇస్తున్నారనే వుకారు ప్రజలలో ప్రబలముగా ఉన్నది. కొన్నిచోట్ల ఎవరి పేరూ పెట్టియు తీసుకొని నిజానికవారే ఈ వర్తకం చేస్తున్నారని, లాభాలు వారే తీసుకొంటున్నారని, కొన్నికొన్ని కంపెనీలలో వాటాలు తీసుకొంటున్నారని, డబ్బుకూడా తీసుకొంటున్నారని, blackmarketing, లంచగొండి తనము వాడుకుంటుంటున్నారని ఆరుకొంటున్నారు. ఈ విషయముల నన్నిటిని ప్రభుత్వము వారు తమ C.I.D. శాఖ ద్వారాగాని, ఇతరత్రాగాని దరియావ్తు చేయించి, నిజానిజములను తెలిసుకొని కాంగ్రెస్ మహాసంఘము ఆక్రమింప కలుగకుండా చూస్తూని విశ్వసిస్తున్నాను. ఇటువంటి బోర్డులు ఉండేంత వాటిని రద్దుచేసి వాటి పనులు ఉద్యోగస్తుల చేతులలోనే ఉంచితేనే మంచిదనుకుంటాను.

“అంతే కాకుండా ఇకముందు జిల్లా బోర్డులకు కూడా మెంబరులను, ప్రెసిడెంటును కూడా nominate చేయదలచినట్లుగా తెలుస్తోంది. ఈ nominated board లు ఎంత అసర్థదాయకమో అంతదూ ఈ మోటారు రవాణా బోర్డుల ఉదాహరణనుబట్టి ఊహించుకొనగలరనుకుంటాను.”

MR. PRESIDENT :—“జిల్లా బోర్డుల విషయం ఈ బిల్లుకు సంబంధించదు. మోటారు రవాణా మదనే మాట్లాడండి.”

SRI MOTHEY NARAYANA RAO :—“Nominated Board లు ఎంత అసర్థదాయకమో, అనే దానికి మాత్రమే ఉదాహరణగా మనవిచేశాను. ఈ బోర్డులను రద్దుచేసి ఆ అధికారము ఉద్యోగస్తులకు ఇస్తేనే చాగుంటుంది. ఉద్యోగస్తులు అక్రమవర్తకాలనే పెట్టిన సవరించడానికి వీలవుతుంది. అసధికారులను check చేయడం కష్టము.”

THE HON. SRI B. GOPALA REDDI :—“ఈ బోర్డులలో జిల్లా కలెక్టరు, జిల్లా పోలీసు సూపరింటెండెంట్లు ఉన్నారు కదా, కేవలం అధికారులతోనే ఈ బోర్డులను ఏర్పరచవలసి అంటారు.”

SRI MOTHEY NARAYANA RAO :—“ఈ బోర్డులలో జిల్లా కలెక్టరు, జిల్లా పోలీసు సూపరింటెండెంట్లు ఉన్నారకదా అని శ్రీ గోపాల రెడ్డిగారు అంటున్నారు. వీరినే కాకుండా ఈ బోర్డులలో జిల్లా జడ్జినికూడా ఉంచిన చాగుండునని నా అభిప్రాయము. కాని కాంగ్రెస్ వారిని, శాసన సభ సభ్యులను వీటిలో చేయవద్దు. దీని వల్ల మనకు కొంత అక్రమ వలపులు తగ్గవని మనవి చేస్తున్నాను. ఇటువంటి విషయాలగురించే ఈ సభ్యుల వాయిదా ప్రధాన మంత్రిగారు కాంగ్రెసువారిని, శాసన సభ

27th July 1948] [Sri Mothey Narayana Rao]

సభ్యులను హెచ్చరించి ఉన్నారు. ఇటువంటి వాటిని గురించే మన ప్రధాన మంత్రి వాదా ఈ సభ్యుల చూచాయిగా సూచించినారు. కాబట్టి సాధ్యమైనంత త్వరలో ఈ బోర్డులను రద్దుచేసి వాటి స్థానే ఈ అధికారాలను జిల్లా కలెక్టరు, జిల్లా పోలీసు సూపరింటెండెంట్లు, జిల్లా జడ్జిలతోని ఏర్పరిచిన బోర్డుల చేతులలో ఉంచిన చాగుంటుంది. ఏరెవైనా తప్పుచేస్తే పెట్టిన అక్కడ ఉన్న పెద్దలు ప్రభుత్వానికి తెలియపరచవచ్చు; అన్యాయాను సూచేయడానికి ప్రజాప్రతినిధులైన మంత్రిగారు ఉన్నారు. వీటినిగురించి వివిధంగాను భయపడ నక్కరలేదు.

“ప్రస్తుతము ఈ బోర్డులకు సంబంధించిన పని చాలాభాగము జిల్లా కలెక్టర్లకు ఇచ్చివున్నారు. జిల్లా కలెక్టరు నెలలో చాలాభాగము inspection కు ఇతర పనుల మీద జిల్లాలో ప్రయాణము చేయవలసివచ్చును. అటువంటి వానికి జిల్లాలో అనేక మంది స్నేహితులు, మగమాటస్తులు ఏర్పడుతారు. మొగమాటస్తులు లేకుంటే కొన్ని గ్రామాలలో వారికి తిండికూడా పోరకదు. అనేక కారణాలచేత కలెక్టర్లు మొగమాటస్తులకు ఉపకారములు చేయవలసిన ఘరిస్థితులు ఏర్పడి ఉండడము అందరికీ తెలిసిన విషయమే. కాబట్టి ఈ అధికారములను కొంతవరకు సామాన్యముగా ప్రయాణము (tour) చేయవలసిన జిల్లా జడ్జిగారి చేతులలో ఉంచితే ఆయన న్యాయ బుద్ధితో పనులను చేయటానికి అవకాశముంటుందనికూడా ప్రభుత్వమువారికి మనవి చేస్తున్నాను.

“ప్రభుత్వమువారి సాధ్యమైనంత త్వరలో ఈ బిల్లు రవాణాను జాతిపరము చేయవలసినదగాను, దానిని గ్రామములలో ముందు ప్రారంభించవలసినదిగాను, రవాణా బోర్డులలోని అవినీతిని నిర్మూలించవలసినదిగాను కొంచెం కలవు తీసుకొనుచున్నాను.”

SRI C. N. MUTHURANGA MUDALIYAR :—“Mr. President, Sir, I welcome this piece of legislation as it would remove some of the irregularities that are found in the nationalization of road transport. This measure is long overdue and it should have been brought in simultaneously with the nationalization of the City transport services. I am glad that it has come at least now. a.m.

“Sir, there seems to be opposition from the Opposition Benches to this and I am sure it is the natural function of the Opposition to oppose. If they do not oppose, they have no place. That is why they have been opposing constantly every measure that is being brought forward by the Government.

“Sir, the Leader of the Opposition was telling us very often during his speech that the Government are seeking to get power by this piece of legislation. I do not see how and what power they can get. They get power to nationalize transport services. That is all the power they can get, if power can be got by this legislation. Otherwise they have got their power already, being the majority party, a party supported by a majority of the legislators. The Government have got the power already and they need not get further power by this legislation. Having got the power in their hands they are bringing forward this measure to nationalize the transport services. Of course my hon. Friend, Mr. Narayanaswami Nayudu, will question how it is nationalization. He will always twist me though I am nowhere in it. I say, Sir, it

[Sri C. N. Muthuranga Mudaliyar] [27th July 1948]

is nationalization. If Government take up a business from private hands, it is certainly nationalization. We have been hearing of nationalization of telephone services, of electricity services and so on and so forth. I was a Member of the Central Assembly for five years. There we were agitating for nationalization though it was not a National Government but a foreign bureaucratic Government ruling India then. Still we did not want foreign capitalists to exploit our country. We were quarrelling with the Government to take up all the railway services into their hands even by purchasing the interests of the foreigners. Gradually, one by one it was done and on the eve of the war, the foreigners themselves thought that they should get away from the country and all the railway services including the South Indian Railway were taken over by the Government. It may not have been nationalization then, but to-day it is nationalization. Similarly with regard to electricity services, telephone services and whatever else the Government take up, it is certainly nationalization because the Government is a national Government. The Government is the Government of the Nation.

12 noon. "It is the Government of the people by the people for the people whether it is manned by the present Ministers or perhaps manned by the Leader of the Opposition and those sitting behind him; still it is a national Government—the people's Government—because it is a Government chosen by the people of the country. There is no question of saying that it is not nationalization.

"My Friend, Mr. Suryanarayana Rao, said that buses were lying in the open on the maidan on Mount Road side and asked why they were lying unused. I know many a bus is being sold for very high prices; as a matter of fact many bus-owners have sold their buses, though they were in a dilapidated condition for 10, 15, 18 or even 20 thousand. Our friend, the Leader of the Opposition, has been telling us that the buses are lying idle because there is nobody to purchase them. From the beginning the Government were willing to purchase the road-worthy buses but the fleet-owners were not willing to give them for the valuation that the Government put upon them. Those that my hon. Friend referred to were not road-worthy and which nobody would purchase. It is only such buses that are lying idle. I know many instances of bus-owners paying the licence fees to the Government in order to keep the lines but the buses are unfit to run on the roads and remain idle in the bus-stands themselves.

"There are several evils incidental to private people running the bus services. In every line there is over-loading. Bus-owners are fined, their licences are suspended and their conductors and drivers are suspended but yet over-loading is an everyday occurrence and then, Sir, they charge double and treble the standard charges per mile and there is nobody to control it. If a charge for a specified distance is annas eight, they charge from a rupee to two rupees per passenger. There are so many irregularities

27th July 1948] [Sri C. N. Muthuranga Mudaliyar]

in private management and I do not know why our friend the Leader of the Opposition is fighting so much for the vested interests who misbehave in so many ways. I know that buses are sold for very high prices and some sell their buses and their routes which they have no right to do. What is the vested interests that they are dispossessed of? They take a loan from the Travancore National Bank and buy some buses with it and make money and Government notified their intention long ago and said that they wanted to nationalize the bus transport. Some compensation is announced under certain conditions and they are also giving three months' notice. I have heard Mr. Narayanaswami Nayudu telling that it would not do. Before the three months' notice is given, he would have run the bus for two or three years; if he has run so long it was at his own risk he was doing it knowing full well that some time or other the Government would take the line. Under such circumstances, where is the hardship? I fail to see any hardship.

"My hon. Friend Mr. Narayanaswami Nayudu has been telling us that we are going to create corruption."

SRI B. NARAYANASWAMI NAYUDU:—"Not create?"

SRI C. N. MUTHURANGA MUDALIYAR:—"He said that it was not meant to mend or cleanse the Augean stables but you were going to create Augean stables by the Bill. Let me tell him, Sir, that Augean stables are already there; it exists not in one place but in every place. But I am sure that by means of this Bill and the consequent nationalization of passenger service in the whole province within the five years—at any rate if not within ten years—the Augean stables will have been cleansed themselves automatically without anybody's efforts. When there is no one to offer a bribe there is no one to get it. It is these private bus operators who are ready to offer bribes. Not only that, they also collected money to the extent of a lakh of rupees for continuing their service. They are not willing that the Government should take it up and they are unwilling to see the small man rise up and become their equal, and they want that the buses should be in the hands of fleet owners and that is the purpose with which they raise subscriptions and want to tip officials sometimes and continue in their old ways. Such Augean stables will go when the private proprietor goes and Government take up the service.

"My complaint is that nationalization is going on rather slowly. Madras City needs many more buses and the Government must put up 50 to 100 buses more on the road and then they must extend nationalization from place to place, from Madras to Chingleput, from there to South Arcot, North Arcot and so on so that within five or ten years the whole Province would be nationalized. And people would heave a sigh of relief for being relieved of these private bus owners; they are overloading and overcharging. Whenever there is any festival or any particular occasion, you do not know what they will charge. I am not sure

[Sri C. N. Muthuranga Mudaliyar] [27th July 1948]

whether all these over-charges reach the owner or not; it may be divided amongst the driver, the conductor and perhaps the inspector also and the poor passenger is so much the poorer in his pocket. Is that not the concern of this House and are vested interests alone our concern? Is not the wider public, the passengers, our concern and should we not see that they should be benefited and a comfortable travel should be provided for them rather than see that the vested interests help themselves at the expense of the public? The zamindar is sought to be deprived of his possession on some compensation and the inamdar is also sought to be deprived of his possession on some compensation and even the ryotwari landholder stands to lose. When such legislation is brought in, is it the time now to think of private bus-owners and vested interests; is it the time now to think of vested interests when all old vested interests are, so to say, flying in the air? I urge, Sir, that nationalization must come up immediately and this Bill must be passed without any opposition so as to enable the Government to bring in nationalization at an early date."

MR. PRESIDENT :—" We have the food debate; unless they are willing to sit to-morrow, I wish hon. Members to be short."

SRI N. RANGA REDDI :—" Mr. President, I rise to support the principles of the Bill. The first principle enunciated in the Bill is the nationalization of transport and Government have taken power to declare by notification that it will engage in the business of road transport either throughout the Province or in selected areas. Objection has been taken to this provision on the ground that the Government are trying to make use of private capital and trying to take much power into its own hands. It is the business of Government to secure revenues and to maintain the administration, revenues are needed and therefore, it is the bounden duty of Government to raise revenues and there can be no reasonable objection against Government's action in this behalf. The House may be aware that the Government is committed to a policy of Prohibition which means a loss of revenue to the tune of about 20 crores of rupees. How is the Government to make up the loss? The nationalization of transport is a new source of revenue and there is not the slightest doubt about Government getting the revenue. Various members have made charges against Members of the Legislature that some are interested in getting permits. Not only members, there are many who have rushed with applications to the Road Transport authorities for getting permits. It looks as though if one gets a permit for motor vehicles, he strikes a gold mine. Otherwise, there cannot be such a heavy rush for permits. So that, one point is quite clear and that is that Government is not going to lose any money but on the other hand it will not only benefit the people but the exchequer also by taking up nationalization.

" The complaint has been made that the provisions of the Bill would interfere with private rights. I do not know wherein

27th July 1948] [Sri N. Ranga Reddi]

comes the right of private individuals in this Bill at all. As my hon. Friend, Mr. Muthuranga Mudaliyar, said, certainly there is some point for the question of compensation to be considered in respect of the rights of inamdars and zamindars because they have been enjoying these rights for a very long time and their rights have been recognized by the Legislature. But so far as this Bill is concerned, the owners had been hitherto operating on the basis of permits issued from time to time though it is said that we issue it only for a shorter period and there is no question of abolishing anything. After all under some conditions even they are proposed to be compensated and are to be given three months' notice. The hon. Leader of the Opposition and my hon. Friend Mr. Narayanaswami Nayudu, object and say that the period fixed under the Indian Motor Vehicles Act of 1939 is three years. These dates may be sweet as dates to some people but they are not sweet at all. I say as and when it is convenient we can change and so far as I could see the period of three months is quite enough.

" Sir, even when they were told that these permits would be granted only for a period of three months, they rushed to the Central Traffic Board to get permits by brow-beating and bribing these officials. Therefore, there is no question of people not getting these permits and running the bus transport even though it is for a period of three months. Even during this period they are making huge fortunes. If that is so, why should the Government be prevented from getting that profit which would otherwise go to these private bus owners. My hon. Friend, Mr. Narayanaswami Nayudu, objects to the Government fixing a time-limit of three months as he thinks that the Government are infringing on the rights of the private bus owners. I submit, Sir, so far as the duration of the permits is concerned, it is limited only by the circumstances of the Government thinking of nationalizing the bus transport throughout the Province shortly. The Government are giving this warning which is contained in this Bill lest some people might be under some misapprehension that their licences may be renewed for a further period. That warning saved many people but even now many people are coming forward to run buses for that period. Therefore, I submit, Sir, that the Government is perfectly at liberty to fix this time-limit.

" Sir, my hon. Friend, Mr. Narayanaswami Nayudu, spoke some harsh words against the Hon. Minister that he did not introduce this Bill by a long speech as was done in the House of Commons where the Minister for Transport spoke more than an hour on the same subject."

SRI B. NARAYANASWAMI NAYUDU :—" Not about the time but about the principle."

SRI N. RANGA REDDI :—" Of course, he did not take much time while introducing this Bill. But after all, what does this nationalization of bus transport mean? It means the ownership

12-15
p.m.

[Sri N. Ranga Reddi] [27th July 1948]

by the State or the community. Business was in the hands of private bus owners and it is now taken up by the Government. What are the great things that ought to be explained in this principle of nationalization? I do not think it needs an elaborate explanation from the Hon. Minister.

"Sir, I submit that it is very necessary that the Government should take over the management. No doubt, there might be some defects. There may also be a doubt whether the Government can manage these buses more efficiently than private persons. But so far as this question of efficiency is concerned, the Hon. Minister will see to it. At the same time I must point out that passengers are put to very many inconveniences while they are travelling in buses. They are not treated respectably and especially womenfolk coming from the villages are given the scantiest courtesy and respect. As Government servants will hereafter be running these buses, they must show equal respect to all persons without any distinction whatsoever. If anyone—whether he be a driver or a conductor—fails to do so, he must be removed from the service. In case of private buses, it is still worse. Unless the victim is an influential and rich person, these private bus drivers and conductors do not show any respect at all to the passengers travelling in their buses. This state of affairs should not continue even after Government takes over these buses. Sir, I myself had some sort of experience while I was travelling in the Government bus in this City of Madras. It was a very painful experience. I boarded a bus from the High Court to go to the Government House and asked the driver when the bus would be starting as I saw at that time a number of buses waiting there. But the driver did not open his mouth and kept quiet. Then I put the same question to the conductor. He replied that it would be starting in two minutes. Soon I enquired from him whether there was any allocation of duties between the conductor and the driver and I soon got a reply that there was nothing of that sort. Again, to my surprise I saw the same driver driving the bus. Now, you can see, Sir, how differently and callously he behaved towards me. Then I immediately wrote a complaint to the then Minister of Transport, the late Mr. Daniel Thomas. The reason why I am saying all this is that these sort of things may continue even after the Government takes over the management and that these things should be rectified."

THE HON. SRI B. GOPALA REDDI :—"Sir, after I took over the charge of this portfolio, I instructed that they must keep a blackboard showing the approximate time of starting a bus. If the hon. Member goes to the Parry's Corner he can see for himself how details are given there."

SRI R. SURYANARAYANA RAO :—"Sir, I did not see the board even day before yesterday."

SRI N. RANGA REDDI :—"Sir, I am much obliged to the Hon. Minister for giving this information."

27th July 1948] [Sri N. Ranga Reddi]

"Sir, the next point is with regard to the question of compensation. Before I deal with the question of compensation I would like to deal with one or two points raised by the hon. Leader of the Opposition. He was saying something about vested interests being affected. I do not know where his sympathy is. Was it with the individual bus owners who in the year 1942 or 1944 had a fleet of twenty buses, out of which they earned a lot of money?"

MR. PRESIDENT :—"The hon. Leader of the Opposition was not in the House then."

SRI N. RANGA REDDI :—"I submit, Sir, he may not have been. Sir, these bus owners are rich people who have made huge fortunes in these four years. When permits are given to individual bus owners for three months, there is a loud protest from the hon. Leader of the Opposition that their interests are at stake and he asks, 'How could private persons do this business with all this limitation' and so on. Sir, after all, the Government are reversing a policy which was in existence for years and if at all we have to care for the interests of the people, we have to care for the interests of the common man and not for the interests of multi-millionaires. Therefore, I submit that we need not have so much concern about the present fleet-owners as the hon. Leader of the Opposition wants to show. They had their time and they made their money. If they are not allowed to continue, I think we are only doing our duty and are not doing any injustice to the bus owners."

"Sir, as regards compensation, I have to say that compensation should be paid to a person who has lost something. But here, has the bus owner who has got his permit on condition that he would have it only for a period of three months, lost anything by this transaction? He has entered into this business with his eyes wide open. There is no guarantee that these permits will be renewed. When that is so, why should the Government pay compensation at all. But so far as the other properties are concerned like the inams and the zamindaris, I tell you, there is some point. These properties they were owning for hundreds of years and therefore compensation should be paid. But, in this case it is only three months. Yet Government in their magnanimity thought fit to compensate these people for the so-called loss of period. Even during this period, rich people purchase buses and run them for three months and make a lot of money. Therefore, I submit that liberal compensation need not be paid."

"Sir, these bus owners are interested only in some important routes. They do not ply the buses in the routes where no bus conveyance is in existence. Therefore, I submit that side by side with the taking over of the bus transport in the City of Madras, Government should also take steps to run buses to big villages also so that the interests of the villagers may be better served."

"Sir, with regard to the composition of the Road Traffic Board, this House has heard some of the arguments advanced against the

[Sri N. Ranga Reddi] [27th July 1948]

inclusion of both the officials and non-officials there. Sir, if both of them have been found to be corrupt, then I do not know to whom the exercise of authority should be entrusted. If you give it only to the officials you say there is bound to be corruption. But if you associate non-officials with officials, criticism also comes that non-officials could easily be bribed by giving permits to their friends and relatives. Sir, there is the Criminal Investigation Department. This department can exercise vigilance in the grant of permits and if there is any case of corruption, they can take action against such persons who indulge in such acts. Therefore, I feel that it is always better to associate non-officials with officials in the grant of permits. It saves a lot of time and lot of labour.

"Sir, with regard to one provision of the Bill I have to sound a note of warning. It is with regard to 64-A."

MR. PRESIDENT:—"That remains to be seen."

SRI N. RANGA REDDI:—"Sir, that is true. It is only my statement. I know the present Hon. Minister for Transport is above board and above suspicion. I also know that he could never be influenced to interfere with any order that has been legally passed."

MR. PRESIDENT:—"The hon. Member must realize that any Government must be taken to be above board. I do not relish this kind of remark at all. We are really looking forward to a Government which will be above board. Let it be any Government. Unless you know anything to the contrary, you must take it for granted that the Government are always above board."

2.30 SRI N. RANGA REDDI:—"I submit, Sir, I have not made my position completely clear. I am sure, the Hon. President will agree with me I did not mean anything against the Government. I was only saying that as between the Government and the judiciary, I prefer the judiciary to dispense justice. For, Government constituted as they are to-day, are subject to political pressure. Certain powers are now given to the Road Traffic Board and the Central Transport Board, and it is very difficult to reverse the decision of those boards by a Government, which is subject to political pressure, and anything might happen if this sort of thing is continued. So, I say, why not entrust the power of revision with a court of law or a quasi-judicial body, which will, I am sure, command greater confidence and trust among the litigant public than the Government."

"Now it is stated that there are some manifest cases of abuse. As the law at present stands, probably no court has got power to revise the decisions of these boards. Why not give some jurisdiction to courts either in the first instance or as the final appellate authority to revise the orders of these road traffic boards. It is only in that way I am putting the thing. As between the Government and the judiciary, the judiciary is much better."

27th July 1948]

MR. PRESIDENT:—"The hon. Member has taken 25 minutes."

SRI N. RANGA REDDI:—"I shall finish, Sir. So I submit this Bill is very necessary and it should be passed by this House."

THE HON. SRI K. MADHAVA MENON:—"Mr. President, Sir, in fact I was provoked to intercede in this debate by some remarks of the Leader of the Opposition."

MR. PRESIDENT:—"I hope you in your turn would not provoke." (Laughter.)

THE HON. SRI K. MADHAVA MENON:—"No, Sir; I am not of that habit as he is. I had to stress certain points where stress is necessary and he misunderstood it as my provoking. But I must say, the capacity which we have acquired is such that where we have a bad case we talk more and also particularly try to confuse it with matters not relevant to the case. This is common to all good advocates." (Laughter.)

DR. V. K. JOHN:—"I am glad the Hon. Minister said 'we' instead of 'I'." (Laughter.)

THE HON. SRI K. MADHAVA MENON:—"I was carefully watching what the Leader of the Opposition and Mr. Narayanaswami Nayudu had in their minds when they were vehemently criticising this particular Bill, which they called nationalization Bill. I say this is not a nationalization Bill. The nationalization scheme has already been placed before this House and passed. The Government had issued a press communiqué explaining the proposal. It is a sort of a joint stock company in which 51 per cent of the shares are taken by the Government, a certain portion by the public, a certain portion by the local bodies and a certain portion by the railways. The Government will be in charge of the entire transport system of the Province. Now the present Bill is intended to facilitate certain stages of the scheme. So to say, this Bill is a nationalization Bill and then go on criticizing it is all besides the point."

"Now, Sir, the Leader of the Opposition made out four points elaborately. First of all, he said, this Congress Government has been always undoing the good acts of the previous Government. In this particular instance, the previous Government decided on fleet ownership. They said, only for a unit of 20 buses would a permit be given to run buses in a certain route. That was a very good thing which the previous Government did. Yes, very good for whom I ask. Very good for big firms and owners of several buses, to capitalists who bring capital here, invest them here and exploit people and earn a profit and take it away from here with them. It is not for the benefit of people who live here. The two hon. Members brandished the English Act and asked me whether I have read it. I interrupted them and told them that I have not only read it but understood it as well. (Sri B. Narayanaswami Nayudu: 'Really.') It was pointed out in the course of

[Sri K. Madhava Menon] [27th July 1948]

the debate, how a man, who once was a rickshaw-puller happened to own first a bus, then two buses, and when Government took up the scheme of fleet ownership, he had to sell his buses. Sir, that was done by the previous Government. And when this Government came to power they said fleet ownership should go, and even persons with two or three buses should be given a permit, for it is in the interest of the poor man to do it.

"Then Sir, my friend was saying we are not a popular Government; it is a misnomer to call this Government a popular Government; we are taking more powers into the hands of the Government; and it is not democracy we are having here. Sir, it is all said for arguments' sake. We were returned by the electorate. We were not returned by pocket boroughs. The coming elections will reveal who will run the Government."

SRI R. SURYANARAYANA RAO :—"His speech is becoming provocative." (Laughter.)

THE HON. SRI K. MADHAVA MENON :—"Sir, I am only

MR. PRESIDENT :—"I don't agree you are provoking." (Laughter.)

DR. V. K. JOHN :—"He is very interesting."

THE HON. SRI K. MADHAVA MENON :—"I am glad I am providing interest. Now let me come to the merits of the case. Prior to 1946 there was the fleet ownership of buses. It was during the Advisers' regime it was introduced. Now my friend was saying that fleet ownership was abolished to patronize political sufferers. I say it is not a fact. In fact, we have not done anything for them. But supposing it is a fact, what harm is there in doing it? Why should we not do it for political sufferers? They deserve it; and it is no crime if that has been done."

DR. V. K. JOHN :—"May I interrupt the Hon. Minister for a minute? I never said, Government cancelled the permits of fleet owners. I said with regard to the transport board, a quasi-judicial body, why should small operators of buses be given a seat there, in the place of owners of a fleet of buses?"

THE HON. SRI K. MADHAVA MENON :—"In spite of the interruption, I do not feel to retract one word of what I have said regarding transport board, the previous Government setting up a fleet ownership of buses, and the Congress Government deciding to abolish it.

"My friend says, the change made in clauses 6 and 7 from three years to four months' notice, is an outrageous thing. The provision of issuing a permit for three years and five years was made to protect the interests of big capitalists. In that period there is no chance of anybody else getting in there. And in that period the capitalists will so consolidate their position that it will

27th July 1948] [Sri K. Madhava Menon]

be difficult to disturb them afterwards. So there is nothing wrong in bringing the proposed amendment of four months' notice to cancel permit. So it is not an arbitrary thing that is done.

"Then my friend said that the accumulated experience of business men has not been taken advantage of in the composition of the several traffic boards. Formerly the Regional Transport Committee consisted of the District Superintendent of Police, the Collector of the district and one person who was well versed in motor transport work. Perhaps one of the owners of a fleet of buses was there, and that is the very great accumulated experience of the business men which my friend wants on the board. This representative, the Congress Government has changed to an M.L.A. or M.L.C. of the district. Have Government done anything wrong in this? He knows the local places, the routes which will carry more traffic, the needs of the people and the locality. What the fleet owner will do will be to better his own interests, he will so frame rules and suggest routes as to yield more profit for him. He will view everything from a self-interest point of view. So is it in public interest to have him there? Certainly, human nature we know, and in every action self-interest will prevail. So Government thought that such a man should not be there in the board, but a person who is the elected representative of the people should be there; he is likely to know the wants of the people; and he is likely to know the area much more than anybody else, much more than a fleet owner sitting in Madras and running buses in Malabar or Madura. Therefore Government have done nothing wrong in nominating the M.L.A. or M.L.C. of that place.

"Then Sir, my hon. Friend the Leader of the Opposition and also my hon. Friend Mr. Narayanaswami Nayudu were speaking about the Transport Act of England, 1947. Sir, that Act was introduced mainly for the purpose of nationalizing the railway transport in England. Till 1947 the majority of the railways in England were run by private companies. It was with a view to take them over under the Government that that Act was passed. But fortunately for us, all the railways in India to-day belong to the Government of India and are not run by private companies. They have already been purchased by the Government. In England that was not the case. Therefore the British Government wanted to make specific provision in that Act for the purchase and nationalization of the Railway transport. They have also made provision in sections 56 to 58 of that Act for the purchase and nationalization of the Inland Road Transport Company and they have constituted a Transport Commission for carrying out the provisions of that Act and they have been entrusted with all the powers, similar to those which we propose to entrust into the hands of the Transport Commissioner. The Minister for Transport in England has got powers to nominate the members of the Commission. In fact, Sir, if you go through the various sections of that Act, you will find that the Minister there has got ten times more powers than what the Minister of this Government wants to take under this Act. It

[Sri K. Madhava Menon] [27th July 1948]

is that Act, that my hon. Friends, the Leader of the Opposition and Mr. Narayanaswami Nayudu want us to take as a model! Besides, Sir, the Commission that is constituted in England under that Act has got supreme powers and is answerable only to the Minister. It has got powers to purchase the railways, to purchase the road transport vehicles, and in fact to do everything for the purpose of nationalization of the Transport Service. But here, the powers that are sought to be given to the Transport Commissioner are only very limited.

"Then, Sir, my hon. Friend Dr. John went on saying that we are not a popular Government, that we are more like a Fascist Government taking all powers into our hands, and that under section 64-A, the Provincial Government seek to take powers, of their own motion or on an application made to them, to call for the records of any order passed for the purpose of satisfying themselves as to the legality, regularity or propriety of such order, and after examining such records, to pass such order as they think fit. I want to know, Sir, what is wrong in this section. If the Transport Authority has done a particular act, which is irregular, or has passed some orders which are wrong or illegal, or unjust, is it such an offence to call for the records and examine them and then pass such orders as the Government think right? Is it not the duty of the Government to see that no irregularity or injustice occurs in the working of this Act? What harm is there in taking such powers? It was sought to be made out by the hon. Leader of the Opposition that in the English Act there is no such provision.

"Sir, with your permission, I should like to read three or four sentences from a speech made by a member of the Opposition in Parliament when the Transport Bill in England in 1947 was under discussion.

"He said: 'I want now to deal with the proposals in the Bill regarding the omnibus service. Power is taken under Part IV for the Commission to put forward schemes for the Minister to operate services in any particular area and to provide for the passenger road transport needs of that area. It may well be that a scheme will appear out of the hat without the existing operators even being consulted. The autocracy of a future Minister of Transport—not, I admit, the present Minister, but Ministers of Transport come and go—the Minister may initiate a scheme by directing the Commissioners to proffer one. The Minister is to be both prosecutor and judge and even a little more. Under these schemes, there is to be no provision whatever for an independent inquiry into the merits of the schemes. Under the present Road Traffic Act, public inquiries have to be held by the Commission, but, under this Bill, no requirement is placed on the Minister to hold such an inquiry. I suggest that a greater departure from the traditional standards of fairness and justice of this country could hardly be imagined than that which is made in this Bill . . .

27th July 1948] [Sri K. Madhava Menon]

"Sir, when I read this speech, it seems to me to be exactly like the speech of the hon. Dr. John the other day in connexion with this Bill. Greatest objection was taken by him to sections 43-A and 64-A. There are provisions in the English Act which more or less correspond to these provisions. An appeal has been provided in the English Act against the orders of the Transport Authority, to the Minister for Transport, and the Minister has powers either to cancel or revise the orders of the Transport Authority. As I said, the Minister for Transport is the supreme authority and has got enormous powers under the Act and in fact the Transport Tribunal is bound by the orders issued by them. If you go through the various sections of the English Act, and in particular sections 56, 57, 61, 63, etc., you will find that all the subordinate authorities are directly working under the orders of the Minister. Take, for example, section 80. It says, 'The Minister may, at any time, require the Tribunal to review the operation of any charges scheme.' Therefore, the Minister there has got powers to give directions to the Tribunal as well as to the Commission in all matters connected with transport. In the place of the Transport Commission which comprise a number of members, we have got here the Transport Commissioner, who is a single officer. Let not, therefore, hon. Members opposite be under the impression that everything in Great Britain is good, that everything is democratic and that all powers vest with the people and that we can simply copy them. This is not so. Sir, I have read this Act and I have re-read it more carefully now. I find that our present Bill is hundred times more democratic than the English Act. Sir, you know that the English people are a business people. They know their business; they have more experience and they know that without such powers, no Government can manage this transport business efficiently and well. That is why they have given so much powers to their Government under this Act. So also here, Sir, we must have these powers; otherwise, we cannot efficiently manage this business and make it useful to the public. It is not therefore fair to say that we are not a popular Government, that we are acting like the Fascists and that we are taking more powers than are required under this Bill. Sir, that is all I have to say and nothing more."

SRI N. VENKATACHALAMAJI:—“అధ్యక్షా, ప్రభుత్వమువారి విల్లును ఆమోదిస్తూ నేను మాట్లాడుచున్నాను.

“Bus proprietors లెక్కపెట్టకారులకున్నారని, drivers, conductors లెక్కపెట్టకారు 5 లు, 10 లు సంపాదించ గలుగుతున్నారని కాబట్టి ప్రభుత్వము వారి విల్లును తీసుకొంటే వారికి హక్కులాభము వస్తుంది కనుక వెంటనే విల్లును జాతీయము (nationalize) చేయవలసిన కొంతమంది సభ్యులు చెప్పినారు. ఈ కారణములమీదనే కాకుండా ఇంతకన్న ముఖ్యమైనదానంటే ‘ప్రజా సౌకర్యము’ కొరకు అనే కారణముచేత ఈ విల్లును తీసుకొంటే బాగుంటుంది. ఈ నియమమును గురించికాదు ఈ విల్లులో ఒక నిబంధన (provision) కలుగజేసినట్లయితే కాదు బాగుంటుంది. అన్నిటికన్నా ముఖ్యంగా ఇప్పుడు జిల్లాలలో తిరుగుచున్న విల్లు

[Sri N. Venkatachalamaji]

[27th July 1948]

సంఖ్య హెచ్చు చేయాలి. బస్లను హెచ్చు చేయటానికి ఎక్కువ వెంట్రూలుగాని, బొగ్గుగాని లేదని అంటున్నాను. మనకు తక్కువగా ఉన్నది. రాక్షసి బొగ్గుగాని దేశవారీ (country) బొగ్గుకాదు. మనకు కావలసినంత దేశవారీ బొగ్గు ఉన్నది. ఈ బొగ్గుతో బస్లను నడుపవచ్చు. బస్ల సంఖ్య హెచ్చు చేయటానికి చాలా అవకాశమున్నది."

THE HON. SRI B. GOPALA REDDI:—"Forest department వారు దీనికి అంగీకరించరు."

SRI N. VENKATACHALAMAJI:—"ఇప్పుడు ప్రభుత్వం బస్లను సహజ దోహదానికి కారణములు, (1) జనాభా (population) పెరగడం, (2) bus service లు తక్కువ అవడం.

"ఈ మధ్య ప్రభుత్వమువారు C.T. Act ను రద్దుచేసినారు. దీనివల్ల గ్రామాలలో దొంగలు ఎక్కువ అయినారు. రాత్రిలు ప్రయాణము చేయడం చాలా భయంగా ఉన్నది. Court లకు వెళ్లడానికి పిల్లలతో వెళ్లడానికి పొగలే తప్పని సరిగా ప్రయాణము చేయవలసివస్తోంది. ఈ కారణాలవల్ల వివిధంగానైనా సాయం కాలానికి గిడ్డుస్థానానికి చేరుకోవలసిన ఆశురతతో ప్రజలు ఎక్కువ డబ్బు ఇచ్చి అయినను, ఎంత అసౌకర్యముగా ఉన్నా ప్రయాణము చేయకలసి వస్తోంది.

"ఈ మధ్యన ఒకసారి నేను నా మిత్రుడు వీరభద్ర రావుగారు Mount Road నుంచి Central Station వరకు Government bus లో ప్రయాణము చేసినాము. ఇద్దరి ticket లకుగానూ రూ. 0-2-0 కండక్టరు (conductor) కు ఇచ్చినాము. Central Station వచ్చినా మాకు కండక్టరు టిక్కెట్లు ఇవ్వలేదు. టిక్కెట్లు అడిగితే Central Station వచ్చింది దిగిపోమని అడిగాడు. ఇవి గవర్నమెంటు బస్లు, టిక్కెట్లు ఇస్తేనే కాని పిలువేదని వెళ్లి కండక్టరువద్దనుంచి టిక్కెట్లు తీసుకోవలసి వచ్చింది. వీరభద్ర రావుగారు ఈ విషయమై ప్రభుత్వమువారికి report చేస్తామని అనినారు. చేకూర్చే లేదో తెలియదు.

"మరొకసారి Mount Road నుంచి నేను Parrys Corner కు బస్లో వచ్చినాను. బస్ చార్జీ రూ. 0-1-6. నేను కండక్టరుకు రూ. 0-2-0 ఇచ్చినాను. Parrys Corner వచ్చిన తర్వాత అర్ధగంట కండక్టరు ఇవ్వలేదు. ఈ అర్ధగంటకూడా కట్టగా అడిగి తీసుకోవలసి వచ్చినది. ఈ విధంగా టిక్కెట్లు ఇవ్వకపోవడం, చిల్లర ఇవ్వకపోవడం, చిల్లర లేదనడం జరుగుతోంది. ఇటువంటి పనులు జరిగకుండా చేస్తేనే కాని nationalization సక్రమంగా జరిగడం కష్టము. ఇటువంటివి నిర్మూలనై నేకాని nationalization అమలు పరచడం మంచిదికాదు. ప్రభుత్వానికి లాభదాయకము కాదు.

"Road Traffic Board లోని మెంబర్లు లంచం తీసుకొంటున్నారని, బస్ కంపెనీలలో shareholder లుగా ఉంటున్నారని గోవిందాచారిగారు, కొంతమంది ఇతర మెంబర్లు చెప్పినారు. కాని ఇది వారు రుజువుపరచగలరా అని అడుగుచున్నాను. రుజువు సాక్ష్యము లేకుండా ఈ విధంగా ప్రతివానిని అనుమానించడము చూడటము చాగుగాలేదు. వారి కిల్లాలో ఇటువంటివి ఏమైనా ఉన్నాయోమోకాని విగతా చోట్ల లేవు. మా కిల్లాలో ఇటువంటి పనులు జరుగుటలేదని నేను challenge చేసి చెప్పగలను. వారు ఇటువంటి అన్యాయాలు జరుగుతున్నాయని చెప్పిన ఊరి

27th July 1948] [Sri N. Venkatachalamaji]

లకు రుజువు సాక్ష్యములు విచారము కనుపించుట లేదు. ఇంక ఈ అధికారములు ఉద్యోగస్తుల చేతులలో పెట్టే అన్యాయాలు జరిగితే ఏ విధంగా రుజువుచేయగలరో నాకు అర్థము కావటంలేదు.

"బస్లను నడిపితే లాభకరంగా ఉంటుందనే కారణంతో బస్లను nationalize చేయదలచుకొన్నారు. బస్లనే కాకుండా లారీలనుకూడా నడిపించినట్లయితే ఇంకా లాభకరంగా ఉంటుంది. అప్పుడు food-stuffs ను సులభంగా రవాణా చేయవచ్చును. ఇప్పుడు రైల్వే సౌకర్యములు తక్కువగా ఉండడంతో మైసూరు రూ. 0-0-6, 0-1-0 0-1-6, 0-2-0 వరకు ఇవ్వవలసివస్తోంది. లారీలనుకూడా తీసుకుంటే ప్రభుత్వము వారికి, ప్రజలకుకూడా లాభకరంగా ఉంటుంది. ప్రభుత్వానికి అవాయము వస్తుంది. ప్రజలకు ఆహారపదార్థాలు తక్కువ ధరకు కిట్టుబాటు అవుతాయి."

SRI S. JAYARAM REDDI:—"Mr. President, Sir, I never 1 p.m. wanted to speak, but as I happened to be in the Joint Select Committee representing this House I think it is my duty just to make a few observations regarding the recommendations of the Select Committee to this House. It is only in that respect that I rise to speak. Eminent lawyers have said something unpleasant about the recommendations of the Joint Select Committee. They say that the Government are out for grabbing power. When a good thing is being done, Sir, it is for us to decide whether the end achieved is good or not. When the end achieved is good, I think we should not be worried about the means that we employ. In that context only we will have to satisfy ourselves. What the Hon. Pandit Jawaharlal Nehru said in another context, as reported in the Madras Mail of yesterday, can be said to have some bearing upon the recommendations of this Motor Vehicles (Amendment) Bill, which has been interpreted as an interference with the civil liberties of the people. After all what is there in this Bill to interfere with the civil liberties of a person except that vested interests are taken away, as the hon. Member Sri Muthuranga Mudaliyar said? The vested interests which were in existence for hundreds of years are being obliterated. What does this Bill do? After all, it is taking away a thing which was given by the very same Government for a limited number of years. Even when a permit is given, the man who takes the permit knows that it is only for a limited number of years, and that the Government is entitled when it thinks it to be for the good of the community, to cancel it. That too they are doing only after giving a period of notice. Some hon. Members stated that the period was very short, i.e., three months. We considered that in detail in the Joint Select Committee and because that applied only to permits which were given after September 1946, it was fixed as three months. At that time the bus owners were made to understand that the nationalization programme had been accepted by the present Government and that was why the period of three months was fixed.

"As regards the remarks made about corruption, etc., prevailing in the Transport Boards, etc., of course some were in favour and some were against them. Some people say that the traffic boards have become corrupt and that the non-officials have become

[Sri S. Jayaram Reddi] [27th July 1948]

corrupt. Some people say that the Central Road Traffic Board has not also been above-board. Some people say that the officials have been approached. So my feeling is that as long as this is a profitable business, everybody is likely to be approached and whether they are corrupt or not there is going to be some consideration or other, like pressure. Even very honest people are being interpreted as people who have been influenced. Some very eloquent remarks were made, Sir, about the present Transport Minister. I do not know how far he is going to stand the criticism. It was said, Sir, that it was a curse that nobody would take the Transport Department. I was even told, Sir, that when the Hon. the Premier offered it to some of his cabinet colleagues of his nobody was anxious to take it, because every body is suspected, on account of enormous pressure and competition that exist there."

MR. PRESIDENT:—"At any rate in to-day's papers he has not been cursed."

SRI S. JAYARAM REDDI:—"What has happened to the Food Department? It has been managed by the officials, and is it not said, that the Food Department is corrupt? Where there is patronage corruption is bound to exist and these things should be rectified. I hope at least our Transport Minister will have the good fortune to rectify these so that nothing of this sort will happen in future."

DR. V. K. JOHN:—"It is no compliment to the Government to say that their officers have been corrupt."

SRI S. JAYARAM REDDI:—"Then, Sir, nothing has been said against nationalization, because when somebody said that the hon. Member, Mr. Narayanaswami Navudu, was against nationalization, he contradicted it. I agree with him. Nothing has been said against nationalization. The object of nationalization has to be achieved and for that all power should be taken. We will have to satisfy ourselves that it has been done for a good purpose. With these remarks, Sir, I support the Bill."

THE HON. SRI B. GOPALA REDDI:—"Mr. President, Sir, as I moved the Bill I did not expect the debate would go on for such a length of time in this House when it had a comparatively easy passage in the other House. It shows, Sir, that this House is critical on certain occasions especially when a legislation is undertaken affecting vested interests. That is my inference, Sir, and I do not know whether I am justified in the inference. Whatever it is, it is too late in the day to speak against nationalization when the Governments of all progressive countries are talking of nationalization; not only are they talking of nationalisation, but they are actually taking steps to nationalizing. In England, we have seen the coal industry being nationalized and in Europe and other countries also, we have seen industry after industry being taken over by the Government. Not only socialistic Governments but even Conservative Governments, Rightist Governments, are now

27th July 1948] [Sri B. Gopala Reddi]

thinking in terms of nationalization because they want to get some money out of it. There is no doubt that they want to give also greater comforts and conveniences to the people at large. So, Sir, having talked of nationalization for such a long time, when we have the nationalization of the transport with regard to the railways all through in our country, and we have nationalization with regard to the other communications also, namely the telephone, the telegraphs and they have been the property of the Government of India for a very long time, is it not right that we should nationalize this road transport also, if not immediately, at least in time to come. Sir, we are spending large sums of money on the highways, the provincial highways and the district roads and the rural roads and it is high time that these highways are self-sufficient as regards their finances. The responsibility for road-making is on the Government to-day and the profits on the roads—undoubtedly they are huge profits—are taken away by private companies, whether they are fleet owners or small fleet owners or big companies or co-operative companies. I ask in all seriousness why the responsibility for road-making be vested in the Government and why the profits should be taken away by some private operators. I can now answer that question, Sir. Even in 1937-38, I asked this question for myself and I called for a conference. We took over as an experimental measure a road in the Coimbatore district, namely, the road between Coimbatore and Pollachi and it was given to the Coimbatore District Board. They could not run the bus service themselves but they gave it to a private firm but all the profits and losses were accruing to the district board and I can say that for a road of 28 miles they had about Rs. 2,000 net profit per month. That was no insignificant sum for a district board, Sir. There is no doubt that people have made enormous profits during and after the war and it is but right that we, faced as we are with huge deficit consequent on prohibition, and also because the roadmaking charges have gone up three or four times, should reconsider the position and see whether the road profits should not legitimately go to the coffers of the Government. It is from that angle, Sir, that the whole problem has to be viewed. There may be conductors, Sir, who are rude and there may be conductors who did not issue tickets. In spite of all these evasions, the Government should think in terms of making some little money out of this road transport, because as I said in the beginning there is certainly some profit in the transport services. Otherwise in spite of the Government Order that permits would be issued only for four months and in spite of the various difficulties in the way and in spite of the Government's refusal to give petrol or even chassis, how is it that people are coming forward with their applications both before the Regional Transport Authorities and the Central Road Traffic Board for permits for the various routes. And so it is but right that the Government should consider it from this angle and we have rightly decided that we should nationalise the transport in the City and later on after consolidating our experience here, after gaining experience here and perfecting our machinery, we should extend it to the other districts, especially the ghat

[Sri B. Gopala Reddi] [27th July 1948]

roads. So there is nothing illogical about it and it is in consonance with the time spirit that we should talk of nationalization. I am glad, Sir, that people in general, though of course they are sometimes critical, are satisfied with the conveyances they are getting in the City of Madras both for comfort and for other things. I am sure that when we put in more buses, namely, when we put 300 buses on the road in the City, overcrowding will be less and we shall see that these standing passengers also will not be there in our buses and everything will go on beautifully well for our transport services.

Sir, the criticism was levelled against us that we are trying to take more power for the Government. It is said: these are quasi judicial bodies. Why should the Government think in terms of taking more power? We have heard Mr. Bhima Rao rather complaining that the Government had interfered in certain matters and they did issue instructions. Is it correct that the Government should issue instructions. Prior to the passing of the Bill, we would have absolutely no power to interfere with the regional transport authorities and when that power is not vested in us, there are complaints that we have interfered. If the Government do want to interfere, even without this amending Bill and even if this Bill is withdrawn, they can interfere effectively with the regional transport authorities and the Central Traffic Board. After all he is my Collector and he is my District Superintendent of Police. He is a man nominated by me. Can I not interfere with him if I want? Even the Road Transport Authority is nominated by the Minister-in-charge of Transport and the Transport Commissioner is the Chairman. Perhaps there are other officials, the Chief Engineer for Highways and others who are members there. Certainly I can influence them if I am minded in that direction. So whether this Act is there on the statute book or not, if the Government mean to interfere with anything in a bona fide or a mala fide manner, they can do so, without even this Bill. I want you to pass this amending Bill so as to vest power in the Government and also the responsibility along with it. To-day I can say: 'I do not know what the Central or the Regional Transport authority does. I do not know whether the Central Transport Authority has given any instructions to the Regional Transport Authorities, the Government are outside it.' If this Bill is passed, to-morrow it will be open to the Members of the Legislature and Dr. John to publicly ask me directly, whether it is true that we have interfered in this matter or that, or whether we have issued such and such a direction to the Central Traffic Board or the Regional Transport Authority and I will have to answer their public criticism. They can question me with regard to it. If there is anything wrong with the Regional Transport Authority or the Central Road Traffic Board the Leader of the Opposition can certainly question me about it. Now, in no way are they responsible and answerable to you. Do they answer your questions? You may write demi-officials to the Collectors and others but they can simply say that they are not bound to answer you. Now we ask: give us the power and along with the power

27th July 1948] [Sri B. Gopala Reddi]

give us also the responsibility. If without responsibility you give the power, it may again lead to various unhappy things. If along with power there is also responsibility—when the Government are responsible to the Legislature or to the general public—then you can point your finger on the spot and ask me for an explanation. But if you simply say they are quasi-judicial authorities there is no use. After all what are they? They are all only subordinate authorities just like the departmental heads like the Inspector of local bodies and all that. They must know where they stand. I have just received a complaint, Sir, from a responsible gentleman for whom I have the greatest regard, that permanent permits were all of a sudden cancelled and temporary permits issued now, without assigning any reason. Perhaps there were some complaints before the permanent permits expired, which were for a period of three years. I do not know who was responsible for issuing instructions for the cancellation of those permits prematurely and for giving temporary permits for four months. I do not know how it happened because usually when they give these permits—except in the case of temporary permits which are given for four months—they do not generally interfere.

'I want to know who was the officer responsible for that order 1-15 and in what circumstances that order was issued, and why that particular operator was put to great inconvenience. Should not p.m. Government have the power to direct the officers of the Government? After all, all the subordinate authorities must carry out the policy of the Government, and they cannot be placed on a high pedestal. They should not think that we cannot question them. They should not think that they are High Court or Super High Courts. They are not judicial bodies. When there is an appeal from the regional transport authority to the Central Traffic Board, there must also be another appeal to Government, and Government must decide the issue on its own merits. Hon. Members suspect that all the vice is concentrated in Fort St. George and in the Ministry and that all the regional transport authorities and Central Traffic Board are *Harischandras* and *Purana Purushas*. They are not. Neither the transport authority in the district nor the Central Traffic Board is perfect. Neither the officials nor the non-officials are perfect. I do not blame the non-officials or the officials alone. When there is great patronage and some pressure is put upon the transport authorities, we have certainly to see that these officers use their discretion properly in the issue of permits. It is said that if somebody is aggrieved he can take up the matter to the higher authority. It is asked 'why not the Central Traffic Board's verdict be the final word in the matter; why should Government also deal with the matter'. It is because Government are legitimately responsible to the people. They must have the rights to decide these cases. Suppose there is monopoly in Cuddapah district. The regional transport authority favours one particular gentleman. Should not Government have a right to ask the regional transport authority (the District Superintendent of Police and the Collector of the district) as to how is it that one particular gentleman is being

[Sri B. Gopala Reddi] [27th July 1948]

favoured to the detriment of other applicants who are also on the road for a very long time and how is it that they have been ousted. Without this amending Bill, Government are helpless. If the three wise people in the district support one gentleman and give him a monopoly, should Government be looking on as helpless spectators? Is it the idea that Government must be helpless spectators of the situation when things like that happen in districts? I do not say that anybody is perfect. Even the Government are not perfect. In spite of all these, it is the inherent right of the Government to supervise and direct all these bodies. Sir, I object to the word 'interference'. Many times that word has been used on the floor of this House. When Government want some information or gives certain directions to their subordinate officers, it should not be called 'interference'. It is the legitimate duty of the Government to control and supervise the work of their subordinates. It is for that purpose I am here, and I am responsible to this House also. I should not abdicate my rights. I must have the right and power to direct and control all the regional transport authorities. Without that power no Government worth the name can conduct this motor transport. Especially when so many operators are functioning and so much profits are accruing to them, Government should not be mere helpless spectators and say 'I am helpless; you go to the Central Traffic Board'. It is not right that the Government should abdicate themselves of their legitimate authority. We are not asking for a blank cheque either. We have the experience of people who have been in the field for a long time. We have the experience of Hyderabad, Travancore, Bombay, United Provinces and other Provinces. Our officers have suggested their schemes. They have compared notes with officers of other Governments, and have evolved a sort of scheme. Of course, we are not anxious to extend the scheme immediately. We want to gain experience and see whether we can extend it usefully to the mufassal also. On the one side there is the pressure 'how is it you are delaying matters; you have issued the press communiqué and how is it you are hesitating to extend it to Coimbatore, Madurai, East Godavari and West Godavari'. On the other hand there is another problem. I want to see and study the position in the City. I want to see how evasions by way of non-issue of tickets can be minimized and how the conduct of the conductors can be improved and how the machinery of checking inspectors can be perfected. All these things have to be carefully examined before we can think of extending nationalization to mufassal places. Then there is the question of workshops. In the City if a vehicle is removed to the workshop for repairs, it can be put on the road in the next few days, but in the mufassal it is not so very easy unless there is the workshop. Unless all these things are perfect, motor transport may break down, and it will cause great inconvenience to the people. There are inherent problems which have to be tackled before we can think of extending. We have the experience of other Provinces. We have seen what Bombay is doing with regard to this. We also know in a vague manner what

27th July 1948] [Sri B. Gopala Reddi]

the United Provinces Government is doing. We know that the United Provinces Government has so far invested about two crores of rupees in this nationalization of motor transport while we have not yet reached even forty lakhs of rupees. I am fully convinced that so far the City transport is concerned, it is paying in spite of great many defects. A great many things have to be perfected. I am convinced not only as Minister for Transport but as Minister for Finance that our national transport in the City is a paying proposition. It is going to pay us huge dividends hereafter also.

"There is another question which was suggested by the hon. Mr. Govindacharyulu that instead of allowing these regional transport authorities to function, Government could auction out the routes just as they auction out excise shops or ganja shops and get some more revenue. That is a very attractive idea indeed. I did consult the officers concerned about this even before I took over this department whether we could auction out these routes and get more money for Government. There are certain inherent drawbacks overlooked in such a course. In their eagerness to deprive non-officials, some officials suggested a solution 'nationalize it and you will get huge money'. What does this auctioning out of the roads mean? It means the elimination of the smaller man in preference to the larger vested interests who can put more money into the auction. They can outbid all the petty fellows who are on the road now, and they can have a sort of concentrated power on the road. The entire route will be taken over by one man. For example, on the road from Masulipatam to Vijawada there are at present forty buses running, and if I am to put that route in auction, some rich man, who can invest a large amount, can come and bid. Government are now getting four to five hundred rupees per quarter there. The rich man may say 'I am prepared to pay Rs. 5,000; give me the entire route and the monopoly of it'. (Interruption by Sri B. Narayanaswami Naidu.) The highest bidder has to be given the route. Ultimately he must be favoured, and he gets it by right. (Sri A. Govindacharyulu: 'He will put the maximum number of buses on the road.') Immediately, there is created a sort of monopoly. We know what this monopoly means. The rich man or the rich firm, even though it involves loss, will bid high in the first year. In the next year, he will see that there is no competition. These people will combine and just like the district board contractors will arrange between themselves and decide 'I take this route for the lowest bid; you take that route for the lowest bid' and so on. They may have an effective combination with the result we may not get even the proper revenue. Therefore, there is this danger in auctioning out routes. There is the other danger also. If, however, there is real competitive spirit among the bidders, we may get some more money, but it means giving the entire monopoly to that particular operator. He may overload his vehicle. He may overcharge. He may not look to the convenience of the people, and he will become a sort of road dictator. Between Masulipatam and Vijawada,

[Sri B. Gopala Reddi] [27th July 1948]

between Pollachi and Coimbatore and between Karur and Tiruchirappalli, they would become the road dictators. Every passenger will have to be at their mercy. They may give him front seat or back seat. They may charge him Re. 1-4-0 for a distance which was originally only eight annas. There will be all sorts of complaints and our Police will not be able to check the vagaries of the private operators. The position will certainly deteriorate. So, all our officers have definitely advised us against auctioning out these routes and that we should not try to make money out of this. If we are to make money, it must be otherwise. Our Highways Department must be paid by this motor transport. We are spending six crores of rupees on the Highways Department. Ultimately our transport must pay all this six crores of rupees, because revenue from nationalization should not be taken to the general revenues.

"Sir, then there are complaints of non-official corruption and official corruption. I admit that things are not up to the mark, and there are rumours of corruption and favouritism. I want hon. Members to give me concrete suggestions to minimize that rumour of corruption. I do not know whether it exists, but there is the rumour at least. I want to put down that rumour. I was waiting for hon. Members to give me some concrete suggestions to put down corruption. They simply said 'you auction out roads' and things like that. I have certain ideas and if they are approved by the House I may minimize corruption to a certain extent. I propose to have a sort of Advisory Committee as we have in the case of Sales Tax. I am glad to say that our Sales Tax Advisory Committee is functioning very well and they are trying to tackle all the difficulties in the administration of sales tax. Twice we have met, and members—big businessmen are represented therein—have expressed satisfaction at the way in which the Committee is functioning. So, if hon. Members want a committee of, say, 15 members—members of this House and the other House and people with business experience—a committee can be constituted. Hon. Members can certainly ask the Government for information whenever they feel that Government have unnecessarily interfered or exercised patronage in a wrongful manner. It will be reasonable for that body to ask Government for any information (not like putting questions here with the President in the Chair). You can ask in an informal way and all the details would be given and you can satisfy yourself. If some wrong is done you can point out to the Government that they have done this wrong, and that is enough for a Minister with any self-respect to rectify himself. The Advisory Committee would do well to advise Government on matters of transport. If such a committee is constituted, the leader of the Opposition can be a Member of that committee. If he can spare the time, he can also advise Government on various matters which may arise. With regard to regional transport authorities, this was tried last year as an experiment. Members of the Legislature were serving in those bodies. Their term is expiring now, and the Government are thinking what should be done with regard to these regional transport authorities, whether

27th July 1948] [Sri B. Gopala Reddi]

they should be on the old style or some new blood can be infused into these boards so that there will be internal check—the non-official will be a check on the official and the official will be a check on the non-official. Supposing we broadbase these boards so that there will be internal check, I think things will improve. Then, even if somebody wants to corrupt, he will have to corrupt five or six people. Now you have only two people, the District Superintendent of Police and the Collector. The private operator gets the majority and he gets through. So, with two people he can easily manage. But I propose to increase the number of people to five or six. Then the chances of corruption are minimized. Even if the private operator wants to corrupt somebody, he will have to tamper with the honesty and integrity of a great number of people. So, I want to broadbase the regional transport authorities and, if possible, try it as an experiment without M.L.As. and M.L.Cs. in the committee. Not that I do not have regard for them. They have been valuable colleagues. It is proposed to be tried as an experiment. There were whispers or rather rumours of corruption about them. If we put in non-legislators, the legislators will be a check on them. If there is any whim of the regional transport authority, there will be sufficient check by the non-legislators. It is not as if the M.L.A. will kick up a row with the transport authorities or the Government or the Advisory Committee that is going to be constituted. They can certainly be a check over the transport authorities.

"So, I want to try that. Ultimately, as my Hon. Colleague, the Minister for Agriculture, said, I hope to have a sort of a transport board like the Railway Board operating in Delhi with perhaps greater powers and then the powers of the Government will be withdrawn. We will have a transport board as a statutory body with 51 per cent of the shares purchased by the Government, 20 per cent by local bodies, 14 per cent by private operators and 15 per cent by the railways, because, they have also a vital interest in the transport system including the road transport. Such a board with special powers will look into all matters very carefully. The board will be a statutory body without interference by the Government when the whole machinery is perfected in the manner I have stated. Sir, this is only a transitional stage when the Government will have greater power because this is a new policy which we are trying—different from the old policy by which we were allowing only fleet owners to operate. Therefore, we are trying a new experiment. Certainly, it is for the Government who are vested with greater power and greater responsibility to supervise and work efficiently the various regional transport authorities. Ultimately, Sir, we are planning that way.

"Sir, there is already power in the hands of Government and as I said in the other House, we have power to order remission of land revenue collections, for instance, in the Bellary district and to say that in the Bellary district, land revenue need not be collected. We have got that power. Myself, the Land Revenue Minister and the Premier, three of us, may say that the land revenue need not be collected in Rayalaseema. But, are we doing

1-30
p.m.

[Sri B. Gopala Reddi] [27th July 1948]

it? Therefore, power vested in the Government does not necessarily mean that it will be exercised to the detriment of the people. We have also got power in various other matters. We have the power of clemency and we can release any prisoner. The Hon. Mr. Madhava Menon and the Premier can, if they want, release all the prisoners in the Madras jails. Simply because they have got that power, will they do it? Again, there is the power of the Government to commute a death sentence. If there is a death sentence by the High Court and if, on the next day, the Hon. Premier orders that the person so sentenced may be released, he will of course be released. But does he do so? Again, only a few months ago, you gave me the power with regard to sales under the General Sales Tax Act to vary the taxation for various commodities. There is a general enabling clause under the General Sales Tax Act. I had only one case with regard to the exercise of such a power and it was in connection with British Cochin. I examined the matter very closely and I took the responsibility of using the power vested in me. Therefore, Government having certain powers, need not necessarily resort to the use of those powers arbitrarily. Again, with regard to the suppression of district boards, no popular Government—not even the Justice Party—were superseding any district boards. Some boards might have been superseded during the Advisers' regime but that is a different matter. No popular Ministry of whichever political complexion would exercise such powers which are inherent in them so as to supersede the district boards. Government have to rule over the destinies of fifty millions of people in this Province and therefore Government must have some reserve powers but these powers will not be used on every occasion. Therefore, Sir, you need not be under any misgivings. These powers are only various checks, and nobody need run away with the idea that the power of the Government will be abused in favour of a certain group of people. If you give me the power and ask me to do certain things, I am answerable to you, and you may level whatever charges you want to level against me if I misuse the power. And, the Advisory Committees or any other committees have their own responsibilities if the Government were to exercise their patronage in a wrong manner.

"Sir, with these few observations, I close. I am thankful to this House for having taken a keen interest in this debate. It is because, as I said previously, there are vested interests and that is probably why the Opposition has been very critical. I am thankful for the various suggestions made by the Opposition members."

MR. PRESIDENT:—"Does the hon. the Leader of the Opposition want to say anything?"

DR. V. K. JOHN:—"Originally our idea was to divide the House at this stage. But, having heard the Hon. the Minister for Transport, we have changed our idea. The Hon. the Minister for Transport has made a very good speech. Having heard his speech and the explanations which he gave and having known his

27th July 1948]

[Dr. V. K. John]

intention to see that transport is conducted properly in this Province, we have revised our opinion. It is of course a great compliment to the Hon. the Minister for Transport to say that after having heard his speech, we have revised our opinion and therefore we do not propose to divide the House."

MR. PRESIDENT:—"That is what I thought also and that is what I expected. Now, the question is—

that the Bill further to amend the Motor Vehicles Act, 1939, in its application to the Province of Madras (L.A. Bill No. 8 of 1948) be taken into consideration."

The motion was put and carried.

The House then adjourned for lunch.

(After lunch—2-30 p.m.)

Clause 2.

DR. V. K. JOHN:—"Sir, I move the amendment standing in my name:—

that the following proviso be added to the proposed subsection 4 (a) of section 43 of the Motor Vehicles Act, 1939:—

"Provided that the Government shall give an interest to the employees in the business of road transport taken over by the Government."

Particularly in the light of the explanation given by the Transport Minister before lunch, this amendment is a very appropriate one. He said the idea was to take over the transport business by joint stock companies whose shares will be taken up by the Provincial Government, the Central Government, the Railways and the public. If nationalization is to be accepted, I think it is an eminent suggestion that instead of the Government doing transport business in the manner in which they are doing to-day in the City, it is better that a joint stock company does that business. Now if a joint stock company is to be incorporated under the Indian Companies Act, I suggest to the Government that it would be in the best interests of the business if the labour and the employees are given an interest in the business. What I suggest is that a substantial block of shares be subscribed for by the Government to be released to the employees including labour to be paid for by them by annuities. For example, if they incorporate a joint stock company with a capital of Rs. 50 lakhs, I suggest that out of a capital of Rs. 50 lakhs, Government not only subscribe as much as they want for themselves, but take Rs. 10 lakhs worth of shares and release those shares to employees in the Transport business engaged by that joint stock company. It may be that the labourers and other employees cannot subscribe for these shares all at once, because they may not be able to find the money. I suggest that they be allowed to buy the shares from the Government at their nominal value by annuity system. If a share is worth Rs. 100, and a labourer is allowed the option to buy that share in annuity payments of say Rs. 20 a year, he would pay it off in five years.

[Dr. V. K. John] [27th July 1948]

Then he will have an interest in that concern, he will not go on strike, and he will see that a profit is made because he will get a dividend on his shares. He will earn that money to pay for the value of the shares. If such a system is introduced, then the labour employed will have an interest in the concern by holding shares for which they have paid after earning their wages in the business. If such a system is introduced and the Government set an example, the great labour problem which we are experiencing not only in this Province but in other provinces as well could be solved. Therefore, I suggest to the Minister in charge of Transport to do transport business through joint stock companies, and reserve a large and substantial block of shares to be released to the labour and the other employees. A question might be asked as to what would happen to the share of an employee or a labourer if he resigns or ceases to be an employee? Sir, under the Indian Companies Act—and I claim the privilege of being an expert on Company Law, in fact I have written a book on Company Law—any provision could be made for the compulsory transfer of a share. In regard to private limited company, there is a restriction on transfer; but here any provision can be made for compulsory transfer of a share belonging to any particular member if there is difference between a member and the management, and one could be compelled to give up his shares at a value fixed by the auditors of the company. Now, it is possible to make suitable provisions in the Articles of Association of the Company doing transport business that if a labourer who hold shares ceases to be a labourer or ceases to be an employee of the company another man taking his place would have the option to buy it. Therefore labour and the employees could always be given an interest in the concern, run by a joint stock company. I ask the Transport Minister to consider the suggestion very seriously although formerly the Government of India made a suggestion that transport might be done by the Local Government, the Central Government, the Railways and the public, and the operators who are displaced.

“ I suggest that you create a class of shares—which is possible under the Indian Companies Act—a special class of shares, which could be called “ A ” block, which could be reserved for the employees, and when a person ceases to be an employee, he or she could be compelled to sell the shares to another person who is in the employment and is willing to purchase them. Giving an interest to the labour is very much in the interests of transport business—and even the other day we were threatened with a strike. If the labourers have an interest in the concern, there will be no more strikes which mean unemployment as well as loss in production. Transport business which is essential to the life of the community comes to a standstill if the Labour Union decides to strike.

“ And before I move my amendment, I would like to say a word or two against nationalization, because I am entitled when the clause is put to vote, to oppose nationalization.”

27th July 1948]

MR. PRESIDENT :—“ I suggest that the hon. member can make a speech when the clause is put to vote.”

SRI H. M. JAGANNATHAM :—“ I second the amendment just moved by my hon. Friend.”

MR. PRESIDENT :—“ The amendment before the House is that—

the following proviso be added to the proposed sub-section 4 (a) of section 43 of the Motor Vehicles Act, 1939 :—
“ Provided that the Government shall give an interest to the employees in the business of road transport taken over by the Government.”

SRI R. SURYANARAYANA RAO :—“ Mr. President, Sir, the Leader of the Opposition has raised a very big question, which deals with partnership in an industry by the employees. It is sought to associate the employees in various ways. I am afraid it will be long before the employees take advantage of it. He suggested that a certain number of shares in the proposed company be set apart for the employees. What the Leader of the Opposition means is that the employees can take part in the management of the Company by becoming its shareholders. Supposing those employees are not in a position to purchase the shares offered by the Government, it will be of no use to them. On the other hand the question of profit-sharing which is engaging the attention of a Committee appointed by the Government of India is much more important from the point of view of the employees. The Government of India have recently appointed a committee to discuss the question of profit-sharing in industry. If the employees are to take a real interest in the concern, what will enable them to secure something immediately is much more attractive to them than taking shares and waiting for dividends. It is a matter of common knowledge that many companies take years before declaring a dividend and all the time the share capital is locked up and investors do not get anything. I feel, Sir, that the better method of inducing the employees to take an interest in the work of the company is to allow them to share in the profits. That is a big matter that is engaging the attention of the Committee set up by the Government of India. When the recommendations of that Committee are announced, I am sure the Government of Madras, when they form a company to take over the transport system, will give due consideration to the recommendations. So I request my Leader not to press this amendment because it may not be in the interests of the employees . . . ”

MR. PRESIDENT :—“ Because you may not vote for it.”
(Laughter).

SRI R. SURYANARAYANA RAO :—“ He put forward a certain point of view, but I think that instead of urging the Government to accept a point of view which is of doubtful utility to the employees, we may urge on them another point of view which is likely to bring the employees something in return immediately

[Sri R. Suryanarayana Rao] [27th July 1948]

and perhaps would prove more attractive. Then they would not resort to strikes as they would consider themselves partners in the industry.

"Sir, instead of what my hon. Friend has suggested, why not we have co-operative transport associations? In a co-operative concern, every member, be he a worker or a non-worker—and the non-workers are limited to a certain percentage of the members—has an interest in the concern. Any profit earned by the concern can be distributed amongst the members after paying reasonable dividends. That is a big question which my hon. Friend has raised. Whether the transport industry is a fit industry in which this principle of partnership in industry can be applied is a matter for very serious consideration. I feel, Sir, that we can as well table a resolution in this House suggesting to the Government in what manner in future, industry should be organized in this Province, so that the whole question may be thrashed out in all its aspects from the point of view of the industry as well as the employees."

THE HON. SRI B. GOPALA REDDI :—"Sir, I quite appreciate the sincerity of the mover of the amendment in seeking to give an interest to the workers in the transport industry. But labour in India is very restive now and nothing should be done precipitately in any particular department by any particular Government. It is an All-India question that it must be discussed and decided on an All-India basis. I am sure the Labour Minister of the Government of India is already interesting himself in various ways to ameliorate the condition of labour in general and how best to prevent frequent strikes. Before deciding in what way the employees should be given an interest in the concern, whether they should be given a bonus or a share in the profits, or whether they should be given some shares in the concern and the dividends declared thereon—I would wait for the directives of the Government of India in the matter. I do not want that any particular Government should take a move in this matter because it will have very wide repercussions. Nothing should be done in a precipitate manner. There are very vital issues involved. If shares are to be given to the employees in order to create an interest in them in the Company, I do not know whether the employees would be in a position to buy the shares even in five instalments and wait for dividends. On the other hand Mr. Suryanarayana Rao has suggested that the employees may be given a share in the profits without asking them to invest any capital. There is the recent award given by the arbitrator. When private operators make huge profits it is but right that they should give some bonus to the workers. It is being done in many concerns and it was done during the war years, especially. But when it is the Government, it has many ramifications. There are many profit-earning departments such as the Department of Industries, Electricity and so on. This question has to be considered deeply. However we are waiting to see what the Government of India are going to do with their workers in the Railway Department and in the Posts and Telegraphs

27th July 1948] [Sri B. Gopala Reddi]

Department. These Departments also are dealing with the industry of communications. We want to see whether the Government of India give their workers a bonus or shares and so on. This is not an isolated question and as I said in the beginning it cannot be decided in this fashion. I am not therefore in a position to give any assurance to the Leader of the Opposition. But it can be explored. We have already decided to give 14 per cent of the shares to private operators. This can be divided into 8 per cent for them and 6 per cent for the employees or seven and seven. I do not know whether just now it is necessary to do all that. At the proper time, if it is found necessary, the Government would not be unwilling to do that.

"Sir, the hon. Member Mr. Suryanarayana Rao suggests that the employees might be given a share in the profits without the necessity of their investing money in the shares. The Leader of the Opposition wants that the employees should be given shares and allowed to purchase them in five instalments so that they may have a continuous interest in the industry and may not think of going on strike. It is a very vital issue and must be considered on an All-India basis. I hope the Leader of the Opposition will not press his amendment."

DR. V. K. JOHN :—"Sir, I want to say one word in reply to the criticisms made about the amendment, the principle of which is said to have far-reaching consequences. My amendment does not specifically say that shares should be given to the employees. It only says that Government should give an interest to the employees in the business of road transport taken over by the Government. The interest might be in the shape of a bonus or a share in the profits. It does not touch my amendment at all. I made a suggestion that the employees might be given some shares. I think there has been some misunderstanding in the mind of Mr. Suryanarayana Rao regarding the provision in the Indian Companies Act. He seems to think that dividends might not be declared for years. Under the Indian Companies Act, you must have a general meeting 15 months after the last meeting and every year you must have a general meeting. In that meeting you must declare dividends."

THE HON. SRI B. GOPALA REDDI :—"If there is no profit?"

DR. V. K. JOHN :—"No profit, no dividend and no profit sharing. I want to point out that the fear that there may not be a dividend declared for years was based on a misconception. The profit must be ascertained every year according to the law and a dividend may be declared, if there is a dividend to declare. Whether you give the employee a share in the profits or make him a shareholder and give him the dividend, it makes no difference. But what the Hon. Minister for Transport and those interested in the matter should bear in mind is this. Shares of a company always appreciate in value. Tata's shares once sold for

[Dr. V. K. John] [27th July 1948]

Rs. 30 now sell at Rs. 2,500. Similar is the case with Imperial Bank shares. Binny's shares which paid a dividend of 15 per cent appreciated in value three times and a man who put in Rs. 100 can get Rs. 300 for his share. If you give shares to employees, it will give them dividends year after year and they will also get the unearned increments when the shares appreciate in value . . . "

MR. PRESIDENT :—" I am sure the Government and other hon. Members know what the hon. Member suggests. But the question is whether the hon. Member would prefer to wait till the Government of India move in the matter or whether he would press his amendment."

DR. V. K. JOHN :—" I am only suggesting that this is a very serious matter and should be taken into consideration by the Government and not shelved until the Government of India come to a decision. We cannot wait for many years. It is a matter of immediate necessity and if the Government are going to have a joint-stock company, they should take this matter seriously into consideration. They may create a block of shares for the employees and enable them to acquire it easily. But if Government do not want to consider the matter, I want to withdraw the amendment."

MR. PRESIDENT :—" I suppose the House gives permission to Dr. John to withdraw the amendment."

The amendment was by leave withdrawn.

SRI B. NARAYANASWAMI NAYUDU :—" Mr. President, I
3 p.m. move—

'Add the following proviso to the proposed sub-section 4 (a) of section 43 of the Motor Vehicles Act, 1939 :—

" Provided that the Provincial Government shall not notify any such declaration without appointing a Transport Commission of five members from among persons who have had wide experience and shown capacity in Transport, Industrial and Commercial matters and in the organization of transport workers or passenger public and receiving a recommendation from the said body to promote area schemes after consulting the local authorities in the area '."

The real question which I have posed is not whether nationalization is necessary or not. Member after member on the other side have spoken on the necessity for nationalization and I do not raise that issue now. But my point is whether this Bill is a Nationalization Bill and whether it contains any provision designed to carry out the objects of nationalization, namely, of taking over private rights and property and running it for the Government; the principle on which it is to be done, how to proceed regarding nationalization; what will be the machinery that will advise you regarding fares, who will settle question of finances, of routes to be taken, of trades affected and all such things? Is there any clause in the Bill which provides for these things? The Hon.

27th July 1948] [Sri B. Narayanaswami Nayudu]

Minister for Jails was kind enough to say that it was not a Nationalization Bill but a Nationalization Assistance Bill and that another Bill would be brought forward which will define the complexion of the machinery, on what basis the shares were to be thrown open, etc. Except that 51 per cent was to be the share of the Government and about 40 per cent was for the operators, and the balance for local boards and others, he could not give us much information. He was not even positive when such a Bill would be brought before the House. This clause in other words anticipates the introduction of another Bill and it will only supplement the provisions of another Bill to be introduced. It was said by a member yesterday that it was merely a pretext for a Nationalization Bill, the only reason being overriding the decision of the High Court. Just as the Adviser Government put off the small operators in favour of the fleet owners, this Government is now attempting to put off the fleet-owners in favour of operators of their own party. It is merely an excuse and it is merely a pretence. I appeal to hon. Members to see whether this Bill is a Nationalization Bill. It is not. Does it contain any provisions how it should be brought about? Both the Hon. Minister for Transport and the Hon. Minister for Jails have practically admitted that this is not a Nationalization Bill but they were going to create a Transport Body. I say, Sir, that the real Bill is the one which deals with the constitution of that body. Here you are merely taking powers to say that the Government would take up passenger transport. How can you say it is a Nationalization Bill and how can it be a Nationalization Bill without the Hon. Minister producing before the House the complexion of the body which he is going to create? We well understand the magnitude of the problem and the interests involved. It is huge. We know that the motor transport of the City has been completely taken over and it is in full working now. The Budget shows that Rs. 62 lakhs has been spent for the purchase of three hundred buses. It is at page 577; in the Budget for 1947-48, Rs. 59 lakhs have been spent and in 1946-47, Rs. 2,73,000 have been spent, and then we have got the cost of acquisition of lands which is about 6 lakhs and then for workshops and other things 1.75 lakhs and the total for the running of about 300 buses comes to Rs. 70 lakhs. Further there is the working expenses which amount to Rs. 75 lakhs per year. According to the Administration Report, the latest Report, we have got about 5,037 buses and 6,350 lorries. We have taken on hand only 300 buses in the City and so about 4,800 yet remain to be taken up. Even for 300 buses, the expenditure was 70 lakhs and running expenses included about 150 lakhs. Even assuming that you are not going to put any more buses on the road but will carry on with the present number though the need for it is felt very acutely and the people will expect it from the Government, for these 4,800 buses, at one crore per year for 200 buses, you will be committing yourself to an expenditure of 24 crores and if you do not take into account the running expense, about 12 crores of rupees. It is only a rough calculation and we may put it at

[Sri B. Narayanaswami Nayudu] [27th July 1948]

Rs. 20 and ten crores of rupees. This huge expenditure you will stand committed to by passing this simple clause and it is done without the House being told what the machinery is through whose help the whole thing will be carried on. I have been asking the House and no hon. Member could enlighten the House. There is this single clause which plainly says that the Government may notify its intention to take the bus transport in a particular area. What is the machinery provided for it under the Bill? You can go through the Bill clause by clause and you come to the conclusion that the Hon. Minister for Transport is the only machinery."

THE HON. SRI B. GOPALA REDDI :—" The Central Act is there."

SRI B. NARAYANASWAMI NAYUDU :—" It is not there so far as nationalization is concerned. It is inoperative in that case and it operates so long as the routes and the running are in the hands of private operators. But under nationalization, the whole thing is left in the hands of the Minister for Transport who is also the Minister for Finance. I do not know whether it is the way to do it. I can quote the case as it obtains in England. If the Leader of the Opposition had a bad case, certainly the Hon. Transport Minister had no case at all. It is much better to have a bad case than no case at all. In England, they have provided for the machinery for the executive management—Consultative Committee of workers and passengers—they have set up a tribunal to settle the question of fares and finally supervening powers are given to the Minister for Transport and even that power has been dubbed as autocratic by the Opposition. The Hon. Minister merely brandishes it saying that we have already passed this and that, we would in course of time be creating the Transport Body and other things. But I ask him whether in this Bill there is any provision for setting up the machinery I have mentioned. The Hon. Minister for Transport has got all powers. The Leader of the Opposition in England was saying, in spite of the elaborate machinery set up there for administering transport, that the supervening powers of the Minister were autocratic. How can the Hon. Minister of Transport here say that he is much more liberal? Is there even the semblance of a consultative committee provided for here in the Bill? You must have reasonable ways. There is no use of adopting arbitrary ways and finally showing some balance of profit as a result of the working of the transport system. As I said this Bill is merely a pretence. We have spent two crores."

THE HON. SRI B. GOPALA REDDI :—" You are wrong."

SRI B. NARAYANASWAMI NAYUDU :—" I have quoted on the basis of figures furnished in the Budget. If I am wrong I wish to be corrected and I would not like to pursue it if it is not correct."

THE HON. SRI B. GOPALA REDDI :—" Sixty lakhs is not two crores."

27th July 1948]

SRI B. NARAYANASWAMI NAYUDU :—" What I have quoted is an arithmetical certainty. It includes expenses on account of workshops, running charges, acquisition and other incidental charges."

MR. PRESIDENT :—" You mean including working expenses, it will be 2 crores."

THE HON. SRI B. GOPALA REDDI :—" If you take note of working expenses, you must take into account the profit side also."

SRI B. NARAYANASWAMI NAYUDU :—" The Budget is for both expenditure and receipts."

" I wish to know where the check is and what are the regulations governing the running of the transport system. There is no use of saying : ' I am here.' It is not the sincerity or the ability of the Transport Minister ; that is not the question and that is another matter. Now what can he do? It is provided that the Provincial Government may, by notification in the *Fort St. George Gazette*, declare that it will engage in the business of road transport either throughout the presidency or in such areas or on such routes or portions thereof as may be specified in the notification. We know it is not going to be done for the whole province in a year or two ; it will take a series of years. The English Act says that persons concerned in the trade who used the route must be consulted before you take over that service. But under this act the Transport Minister may without consulting anybody or by even political pressure, take up any routes. He need not consult anybody but he can take up the route forthwith, be it the route to Yercaud to Kodaikanal or Coimbatore to Ootacamund."

MR. PRESIDENT :—" Not even Mr. Muthuranga Mudaliyar? "

SRI B. NARAYANASWAMI NAYUDU :—" Whether he will consult or not is another question ; but he need not—there is no legal obligation for him to do it."

" Let me leave this point for the moment and revert to how the purchases could have been completed had the Hon. Minister the benefit of the advice of a Consultative Committee. Could a Committee of that nature have recommended the purchase of Diesel buses, whose seating capacity is only 22 for Rs. 45,000, when an ordinary bus with a seating capacity of 42 could have been bought for Rs. 12,000? "

MR. PRESIDENT :—" The hon. Member may explain the terms of his amendment."

SRI B. NARAYANASWAMI NAYUDU :—" The amendment of mine is intended to prevent him from saying on his own authority that he would buy a 42,000 rupee bus when he can get a bus for Rs. 10,000. There is none to question him at all under the Bill

[Sri B. Narayanaswami Nayudu] [27th July 1948]

as it stands. Can we question and can we say that he has gone wrong? Is there any statutory duty cast upon him to consult us? It is not even declaring and proceeding to consult. Should there not be some technical people whom he can consult and who will be in a position to advise and guide him on the question of purchase with reference to the running of the buses, the workshops required to service them and the availability of spare parts for those buses? Imagine for yourselves in which industry in which a capital of 10 crores is invested the people will proceed about the business concentrating all powers in the hands of one person such as is done here and all the power is put into the hands of the Minister for Transport? Transport is a vital industry. Before you run the transport you must know the requirements of the trade. Can the Advisory Committee give him information, say how to run the buses from Pollachi to Coimbatore, what is the nature of the trade in that part of the presidency, how to regulate traffic, what are the rush season and days, etc.? If it is not a matter of grabbing power, it is blindness—trying to rush into the dark. You ought not to declare an area without previously taking necessary technical advice. The real substance of the question is whether it would pay and there is no use the Hon. Minister saying that he is satisfied that it would pay. I want the Hon. Minister to make profits out of taking the bus transport but the question is: Will you make profits? No doubt the Hon. Minister said that so far as the City is concerned, the Government had made some profits; but only two or three years hence, we will be in a position to know whether they would pay or we would pay on account of taking up the bus business. Let me take a concrete business; there are lot of betelnut shops all over the City and each man might be making an average profit of Rs. 100 a month and supposing we take up all the shops, can we expect to make a profit at the rate of Rs. 100 per shop. No. Much depends upon personal supervision; you will have to purchase the things required for the shop, to sell them, collect the money, assess what it has cost you and what your profits are. Therefore, in a similar manner, it all depends upon the institution which you create for the efficient running of the buses. Private operators have made profits and they have made it in several ways which will be open to condemnation if the Transport Department of the Government pursue them. All these things must be eliminated. That is why I am suggesting the amendment."

2-15 DR. V. K. JOHN :—" Mr. President, I second the amendment.
P-II. While seconding the amendment, I hope the Government would accept this amendment if they care for their prestige. Sir, the Hon. Minister for Transport mentioned earlier in the day that he would do his best to see that the prestige of the Government is kept up by constituting Advisory Bodies and even enlarging the transport authorities, both local and central, because he thought if there were more than three persons as it is now, there would be less chance of corruption or favouritism or fear. He wants to administer transport business in a manner which will satisfy the

27th July 1948] [Dr. V. K. John]

public. Sir, the amendment says, "Have a Commission which will go into the whole question and advise the Government what to do, where to nationalize and what buses to purchase."

"Sir, there is one matter which agitates the public mind. It is the talk of the town and it is the talk of the province. It has agitated the public mind for many months and it has agitated some members of the Legislature and I had the opportunity to read through a petition signed by a few members of the Legislature and sent up to the Congress President. Now, I want to give an opportunity, Sir, in this connexion to the Transport Minister to explain that position. Sir, the criticism which my learned friend Mr. Narayanaswamy Nayudu made was that if there was a Transport Commission appointed and their recommendations sought, you would not have rushed many things into which you have rushed. I am mentioning that fact with full responsibility for it without making any charge against anybody. And I am mentioning it to enable the Hon. Minister to give an explanation to satisfy the public. Sir, as soon as they decided to take over transport business in the City, they decided to buy 50 Diesel buses, out of which 25 have been bought. And from whom did they buy? From an Italian firm, unknown before in this country, whose name was not known at all, and whose engines and machines were not tested. And who made this contract? A firm in Bangalore not doing transport business but engaged in cinema business. This fact was contained in the petition signed by M.L.A.'s and sent to the Congress President."

THE HON. SRI B. GOPALA REDDI :—" Sir, the hon. Member should not refer to a private document. It is not a public document. It is purely a private document."

DR. V. K. JOHN :—" Sir, I am mentioning this because it agitates the public mind."

THE HON. SRI B. GOPALA REDDI :—" Sir, the hon. Member may refer to public documents but not to a private one."

DR. V. K. JOHN :—" Sir, I have referred to a fact."

MR. PRESIDENT :—" I suppose the hon. Member can go on with the criticism without referring to any document."

DR. V. K. JOHN :—" Now, Sir, Diesel bus manufacturers were asked to give their quotations on a particular date. Before the expiry of that date, some Bangalore firm not doing transport business at all, not having spare parts and not having any connexion with motor business in the past, sent in quotations of an Italian firm unknown in this country and they quoted Rs. 50,000 for a Diesel bus and the price was fixed at Rs. 48,000 a bus. Whereas they can get a bus for Rs. 12,000 Government rushed in and bought 25 Diesel buses and paid the amount for such buses even before they were shipped from Italy into this country."

[27th July 1948]

THE HON. SRI B. GOPALA REDDI :—" Sir, the hon. Member does not know the cost of a Diesel bus."

DR. V. K. JOHN :—" Sir, I give the opportunity to the Hon. Minister to quote the price of it. It is Rs. 48,000. A Government Officer told me about it the other day."

MR. PRESIDENT :—" The Hon. Minister can give the price of the bus."

THE HON. SRI B. GOPALA REDDI :—" It is Rs. 45,000."

DR. V. K. JOHN :—" Sir, I also thought that it was Rs. 45,000 but a Government Officer told me that it was Rs. 48,000. Perhaps, it included the duty also."

THE HON. SRI B. GOPALA REDDI :—" Including freight and insurance."

DR. V. K. JOHN :—" Sir, I stand corrected. My basis for quoting that figure was based on the information given to me by an highly placed Government official."

MR. PRESIDENT :—" May I know when that Government official told you? "

DR. V. K. JOHN :—" About three days ago, Sir."

THE HON. SRI B. GOPALA REDDI :—" Sir, if that Government officer had no information on this matter, he had no business to tell that inaccurate figure. Who is that Government officer? Can the hon. Member tell me his name? "

DR. V. K. JOHN :—" No, I won't."

MR. PRESIDENT :—" I request the Hon. Minister to address the Chair and not Dr. John."

DR. V. K. JOHN :—" Sir, why should he get excited? I want an explanation from him."

MR. PRESIDENT :—" The other day you mentioned that the price of a Diesel bus was Rs. 45,000. Now you are saying that it is Rs. 48,000 and to-morrow you may say that it is Rs. 50,000. I do not understand it. Let the hon. Member go on with the other points."

DR. V. K. JOHN :—" Sir, I thought that the accurate figure was Rs. 48,000."

" Sir, I ask how many persons can a bus carry? Each Diesel bus can carry only 28 persons whereas an ordinary bus costing Rs. 12,000 can carry 42 persons."

MR. PRESIDENT :—" 42 people! "

DR. V. K. JOHN :—" Yes, Sir, 42 people can be loaded in a bus."

27th July 1948]

MR. PRESIDENT :—" Loaded like sardines."

DR. V. K. JOHN :—" Now, Sir, these Diesel buses were purchased for Rs. 45,000 each and put on the roads in the City of Madras. Are they useful and convenient to the passengers? No, these buses emit so much smoke . . ."

MR. PRESIDENT :—" Much smoke has been raised on this question. Let the hon. Member proceed with the main point."

DR. V. K. JOHN :—" Sir, this is a matter in which both the Opposition and the Government are interested. Both of them are interested in the good government of the country and in the prestige of the Government. Therefore, the Government should not put themselves into a position where the public will criticize them. That is why my hon. Friend Mr. Narayanaswamy Nayudu did not want the Hon. Minister to take up the responsibility of buying these buses. Let us have a Transport Commission as we have in England."

MR. PRESIDENT :—" As we have in England! "

DR. V. K. JOHN :—" As there is in England."

" Now, Sir, the public feel, why should the Government rush in to buy these buses at Rs. 45,000 each which emit smoke all the way in Madras. Government went into this bad transaction simply because Government did not have competent advice or it might be for some other reason. So, we on this side do not want Government to get themselves into such a situation. Let there be a Transport Commission and if there is such a Commission you can get advice and Government will keep its prestige. Sir, I ask the Hon. Minister why he did not mention this matter although I raised it in my opening speech. He did not allay the public curiosity and anxiety in this matter. I ask, Sir, why the Government without taking over those buses which were running on the routes—they are good; they could have bought those buses for Rs. 8,000 or Rs. 10,000 or even less—went in for Italian stuff at Rs. 45,000 each."

THE HON. SRI B. GOPALA REDDI :—" Sir, does the hon. Member want us to go in for English stuff? "

DR. V. K. JOHN :—" Sir, these buses are useless. They emit smoke which chars your face and the smoke is unhealthy. Why did you buy them? Having done that, you have put yourself into that position and you are not able to keep up your prestige."

THE HON. SRI B. GOPALA REDDI :—" Mr. President, Sir, whenever Diesel buses come up before the House, the hon. Leader of the Opposition gets excited and then says, some unknown Italian firm has supplied these buses. Now I ask, what is wrong with this unknown Italian firm; if it is not known now, it will be known some time hence; or to-morrow it will be known, or to-day it is already known to the Leader of the Opposition. (Laughter.)

[Sri B. Gopala Reddi] [27th July 1948]

So simply because the name of the firm is unknown it does not mean that they should not supply the Diesel buses. Much has been made of the cost of the Diesel bus both in the Assembly and in the Council. I am glad Mr. N. S. Varadachari gave figures in the other chamber about the comparative price at which Diesel buses are supplied in America and Europe. The cost at which they were supplied to other countries is Rs. 54,000; whereas it is supplied here for Rs. 45,000 including freight and other charges. We feel it is not much, and we are satisfied that there is nothing shady about the transaction. The point whether a cinema company supplied them or some other company supplied—is all irrelevant. They were supplied at Rs. 45,000 each, and we are satisfied that there is nothing shady about the transaction.

“ Another matter regarding these buses is, the maintenance charge is much lower than that of the petrol driven buses, because the cost of petrol is very high now. When all calculations are made ultimately it is found that Diesel buses are not costly at all, though their initial cost is much more than that of petrol buses. We are now satisfied with 25 Diesel buses now, because the balance the firm could not supply in time.”

SRI B. NARAYANASWAMI NAYUDU :—“ How many of them are on the road now? ”

THE HON. SRI B. GOPALA REDDI :—“ Twenty-five.”

SRI B. NARAYANASWAMI NAYUDU :—“ Are they in the yard or on the road? ”

THE HON. SRI B. GOPALA REDDI :—“ They are now plying in the Mount Road. We have not yet got an organized workshop or trained men to deal with these buses, and so it is too early to condemn these buses; and I don't want the Leader of the Opposition to get excited, because they are Italian stuff, and simply not English or American stuff.

“ Mr. Narayanaswami Nayudu said that some people who are opposed to the Congress party and who are running bus service in Kistna district are afraid that their buses might be taken over by Government at any moment. Well, Sir, he is afraid of many many things. He is afraid of himself sometimes. (Laughter.) I do not know whether Government is going to do things in such a haphazard manner because some people do not belong to our party, or because they did not vote for the Congress in the elections, or did not vote or voted for Mr. Narayanaswami Nayudu. The figures he gave are wrong. They are budget figures. Till a week back we have purchased buses to the extent of 31 lakhs. Subsequent to that we have put twenty buses on the road; all told the amount drawn from the treasury is 32 lakhs, and we have paid back a major portion of it into the Government treasury.

“ Sir, the entire taking over of the transport system by Government costs 20 crores; you are afraid Government is taking vast powers and you are afraid of Italian buses. Now, we are engaged

27th July 1948] [Sri B. Gopala Reddi]

in constructing the Ramapadasagar. We are purchasing machinery in crores for that; and we are purchasing electrical appliances from America and other places. Is the Legislature coming up every time and saying ‘ we want to see the tender and stability of the firm to which it is offered. When a Government is established it must have vast powers to purchase things. When the Ramapadasagar project was started, it was done after obtaining a token grant; without getting the sanction of the legislature, lakhs and lakhs worth of machinery have been purchased. So also with regard to buses Government should have power to purchase them and if anything is wrong, the legislature can question it, and if the reply is not satisfactory it has got the last weapon of a vote of no-confidence. Mr. Narayanaswami Nayudu wants a Government with no power (laughter) always to be suspected, always to be like a criminal, the opposition benches acting as the magistrate and delivering judgment. (Laughter.) That is no Government at all. A Government must have necessary powers to carry on, the ultimate responsibility however resting with the legislature. You must judge the Government by its deeds and not by apprehensions and suspicions. So I want Government should have that power to nationalize buses. Hon. Members need not have misgivings of any party patronage and all that. All that is irrelevant.

“ Mr. Narayanaswami Nayudu is always involved in Kistna district politics. He always thinks of his district affairs only. He is unable to rise above petty personal affairs; he is concerned only with the administration of Angalurs, Gudivadas and Pamarrus. He should think broadly.”

DR. V. K. JOHN :—“ Sir, is the Hon. Minister in order in making personal remarks against a member of this House? ”

MR. PRESIDENT :—“ That is no personal remark at all.”

THE HON. SRI B. GOPALA REDDI :—“ You were nodding assent to all that he said when he was on his legs, and when I reply to his remarks you charge me with making personal remarks. I do not cast any aspersions at all. I am only telling him he must rise above small petty personal matters.

“ Sir, Government want all the power that is asked for; and that is my appeal to him.”

SRI B. NARAYANASWAMI NAYUDU :—“ Sir, I wish to say a few words by way of reply. The fundamental question has been shelved. This is not a Communist State where private property ceases to exist. There is private property still existing. When you talk of nationalization of buses, is that to be assumed by a public corporation or is it to be vested in the Hon. Minister. Government themselves said in their press note that they wished to create a transport board. Therefore it is not a question of vesting power or patronage or misuse of power by the Minister or Angalur or Pamarru business. It is only the vesting of power in the Transport Board. Create the transport board first and then divest yourself of all

[Sri B. Narayanaswami Nayudu] [27th July 1948]

responsibility, and let the board deal with all affairs relating to transport. That is my contention. Therefore what is the meaning of mixing up this with politics or Congress politics that I am saying of Angalur or Pamarru or Kandukur affair? I say, first appoint the transport board. For these reasons I am not prepared to withdraw my amendment, but wish to press it."

THE HON. SRI B. GOPALA REDDI :—" Mr. President, Sir, we are anxious about setting up the transport advisory board. All the details have been worked out. There are some details to be settled with the Government of India. They want 15 per cent of the shares. So some bargaining still remains to be done. That is why the setting up of the transport board is being delayed. Otherwise we would have brought that forward in this Bill.

" The amendment of Mr. B. Narayanaswami Nayudu was put to vote and declared lost. Mr. B. Narayanaswami Nayudu demanded a poll."

MR. PRESIDENT :—" It is quite clear from the voting that the ' Noes ' have it."

SRI B. NARAYANASWAMI NAYUDU :—" I want to know who is in favour of the amendment."

MR. PRESIDENT :—" You can have it in the next amendment."

SRI B. NARAYANASWAMI NAYUDU :—" No, I want it on this amendment."

3-45
p.m

MR. PRESIDENT :—" The question is—

' that the following proviso be added to sub-section 4 (a) of section 43 of the Motor Vehicles Act, 1939 :—

' Provided that the Provincial Government shall not notify any such declaration without appointing a Transport Commission of five members from among persons who have had wide experience and shown capacity in Transport, Industrial, Commercial matters and in the organization of transport workers or passenger public and receiving a recommendation from the said body to promote any schemes after consultation with the local authorities in the area. ' "

A poll was taken and the House divided as follows :—

(Ayes.)

- | | |
|---|--------------------------------------|
| (1) Dr. V. K. John. | (5) Sri H. M. Jagannatham. |
| (2) Abdul Latif Farookhi Sahib Bahadur. | (6) Dr. Syed Tajuddin Sahib Bahadur. |
| (3) Sri B. Narayanaswami Nayudu. | (7) Sri R. Suryanarayana Rao. |
| (4) " A. Gopalakrishnayya. | |

27th July 1948]

(Noes.)

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|--|--|
| (1) The Hon. Sri O. P. Ramaswami Reddiyar. | (11) Dr. U. Rama Rao. |
| (2) The Hon. Dr. T. S. S. Rajan. | (12) Sri K. Sundarama Ayyar. |
| (3) The Hon. Sri K. Madhava Menon. | (13) " S. Jayaram Reddiyar. |
| (4) Sri K. Venkataswami Nayudu. | (14) Mrs. M. Hensman. |
| (5) " L. Subbarama Reddi. | (15) Sri B. Veeraswami. |
| (6) " Ramanatham Chettiyar. | (16) " N. Ranga Reddi. |
| (7) " S. K. Satazopa Mudaliar. | (17) S. K. Sheik Rowther Sahib Bahadur. |
| (8) " M. Narayana Rao. | (18) K. Muhammad Rahimatullah Sahib Bahadur. |
| (9) " N. Venkatachalamaji. | |
| (10) " C. N. Muthuranga Mudaliyar. | |

Ayes : 7 ; Noes : 18 ; Neutrals : Nil.

The amendment was lost.

SRI B. NARAYANASWAMI NAYUDU :—" Mr. President, Sir, I move my next amendment, which runs as follows :—

' that, in the proviso to the proposed sub-section 4 (b) of Section 43 of the Motor Vehicles Act, 1939, for the words ' as may be prescribed,' substitute the words ' as may be recommended by the Transport Commission following the provision set out in the 9th Schedule of the Transport Act, 1947. ' "

" Mr. President, I have put down this amendment, because there is no scheme of compensation provided for in this Bill so far as I can see. The Bill does not state what is the principle on which compensation is to be based and what amount is going to be given as compensation, nor does it provide for any machinery for working it out. I want an answer and I wait for a reply. If I am wrong and if there is really any provision in this Bill dealing with it, I request the Hon. Minister for Transport to contradict me and show me where the provision is."

MR. PRESIDENT :—" The hon. Member can go on with his speech on his amendment. He need not ask questions and wait for answers. If he wants to move his amendment, let him move it, and make his speech."

SRI B. NARAYANASWAMI NAYUDU :—" Sir, I want to know what is the scheme of compensation provided for in this Bill and I have asked the Hon. Minister in charge to tell me whether there is any such provision in this Bill and if so, where it is. What is the use of my proceeding with this amendment, if he can show me where it is?"

MR. PRESIDENT :—" I am sorry, I must say to the hon. Member one thing. The hon. Member is very fond of asking the Hon. Minister to reply to his questions again and again. It is not right that he should call upon the Ministers, as if they are witnesses in the box to answer questions whenever he likes. He must be prepared to give facts and figures and go on arguing his points, and the Hon. Minister, I am sure, will give his reply at the end. That is the proper procedure. I have been allowing

[Mr. President] [27th July 1948]

such questions occasionally whenever I felt that it was necessary that the Minister should be ready to give his answers in the interests of the proceedings of this House. But if it becomes a habit to ask questions every now and then by calling upon the Minister and saying, 'Please answer me; I wait for a reply' and so on, I think I must step in and pull up. I wish the hon. Member will proceed with his speech."

SRI B. NARAYANASWAMI NAYUDU :—" Again, Sir, I must say, that the Bill is defective and is open to objection. One of the fundamental things that is contained in this Bill is the payment of compensation to the existing operators and the Hon. Minister-in-charge should have explained to us the principle on which he is going to base his compensation. He has not done so. That is why I wanted him to explain it or to tell me whether there is any provision in this Bill to that effect. Is it not the duty of the Hon. Minister-in-charge when he proposes to pay compensation, to tell the House on what principle or basis he is going to pay compensation? Can he sit quiet? So far as I can see, there is nothing provided for in this Bill as to how compensation is to be determined, except a proviso stating, that the 'holder of the permit shall be entitled to such compensation as may be prescribed.' Are the Government going to prescribe rules for this purpose, and if so, when? In effect what the Minister says here is this: 'I will cancel your permit; I will take over your property; I will not tell you now what compensation I will pay; I will decide it later on; the Government will frame rules to that effect and publish them in the *Fort St. George Gazette* and you must wait until then'. Is that the intention of the Government, I ask? If so, then I say it is not at all correct. What I have been anxious about and what I want to insist upon the Government is that the compensation should be determined and paid immediately on the cancellation of the permit and the taking over of the service and it should be provided in this very Bill itself. Here, there is a provision empowering the Government to take over the service, after cancelling the permit, but in simply says that the permit holder shall be entitled to such compensation as may be prescribed later on. As I have already pointed out, the Hon. Minister has not explained to us the principle he is going to lay down to determine the compensation to be paid, nor has he given us any idea of what rules he is going to frame in that respect and when he is going to do so. Therefore, Sir, on this single point only, I want to propose this clause. I would only request the House to view this matter dispassionately and throw out this clause, because we have not been apprised about the principle of compensation. But, Sir, I am however proceeding on the assumption that there is some principle and if the Hon. Minister for Transport will only disclose it to the House, I am prepared to withdraw my amendment. If there is no principle in it, then I see no reason why I should not press my amendment and say that this thing ought not to be allowed.

27th July 1948] [Sri B. Narayanaswami Nayudu]

" Sir, what my amendment says is that the compensation ought to be fixed with reference to the principles laid down in the English Act. Hon. Members have been saying again and again that a person who gets a temporary licence from the Government knows full well that his licence is only temporary, that it is likely to be terminated at the end of three months and therefore he is not entitled to any compensation. I ask, Sir, is this fair? Sir, I am not running any bus service myself, nor am I connected with any bus company and therefore it should not be mistaken that I have any vested interest in this matter. The original Act contemplates that the licences should be given for a period of three to five years. If a person is given a temporary licence for three months for some reason, and if that is extended from period to period, why should he not be entitled to compensation? A man who goes in for this business, even under the temporary-licence system, has to invest some ten thousand or fifteen thousand rupees for the purchase of buses and lorries. Are you going to deprive him of any compensation? "

MR. PRESIDENT :—" I would request the hon. Member to address himself to the Chair."

SRI B. NARAYANASWAMI NAYUDU :—" Is this the way you are going to treat the bus-owners who have invested such large sums of money? It may be that they are making profits. I do not say that they are losing. But the real question is this. Here is a man whom you have taken regularly into the business; you have given him a licence, even though it may be temporary. You know that this Bill is not going to come into force immediately throughout the Province. It may come into force now, say in the Tiruchirappalli area; but it may take some years before it comes into force in my district. Therefore the man in my district does not know when his permit will be cancelled or terminated. That is why I want to submit that it is wrong to deny him any compensation at all. He must be given some compensation on the basis of one year, or two years' profit according to some well-defined principle. You must adopt some rational principle for this purpose and it should be provided for in the Bill itself. That has not been done and that is why I object to this clause and press my amendment."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" Mr. President, I second the amendment, Sir."

MR. PRESIDENT :—" The question is—

'In the proviso to the proposed sub-section 4 (b) of section 43 of the Motor Vehicles Act, 1939, for the words "as may be prescribed", the words "as may be recommended by the Transport Commission following the provision set out in the 9th Schedule to the Transport Act, 1947" be substituted.'

[27th July 1948]

THE HON. SRI B. GOPALA REDDI :—“ Mr. President, Sir. Clause 13 of this Bill says, ‘ the compensation to be paid to the holder of a permit granted or renewed in respect of a transport vehicle, for the cancellation thereof.’ It is an additional sub-clause to section 68 (2) of the General Act, which enables the Provincial Government to make rules for the purpose of carrying into effect the provisions of that Chapter. Section 68 (2) states ‘ Without prejudice to the generality of the foregoing power, rules under this section may be made with respect to all or any of the following matters:’ We want this sub-section (hh) also to be added to the various matters specified in the above sub-section. This provides for compensation to be paid to the holder of a permit, so that the Provincial Government have got the power to frame rules for this purpose also. Sir, the rules will be published in the usual form in the *Fort St. George Gazette*. Four weeks’ time will be given and criticisms will be invited from the public, and hon. Members can also say what they have got to say about the rules prescribed with reference to this provision, and the Government will take their decision after going through all these criticisms. Sir, as a matter of fact, we have also got the Bombay scheme with us, where they have already paid compensation when they took over the vehicles from private operators for the unexpired portion of the permit. If the permit was still to run for one year, or two years, they have paid Rs. 1,000 or Rs. 2,000 and so on, according to some fixed scale. We have also got other schemes from other Provinces like the United Provinces and we are going to compare all these schemes and check up the figures before we finally decide our scheme. We are awaiting the final checking up and as soon as this is done, the rules will be framed and published in the *Fort St. George Gazette* for public criticism.”

4 p.m. SRI B. NARAYANASWAMI NAYUDU :—“ Having listened to the Hon. Minister for Transport, it is still a dark horse, Sir. I say it is not fair. When you want to seize the powers you must also state the principles upon which you are going to seize them. There is no use of saying: ‘ Wait. I am a right person. There is no party politics here. I am above board and I will tell you the principles later on.’ It is not mere Nellore business, Sir, which we can take lightly. I think it is all wrong, Sir. Whatever it is, Sir, whether it is Nellore business or Kumbakonam business, never mind, you must state the principle and that is the reason why the Legislature is sitting here.” (Laughter.)

The amendment was put and lost.

DR. V. K. JOHN :—“ Mr. President, Sir, I move the following amendment to clause 2, namely :—

‘ Add the following as provisos (iv) and (v) to the proviso to sub-section 4 (b) of section 43 of the Motor Vehicles Act, 1939 :

27th July 1948] [Dr. V. K. John]

“ (iv) Provided further that the Government shall take over if so required by the owner the vehicle or vehicles displaced on payment of the market value thereof.

(v) Provided further that the Government shall pay adequate compensation for all vehicles displaced in Madras City consequent on the Government taking over road transport business and also compensation for permits in connexion with those vehicles.”

With your permission, Sir, I move both the amendments.

“ Sir, in clause 2 provision is made—although no adequate provision is made—for payment of compensation for permits which are cancelled on account of nationalization by the Government of the road transport business. Sir, to-day the owner of a transport vehicle plying on a road can sell that vehicle along with the permit with the permission of the local Transport Board, i.e., the Regional Transport Authority; not only the value of the vehicle but also a price fixed between the parties for the permit is given by the purchaser to the seller. We are providing in this Bill, Sir, for compensation for permits, but the compensation for a permit or the price of a permit, I am told, is usually about Rs. 1,000 or Rs. 2,000. But it is only a fraction of the price of a vehicle. No provision is made in this Bill for payment of the price of the vehicles. As I said yesterday, no person can use a transport vehicle on the road without a permit and the Government or the Transport Authorities are not going to give permits to these vehicles. An attempt has been made—I regret that that attempt should have been made—in speeches of the two Hon. Ministers to-day and also by some hon. Members belonging to the Congress Benches, to show that I was—or at least the Leader of the Opposition was—interested in capitalists. Sir, the first fundamental principle for which my Party stands is the promotion of the welfare of the common man and it is a travesty of facts on the part of anybody to say that I am interested in capitalists. I am not and I want to assure the House”

MR. PRESIDENT :—“ I do not think such a remark was made.”

DR. V. K. JOHN :—“ It was said, Sir, that I was interested in fleet-owners and capitalists”

MR. PRESIDENT :—“ It was not that you were interested”

DR. V. K. JOHN :—“ It was said, Sir, that the Leader of the Opposition was interested.”

MR. PRESIDENT :—“ It was said that your arguments were in the interests of the capitalists.”

DR. V. K. JOHN :—“ My argument itself was not in the interests of the capitalists, Sir. It is a distinction without a

[Dr. V. K. John] [27th July 1948]

difference. My argument was not in the interests of the capitalists or fleet-owners. What I am asking the Government to do is not to waste national wealth. Sir, as I said yesterday, as on the 31st of March 1947 we had 5,057 buses and 6,341 lorries totalling 11,398 transport vehicles in the Province of Madras. These transport vehicles cost about Rs. 8½ crores. In the City of Madras we had 238 buses before the Government began the nationalization of the transport business. Out of that the Government took only 8 vehicles, as I pointed out the other day and the owners of the vehicles did their best to sell the vehicles to somebody outside. Something could be sold because in the mufassal private persons are still doing transport business. There are now 117 very good vehicles certified by the Government to be good and which were running on the road previous to the nationalization. They are now being jacked up and they cost Rs. 10½ lakhs. I suggest to the Government that in the interests of the Province, not only of those persons who own the vehicles, but in the interests of the preservation of the national wealth, they should take over the vehicles which are fit to be put on the road and pay the market value of those vehicles, and not pay the money to the Italian firms known or unknown at the rate of Rs. 35,000 for each Diesel bus. The one thing that should always be borne in mind is that these vehicles, if jacked up . . . (Interruption.)

MR. PRESIDENT:—"What the Hon. Minister wants to know is whether your objection is to the Italian nature of the firm or to any other."

DR. V. K. JOHN:—"I have been in Italy, Sir, and the Italians are very good people. I have no prejudice against the Italians. When I said 'an unknown Italian firm' it was just to show people who wonder . . ."

MR. PRESIDENT:—"That means you object to any outside firm."

DR. V. K. JOHN:—"I would rather have, Sir, these motor vehicles made in our own Province. There are people who can make them. In fact I have been assured by a gentleman called Mr. G. D. Naidu in Coimbatore, that if proper facilities were given he could make them here. But I am not on that point now.

"If the Government are going to pursue a policy of leaving off the vehicles which are fit for the road, owned by our own men, people of this Province, call them capitalists, socialists or by any name you like, if the Government are not going to take those vehicles, they will have to be jacked up with their tyres lost and machines rusted, and they would become mere scrap. Are the Government going to make our people lose Rs. 10½ crores? Or are they trying to make use of what we have already on hand? I suggest to the Government, Sir, that there should have been a

27th July 1948] [Dr. V. K. John]

provision in the Bill which would provide not only for compensation for permits, which is a very very minor matter, but for compensation for vehicles, at the market price. If the purchaser and the seller cannot agree on the market price, a court of law can decide what the market price is. An independent body can decide that. I say that the Government . . ."

MR. PRESIDENT:—"May I point out, that the amendment of the hon. Member does not say that the vehicles should be road-worthy?"

DR. V. K. JOHN:—"I am much obliged to you, Sir, for pointing out an apparent defect. But you, Sir, will kindly . . ."

MR. PRESIDENT:—"No, no. What I mean to point out is this. It is open to the Government even now to take the road-worthy vehicles. I do not think the Government will refuse especially when they are likely to get them for something less than the original price. I only want to point out that this defect illustrates that such things should not be pressed as amendments and his observations might simply be taken note of by the Government."

DR. V. K. JOHN:—"Let me answer the first point, Sir. I have stated, 'the vehicles displaced.' Therefore, Sir, when a vehicle is displaced it must be a vehicle which has been on the road, and therefore it must have been road-worthy. In that view, Sir, I need not say 'road-worthy vehicles.' My amendment reads: 'Provided further the Government shall take over if so required by the owner the vehicle or vehicles displaced on payment of the market value thereof.' Now, this is a very important matter and I have no fears so long as Mr. Gopala Reddi is in charge of Transport because of the way in which he has spoken this forenoon about the procedure which he proposes to adopt so that there might be no complaint. He being the Finance Minister, will also see that no wastage of public funds is made in the country, because if the wealth is lost in this way it is a national loss. I can understand a property being taken away from one person and given to another just as it is done in the Zamindari Bill. Then we are not losing the wealth of the country. It is still there, if not in one's hands at least in somebody else's hands. But if the Government would leave out these 11,000 and odd vehicles and would prefer some other vehicles from across, then there is loss to the Province and I am afraid . . ."

MR. PRESIDENT:—"I am sure the Hon. Minister understands you."

DR. V. K. JOHN:—"The reason why I am moving this amendment is this, Sir. These 117 vehicles are still jacked up in the City of Madras. They are worth Rs. 10½ lakhs. The Government should have utilized these vehicles, by paying the market

[27th July 1948]

THE HON. SRI K. MADHAVA MENON :—" I do not agree with the view that the General Clauses Act would apply here. It would apply in cases where specific provisions are not made. If we make provisions in this Bill itself, we need not go to the General Clauses Act at all."

The amendment was by leave withdrawn.

Clauses 2 to 9 were then separately put and carried.

Clause 10.

SRI B. NARAYANASWAMI NAYUDU :—" Sir, I move the amendment standing in my name, namely :—

'Omit this clause.'

" There has been bus transport in Madras without an Act like this. The catch came from somewhere, and the Government have now reversed the position. The whole question is whether the *Guluvinda ginja* of nationalization is really no blackmarketing. What is this clause about and why is it put in the Bill? Is it in the interest of nationalization? When you are nationalizing the bus transport, where is the necessity for this clause at all? The simple answer to the question is that Government want to nationalize the motor transport and direct the transport authorities by an executive instruction. They want to direct what are called the quasi-judicial bodies not to issue permits for three years and more. Of course I am not talking about the present Transport Minister. What do this Government do? By executive fiat they direct their transport authorities to issue temporary permits for three months to the fleet-owners in districts. They say that fleet-owners are replacing small owners. I raise the charge that Government are replacing fleet-owners by small owners of their persuasion. For fleet-owners they want to substitute 'street owners'. They want to put tramps in the profession. They say that no bus operator now should have any monopoly of an area or road. The Transport authorities may be asked to give permits to new units who apply for them instead of old units. The old persons who have been carrying on the trade will not be given permits. This clause is put to help the people of their persuasion. My Hon. Friend the Transport Minister has said 'We are entitled to do it'. I say, by all means say it and own it. Just as you accused the Advisers' Government of helping the capitalist English companies or European companies, I equally raise the same charge against you when you say that new units which may apply for them may be given permits and not old units. I ask what is the justification for this? I quite understand it if the Hon. Minister says 'We are in power; we are entitled to do it; and we are going to do it'. When applications are made for new routes, only new and small units are preferred to old ones. That is, fleets are to go. The Advisers' Government wanted fleets to come. The Congress Government wanted to get rid of the fleets, and so they have introduced this clause whereby they can issue

27th July 1948] [Sri B. Narayanaswami Nayudu]

administrative orders to the authorities concerned in the matter of issuing permits. They want to have power over the quasi-judicial bodies. They want even the powers of the High Court. They may withdraw the powers of the High Court also, because the High Court do not obey orders. They started issuing executive instructions like 'issue only for a period of three months and issue only to new units.' I ask the Hon. Minister, what is to be done in the interim period between the inauguration of this nationalization—this is done in 1947—and the period when motor transport will be nationalized throughout the whole Presidency? We do not know how many years it will take. Is it the idea that permits should be issued every time for three months only? Unless you issue permits for three years, no man will invest his money. Within three months, he cannot also earn any profits. Is it the idea that after three months the permit-holder is to be given notice and thus bring under your hold old persons who have been carrying on the trade by making them come to you again and again every three months. I say it is not the correct thing. This should be above party organization. It must be on certain definite principles. You cannot also introduce new people and keep them on going to you.

" My last argument is this. You have powers to take over routes after giving three months' notice to the operators in that area. That is, even if a person is given a permit for three years, you have got the right to terminate it by publishing a notification in the *Fort St. George Gazette*. Just as you are taking away the powers of the quasi-judicial bodies on the score that they are liable to outside pressure, you are also liable to political pressure. Why should the Government have a Public Service Commission consisting of three members, each getting a salary of Rs. 3,000? Why should they conduct the examinations? Cannot the Government themselves conduct the examinations and select candidates? It is logical that the Madras Public Service Commission should be scrapped and the Hon. Minister himself should exercise the powers of appointing officers. Where is the need for quasi-judicial bodies? Why High Court itself? Government can go to that extent. They should not be enamoured of power. They should not have so much jurisdiction. When Government have got power to terminate a permit after three months' notice, there is no reason at all why they should take power to issue instructions to quasi-judicial authorities to issue permits for three months, etc."

DR. V. K. JOHN :—" I second this amendment, Sir. I want to say that Government have apparently no confidence in their own supporters to whom these permits will be transferred in course of time from the present operators who are not their supporters.

" Sir, the Act of 1939 provides that a person investing money in motor transport business would have the permit for a minimum period of three years and it might be for five years if the Motor

4.30 p.m.

[Dr. V. K. John] [27th July 1948]

Transport authority would give it. That is section 58. Now this Bill provides that a permit can be cancelled by giving three months' notice. It also deletes the three years' term. Why should you delete that three years' term? Because, if they give the permit to their supporters for three years, they cannot be sure that they will not turn to be their enemies after some time. The Government want to have power in their hands so that they may be able to terminate a man's permit after seeing whether he is a supporter or not. That is why this three months' notice is introduced in this Bill. From our experience of the city nationalization scheme, I say that Government is not going to nationalize transport service outside Madras City, because, I am quite sure that when they look into their account books, they will find they have incurred a very heavy loss. Already they have paid at the rate of Rs. 45,000 for the Italian buses."

MR. PRESIDENT:—"May I know what is the nationality of your car?"

DR. V. K. JOHN:—"One is English and the other is American."

MR. PRESIDENT:—"Not Italy!"

THE HON. SRI O. P. RAMASWAMI REDDIAR:—"What is the price?"

DR. V. K. JOHN:—"About Rs. 21,000 and Rs. 12,000 for the other. Already, Sir, there is labour trouble. There are also various other factors which go to show that Government can never carry on efficiently in business which must be undertaken only by business men. By nationalization of motor transport in the City, Government will have lost a few lakhs of rupees. I am not a prophet but I note this date and I shall repeat the statement on the date when they produce the balance-sheet in order to show that they have lost heavily. So, I say they are not going to nationalize the transport business in any other part of the Province. Sir, elections are coming after a year. In England, there is a new law now that cars may not be hired for elections. Sir, elections are coming after a year and they will have to oppose the Communist party, the Socialist party and other opposition parties. And, Sir, this Congress party in power want to have at their service the whole motor transport system in the Province. That is the reason why they have put in this clause regarding three months' notice. You ask a person to put in a few lakhs of rupees into the transport business. But, you tell him, we can give you three months' notice and cancel your permit. A person continues to cultivate the land although there is rackrenting. By this clause, the transport operators will become the slaves of the Government, the Transport Commissioner and everybody else because they may be placed in a position to ask for renewal of notice every three months. Thus, they will become a prey to the Government if you do not have the three years' term prescribed in the Act of the Central Legislature."

27th July 1948]

MR. PRESIDENT:—"Where does the hon. Member get this three months from? It is only three months' notice."

DR. V. K. JOHN:—"Under clause 7, the condition is that the permit can be cancelled by giving three months' notice."

MR. PRESIDENT:—"Where does the hon. Member get the idea that Government can give licence only for three months?"

DR. V. K. JOHN:—"Because clause 7 says that even though the permit is for one or two or three years, one of the conditions of the permit is that it can be terminated by giving three months' notice. There are many terms and conditions and this is one of the conditions. But, under the original Act, the person will have the permit for three years."

MR. PRESIDENT:—"Mr. Narayanaswami Nayudu has made that point clear. It is only stated that Government can cancel a permit by giving three months' notice and not that the permit is issued only for three months."

DR. V. K. JOHN:—"When the Government nationalize the motor transport in any place, they can give three months' notice under clause 7 of the Act. Under the Act of 1939, the transport authority cannot cancel a permit except under section 60 of the Act. So, they have introduced this clause 7 so that, by simply giving three months' notice, they can cancel a permit without assigning any reason."

MR. PRESIDENT:—"We are now dealing with clause 10."

DR. V. K. JOHN:—"What I say is that Government can cancel a permit by simply giving three months' notice and therefore actually in effect, the permit is for three months only. It is in the power of the Government to cancel it after three months. I have seen many agreements between employers and employees . . ."

MR. PRESIDENT:—"I am sure Dr. John understands that a permit may be for three years and it may be terminated by giving three months' notice."

DR. V. K. JOHN:—"But, the original Act said that Government cannot terminate a permit because it must be valid for the entire period of three years. Now Government want to delete that section."

MR. PRESIDENT:—"We are now in clause 10 which says that 'in section 58 of the said Act, in sub-section (1), the words "not less than three years and not more than five years", and the proviso shall be omitted.' I want the hon. Member to deal with that."

DR. V. K. JOHN:—"I am pointing out the reason why they omitted the original section. The real reason is that clause 7

[Dr. V. K. John] [27th July 1948]

would be inconsistent with section 58 of the Motor Vehicles Act, which unless repealed, will be effective. So, they wanted to take away that three years' term."

THE HON. SRI B. GOPALA REDDI :—" It is a consequential amendment."

MR. PRESIDENT :—" A number of hon. Members went on saying that by reason of this amendment, Government want to give a licence only for three months. I want to know from where they got that idea. That is my question. Government may give a permit for one or two or three years but, they must give three months' notice to cancel it."

DR. V. K. JOHN :—" When they delete section 58 of the original Act, they can do anything they like. Unless that section 58 is replaced, they are obliged to give a permit for three years. But, now, even though they give a permit for one or two or three years, they can terminate it by giving three months' notice. The effect is this. Government need only give notice of three months. I say, they do not believe even their supporters for three years. When there is a job, what happens? A hundred persons will apply but only one man will get the job. Thus, you make 99 enemies and one doubtful friend. So also when a permit is given for three years to a friend, once he has got it he might use it against you. If you give him the permit for the entire period of three years, you are investing power in his hand. Seeing this, the Government, being very wise, and wanting power in their hands so that in election time, this transport service will do a great service; being at their beck and call it would also enable them to see not only that their friends come."

MR. PRESIDENT :—" I think the hon. Member said even that friend will be a doubtful friend."

DR. V. K. JOHN :—" After getting the permit for three years, the friend may become a doubtful friend. Government do not want enemies; they do not want doubtful friends either. So, they want the whole transport system to be at their beck and call at election time. This Bill is intended for that. Any man with a head over his shoulders will clearly see this point. To any man who invests money in transport business, Government may say, 'you get out of the road; you cannot use your vehicle unless you have a permit.' So, that man is a slave in the hands of the Government. That is why they want the whole transport business in this Province in order to use it at election time. I protest vehemently against the amendment of the Act of 1939. You want to give permit to a man who will be behind your back. You want every man to be a beggar; you want that every man must be a prey to this Government; you want to reduce the operators of transport to a ridiculous position in which they were never placed before. You want to reduce them to such a position, and I strongly protest."

27th July 1948]

SRI MOTHEY NARAYANA RAO :—" ఆధ్యక్ష ప్రభుత్వము మీద ప్రజలకు విశ్వాసము లేనట్లును, ప్రభుత్వము ప్రజలను చాలా పాదలు పెడుతున్నారని, ప్రభుత్వ కార్యకలాపాలలో రాక్షసత్వము కనిపిస్తోందని ప్రతిపక్ష సభ్యులు మాట్లాడడం చాలా విచారించవలసిన విషయము. ఈ ప్రభుత్వము ప్రజలకు వాద్యత వహించిన ప్రభుత్వము, ప్రజావిశ్వాసాన్ని మారగొనిన ప్రభుత్వము, ఈ రోజున ఎలక్షనులు వచ్చిన ధైర్యంగా ఎదుర్కొని విజయంపొందగల సమర్థతగల ప్రభుత్వము. కాని ఈ ప్రభుత్వం వారిని dictator లని అధికారంకోసానికి, ఎలక్షలలో నెగ్గడానికి, వ్యతిరేక పార్టీవారికి పెట్టాలు పుట్టకుండా చేయడానికి ప్రభుత్వము ఈ బిల్లును పెట్టినారని వారి అనుచరులకే నూట్లు ఇవ్వడానికి ఇది ఉద్దేశించబడినదని అనడం చాలా అన్యాయము. మేము వచ్చే ఎలక్షలలో నెగ్గగల మనటానికి ఎంతమాత్రము సందేహములేదు. మేము చేసిన మహత్కార్యాలే మమ్ములను ఎన్నికలలో గెలుపించగలవు."

"అంతేకాకుండా దేశము పరులచేతులలో ఉన్నపుడు, బ్రిటిష్ వారికింద దాస్యము లో భారతీయులు ఉన్నపుడు సత్యాన్ని పరిత్యజించి, ఎటువంటి కష్టమైనా లెక్క చేయకుండా, సత్యాగ్రహ సమరం కొనసాగించిన, త్యాగధనులైన కాంగ్రెస్ వారిని నారాయణస్వామి నాయుడు గారివంటి పెద్దలు tramps అని; street-goers అని అనడం వారి గౌరవాన్ని వారంతట వారే తగ్గించుకుంటున్నారని అనుకుంటున్నాను. కాంగ్రెస్ వారు ఎన్ని కష్టాలలోనైనా కూడా British Government వారికి సహకారము చేయకూడదనే కారణంచేత ఉద్యోగాలు చేయక అనేక కష్టనష్టాలలోనై మహత్కార్యము చేసిన కాంగ్రెస్ వారు దేశము స్వాతంత్ర్యము పొందినపుడు వివిధమైనటువంటి వ్యాపారము చేసుకొనకూడదు, ఏ ఉద్యోగమును చేయకూడదు అని చెప్పేటటువంటి వారి సాధనలో కటుత్వము లేదు. మన ఆధ్యక్షులవంటివారు స్వాతంత్ర్య సోరాటం లో అస్త్రులు పోగొట్టుకున్నారో మహత్కార్యము చేశారు. నామట్టుకు నేను మా జిల్లాలో మొదటగా bus వ్యాపారము చేసినవారిలో ఒకడను. అటువంటి నాకు ఇప్పుడు మరల bus వ్యాపారము చేయటానికి అర్హతలేదంటే చాలా హాస్యాస్పదమైన విషయము. డబ్బులేవంతమాత్రముచేత ఎవ్వరకూ ఇవ్వకూడదు అని చెప్పకూడదు. డబ్బులేకపోతే తెచ్చుకుంటారు. ఇంతవరకు అనేకసార్లు శ్రీ నారాయణస్వామి నాయుడు గారు కాంగ్రెస్ వారిని 'బుడిచెంబు' అని, ఇంకా అనేక పేర్లతో అశ్రీ పించారు. వాటిన్నిటికీ సహించాను. కాని ఈ రోజున అంతతో సంతృప్తిపడక కాంగ్రెస్ వారు tramps అని, street-goers అని అనడం సహించరానటువంటిది. స్వాతంత్ర్యసమరంలో పోరాడిన త్యాగమూర్తులైన కాంగ్రెస్ వారికి permit లు ఇవ్వడంలోను ఉద్యోగాలు ఇవ్వడంలోను ప్రభుత్వమువారిది ఎంతమాత్రము తప్పులేదు. వారిని తగినవిధంగా ప్రోత్సహించడం ప్రభుత్వమువారి ముఖ్యధర్మము. కాంగ్రెస్ వారు ప్రోత్సహించబడటానికి సర్వవిధముల అర్హులు. దేశము దాస్య శృంఖలలో ఉన్నప్పుడు, కాంగ్రెస్ వారు దేశ స్వాతంత్ర్యముకోసము అనేకత్యాగాలను చేస్తున్నప్పుడు శ్రీ నారాయణస్వామి నాయుడు గారు public prosecutor గా కాలిమీద కాలువేసుకొని, కడుపులో కల్ల కదలకుండా ఉన్నారు. కాని ఈ నాడు ఇదివరలో అనేక కష్టనష్టాలకు ఓర్చిన కాంగ్రెస్ వారికి ప్రభుత్వమువారు వివిధముగను ప్రోత్సహించరాదని అంటున్నారు. వారి పాదసలలో కటుత్వము ఎంతమాత్రములేదు. కాంగ్రెస్ వారిని ప్రోత్సహించడంలో ప్రభుత్వమువారు ధైర్యముగా, వెనుకాడకుండా చేయవచ్చును. వివిధమైన ఉపకారము పొందుతున్న సుకాంగ్రెస్ వారు అర్హులు. ఇవివరమున్నవారికి అన్యాయముచేయకుండా ఎవ్వరికీ నష్టము కలుగకుండా కాంగ్రెస్ వారికి సహాయముచేయడంలో ఎటువంటికోట

[27th July 1948]

DR. V. K. JOHN :—" He is a lawyer, Sir, and he knows it."

MR. PRESIDENT :—" The question before the House is that clause 10 of the Bill be omitted."

The amendment was put and lost.

Clause 10 was then put and carried. Clauses 11 to 14 were then separately put and carried. Clause 1 was then put and carried. The Preamble was then put and carried.

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

While moving the third reading of the Bill, I must congratulate all the members who have spoken very vehemently on some of the provisions of the Act, and I once again assure them that they need not have any misgivings with regard to some of the powers that are being taken over by Government. All possible precautions will be taken to see that the Regional Transport Authorities will hold the scales even between party and party, and between individual and individual. We do not want that there should be any monopoly for any particular company or firm or individual, to be on the road without allowing any newcomers to come into the trade. It is not our intention to give any monopoly for anybody who wants to have all the profits on the road transport business without any responsibilities for improving the road transport facilities, for all time. If anybody could satisfy us as to the efficiency of the services, I am sure we do not take that service for nationalization; he will be given all facilities to be on the road, and permits shall be given to him which will be valid for four months, or 12 months or even three years, because it is only a transitional stage and we could not make up our minds finally with regard to nationalization—with regard to the time-table of nationalization—as to how far and when it should be extended, and also the machinery to be set up for the purpose. Otherwise, we could have specified the period for which the permit would be valid.

" I once again assure all the members that all possible precautions will be taken to see that the services are efficient, that they will not be liable to any rumours or whispers. All that is necessary is that the hon. Members must co-operate with the Transport department in all matters and if they have any constructive suggestions to make, they can certainly do so. I assure them that these suggestions will receive the careful consideration of Government.

" And we are all anxious that it should pay. I do not know why the Leader of the Opposition is repeatedly saying that when the balance-sheet is drawn up, there will be a huge loss. If he only cares to come into my office, I have no hesitation in showing him the accounts. I am daily getting reports from the Transport Services in the city, showing me the daily returns. I am prepared to satisfy him that there is a profit, that it is certainly paying.

[27th July 1948] [Sri B. Gopala Reddi]

Certainly under the present financial stringency, we should make some little money out of this, while giving all the convenience and comfort to the travelling public. Thus, it will serve ultimately two things, giving some money to the Government, and giving comfort and convenience to the travelling public."

DR. V. K. JOHN :—" Mr. President, I think I must pay a very high compliment to the Hon. Minister for the manner in which he has conducted the discussions and also the assurances he has given in his speeches. Sir, I am quite confident, that the Government so long as Mr. Gopala Reddi is Transport Minister, will keep up those assurances, and will see that no injustice is done to anybody, and the primary concern of the Government will be the convenience and welfare of the public.

" It is my hope, Sir, that when the Bill is put into operation, the Government will still keep the Act of 1939; although power is vested in the Government and that the transport business will be allowed to be run by persons competent to do business in the interests of the general public. It is my hope also that although this Bill may be passed into law to-day, the Bill will be a dead letter and will not be actually put into operation by the Government."

MR. PRESIDENT :—" The question before the House is—
' that the Bill further to amend the Motor Vehicles Act of 1939, in its application to the Province of Madras, the Motor Vehicles (Madras Amendment) Bill, 1948 (L.A. Bill No. 8 of 1948) as passed by the Assembly be passed into law'."

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

IV.—NEXT SITTING OF THE COUNCIL.

MR. PRESIDENT :—" I would like to know from the Leader of the House when the House can meet again."

THE HON. DR. T. S. S. RAJAN :—" We have got to adjourn to-day, if that is your wish. The other House meets on the 10th of August 1948 and I propose that we meet on the 13th of next month, just enabling legislation to come through for work in this House."

AN HON. MEMBER :—" Why not after the 15th? "

MR. PRESIDENT :—" The Public Safety Act Amendment is to come. The other House is meeting on the 10th August only for half a day. I do not know whether they will finish their business by the 11th, and in that case there will be practically one day's notice before the 13th for the Opposition. I do not know whether the opposition will be satisfied with one day's notice."

DR. V. K. JOHN :—" Sir, I would very much like to have the Food Debate as the first thing, and we would like to have notice of the Ordinance which is going to be introduced in this House for being passed into law."

[27th July 1948]

MR. PRESIDENT :—" I suggest we take the Public Safety Act Amendment on the 14th, if the opposition is prepared to be satisfied with two days' notice, i.e., the 12th and the 13th. The Government want to pass the Bill into law and send it for the Governor-General's approval before the 17th August."

DR. V. K. JOHN :—" We shall be satisfied with two days' notice. But we want the Food Debate on the first day of the meeting of this House."

THE HON. DR. T. S. S. RAJAN :—" I had intended to have it even this afternoon, had it not been for the fact that the Leader of the Opposition has engaged the House for this Bill. If the Food Debate is taken up on the 13th, certainly it becomes very stale to discuss a subject after about 14 days."

MR. PRESIDENT :—" The situation may be very different and we shall have fresh matters to discuss."

THE HON. DR. T. S. S. RAJAN :—" I do not think anything fresh is going to happen. We shall have the same debate if the members so desire. Certainly if there is any fresh information which I can give I shall certainly be glad to give the same. For the discussion to be useful, it should be fresh, and we could have taken it up immediately; the other House has discussed it, and moreover it would be in tune with the public opinion also if we had discussed it to-day. But now we have to adjourn. I have no objection to having the Food Debate on the 13th. Yet I have got to consult the Lower House also, regarding the date on which we can take it up here. If the Assembly debates the Public Safety Act, it is but right that we should take it up at once, for we have got to get it passed and send it on to the Governor-General, for his approval. If there is any time left over, I shall certainly have the discussion on food."

DR. V. K. JOHN :—" Sir, we must have at least two days' time for that Ordinance to be discussed."

MR. PRESIDENT :—" I just want to know from the Leader of the other House whether they could get the Bill passed by the 11th. If it drags on for the 12th also, we cannot obviously take it up here on the 13th August."

THE HON. SRI B. GOPALA REDDI :—" Sir, we are meeting on the 10th. I do not think we shall finish our business on that day, I think it must be over on the 11th. Anyhow we shall see to it that it is over on the 11th, because after all it is not an elaborate bill. Only one principle is involved in it, and it will become law on the 11th in the other House. I can assure you, that if necessary we shall sit late in the night, and finish our business there by the 11th."

MR. PRESIDENT :—" We could not meet on the 14th. Fifteenth being a holiday, we could take it up on the 16th in this House and finish it, or if possible, if it does not take more than a day, we could finish it on the 14th itself."

27th July 1948]

THE HON. SRI B. GOPALA REDDI :—" It will not take more than a day."

THE HON. DR. T. S. S. RAJAN :—" I can have the food debate on the 13th, but the Public Safety Act has got to come up on the 14th here, because after getting it passed here, we want to send it on to the Governor-General who is leaving Delhi on the 17th."

MR. PRESIDENT :—" He is going on a tour and coming here on the 24th and 25th. It will be very difficult to catch him if he is on tour. That is why they want to send it on to him before the 17th. That is why Government are anxious to finish it before the 17th?"

AN HON. MEMBER :—" I think we have to forego our mufassal celebrations on the 15th and have to be here."

MR. PRESIDENT :—" And partake in the City celebrations. Of course that is understood."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" As for the non-official business, it generally so happens that we begin a day after the non-official day and finish a day before it. Let us have an assurance from the Government that we shall have some non-official day."

MR. PRESIDENT :—" If any non-official day comes in the midst of the sittings of the House, you can certainly have it. Government generally are not anxious to sit here and be hearing non-official discussions. They will do so only if they are forced to do so. If it comes in between the sittings, they cannot but sit here when the non-official business is taken up."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" Generally it is so arranged that they do not allow this non-official day at all to come in between."

THE HON. DR. T. S. S. RAJAN :—" It is not our doing, Sir, it so happens."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" I would only request that an opportunity may be provided for non-official business also."

MR. PRESIDENT :—" The hon. Member is anxious over his *Wakf* Bill. It is now on the second reading stage, and the principles of the Bill are under discussion. I find there is no other non-official work except this. I am afraid many members may not be speaking on the Bill. Only some of the Muslim members may speak. I do not know whether anybody else from the other side is going to speak on it."

SRI R. SURYANARAYANA RAO :—" If a non-official day is given we will give a full day's work."

[27th July 1948]

MR. PRESIDENT :—" The work must be there already, because there must be notice of motions and resolutions, etc., before the day is allotted. That is why I think it cannot be taken up to-morrow. I am sure Government's attitude towards it will be one of neutrality. So you will have to debate it among yourselves."

DR. V. K. JOHN :—" The Leader of the House has evaded the non-official day very tactfully . . ."

THE HON. DR. T. S. S. RAJAN :—" That too in spite of the vigilant leader of the opposition. . ."

ABDUL LATIF FAROOKHI SAHIB BAHADUR :—" I only request that an opportunity may be given next time."

MR. PRESIDENT :—" If you give notice of any more resolutions or motions, I am prepared to give you a non-official day."

THE HON. DR. T. S. S. RAJAN :—" If the Leader of the Opposition had not been so much obsessed with this Motor Vehicles Bill, we could have had the discussion to-day."

SRI C. N. MUTHURANGA MUDALIYAR :—" The Leader of the Opposition is always heaping up blames and criticism on the Government to his heart's content. Why should there be a non-official day for him at all? "

MR. PRESIDENT :—" So the House will now adjourn and meet again at 11 a.m. on the 13th August 1948."

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

- (1) * *Statement on the Food situation in the Province.*
- (2) *Statement showing the resolutions passed by the House Committee during the seventh session of the Council under the Government of India Act, 1935, and the action taken thereon.*
- (3) *Statement showing the resolutions passed at the joint meeting of both the House Committees during the eighth session of the Council and the action taken thereon.*

* Laid on the table on 23rd July 1948.

[27th July 1948]

APPENDIX I.

[Vide answer to starred question No. 18 asked by Sri R. Suryanarayana Rao at the meeting of the Legislative Council held on the 27th July 1948, page 71 supra.]

Memorandum No. 1632-2, Public (Services), dated 20th August 1928.

[Service Associations—Unrecognized—How to be treated.]

A list of recognized service associations corrected up to date is forwarded to heads of departments and departments of the Secretariat.

2. As soon as a communication is received from a service association, departments of the Secretariat and heads of departments are requested to make a reference to this list before sending a reply. If the association is a recognized one, they may take any suitable action with reference to the communication. If it is not a recognized one, they should reply that, as the association has not obtained "recognition" by Government they must decline to take its communication into consideration.

LIST OF RECOGNIZED SERVICE ASSOCIATIONS.

I. Associations recognized by Government of India.

1. The Indian Civil Service Central Association.
2. The Indian Police Association.
3. The Indian Officers' Association, Calcutta.
4. Central Association of European Officers of the Indian Agricultural Service, Secretary Mr. H. R. Stewart, C.I.E., I.A.S., care of the Imperial Council of Agricultural Research, New Delhi.
5. The Foreman's Association of India.
6. The All-India Association of European Government Servants.
7. The High Court Association.
8. All-India Association of Indian Officers of the Indian Agricultural Service, Coimbatore.
9. Civil Engineers' Association, India.
10. Indian College of Engineers' Association, India.
11. India recruited European Engineers' Association.
12. All-India Specialists' Association.
13. Non-Gazetted Civil Account Officers' Association, Madras.

[27th July 1948]

II. Associations recognized by Government of Madras.

1. The Madras Association of European Government Servants—G.O. No. 853, Public, dated 5th September 1925.
2. The Indian Officers' Association, Calcutta—G.O. No. 68, Public, dated 4th February 1924.
3. The Non-Gazetted Government Officers' Association, Madras—G.Os. Nos. 625, Public, dated 3rd September 1924 and 29, dated 9th January 1934.
4. The Indian Police Association, Madras Branch—G.O. No. 602, Judicial, dated 10th May 1922.
5. Madras Provincial Police Officers' Association, Vellore—G.Os. Nos. 92 and 93, Judicial, dated 20th February 1925.
6. Police Shorthand Sub-Inspectors' Association, Vellore—G.O. No. 1215, Judicial, dated 31st October 1922.
7. Krishna District Police Officers' Association—G.O. No. 87, Judicial, dated 22nd February 1923.
8. Madura District Police Sub-Inspectors' Association—G.Os. Nos. 556 and 557, Judicial, dated 10th October 1923.
9. Non-Gazetted Police Officers' Association, Tanjore—G.Os. Nos. 760 and 761, Public, dated 10th August 1926.
10. Presidency Health Inspectors' League—G.O. No. 1821, P.H., dated 10th December 1924.
11. Association of European Officers of the Indian Educational Service, Madras—G.O. No. 967, Law (Education), dated 10th August 1922.
12. Madras Presidency Sub-Registrars' Association—G.O. No. 42, Law, dated 11th March 1925.
13. Madras Veterinary Assistant Surgeons' Service Association—G.O. No. 988, Development, dated 21st May 1924.
14. Madras Medical Association—G.O. No. 1068, Public, dated 3rd November 1927.
15. The Indian Civil Service Association, Madras—G.O. No. 351, Public, dated 17th April 1928.
16. The Madras Engineering Association—G.O. No. 822, Public, dated 27th September 1928.
17. The Madras Non-Gazetted Excise Officers' Association—G.O. No. 989, Public, dated 7th December 1928.
18. The Association of Upper Subordinate Officers of the Madras Agricultural Department, Coimbatore—G.O. No. 464, Public, dated 7th May 1934.
19. The Madras Provincial Excise Peons' Association—G.O. No. 1331, Public, dated 17th October 1932.
20. The Madras Public Health Service Association—G.Os. Nos. 1122, Public, dated 29th October 1931 and 1942, Public, dated 18th November 1935.

27th July 1948]

21. The Madras Non-Gazetted Co-operative Officers' Association, Madras—G.O. No. 101, Public, dated 30th January 1934.
22. Indian Officers' Association, Madras—G.O. No. 725, Public, dated 8th April 1936.
23. Association of Passed Engineers, Madras—G.O. No. 1701, Public, dated 20th October 1936.
24. Irrigation Conservancy Subordinates Association, Madras, P.W.D.—G.O. No. 1714, Public, dated 22nd October 1936.
25. Madras Minor Irrigation Subordinates Association—G.O. No. 722, Public, dated 10th April 1937.
26. Madras Presidency Civil Court Process Servers' Union—G.O. No. 1512, Public, dated 9th August 1937.
27. Madras City Police Constabulary Association—G.O. No. 1376, Public, dated 9th August 1938.
28. The Labour School Teachers' Association, Nellore district—G.O. No. 8, Public, dated 4th January 1939.
29. Presidency Association of Judicial Copyists—G.O. No. 1207, Public, dated 21st July 1939.
30. The Overseers' Association, P.W.D.—G.O. No. 1500, Public, dated 15th September 1939.
31. The Tamil Nadu Village Officers' Association—G.O. No. 1630, Public, dated 9th August 1940.
32. The South Kanara Fisheries Teachers' Union—G.O. Ms. No. 1724, Public, dated 2nd September 1940.
33. The Sri Rayalaseema Village Officers' Association, Penukonda, Anantapur district—G.O. Ms. No. 901, Public, dated 3rd May 1941.
34. The Andhra Provincial Village Officers' Association—G.O. No. 332, Public (Elections), dated 29th January 1942.
35. Malabar District Village Officers' Association—G.O. No. 4144, Public (Elections), dated 9th March 1943.
36. The Madras Second-class Health Officers' Association—G.O. No. 4280, Public (Elections), dated 16th May 1943.
37. The Madras Government Radio Supervisors' Association—G.O. No. 1753, Public (Elections), dated 29th June 1943.
38. The Labour School Teachers' Association, Trichinopoly—G.O. No. 3038, Public (Elections), dated 22nd October 1943.
39. The Inferior Government Servants' Association of the Judicial Department—G.O. No. 13, Public, dated 3rd January 1945.
40. The Official Receivers' Association, Madras Province—G.O. Ms. No. 413, Public (Elections), dated 10th February 1945.
41. Madras Government Inferior Subordinates' Association—G.O. No. 535, Public (Elections), dated 23rd February 1945.
42. The Draftsmen's Association, Madras, Public Works Department—G.O. Ms. No. 1522, Public (Elections), dated 23rd June 1945.

[27th July 1948]

43. The West Godavari Labour Teachers' Association—G.O. Ms. No. 1832, Public (Elections), dated 1st August 1945.

44. The Irrigation Workcharged Establishment Association, Madras, Public Works Department (Headquarters, Bezwada)—G.O. No. 112, Public (General), dated 16th January 1946.

45. Krishna District Labour School Teachers' Association—G.O. No. 222, Public (General), dated 29th January 1946.

46. The Madras Government Electricity Department Electrical Engineers' Association, Madras—G.O. No. 854, Public (General-A), dated 6th April 1946.

47. The Labour School Teachers' Association, Malabar district—G.O. No. 1474, Public (General), dated 29th June 1946.

48. The Madras Government Electricity Department Executive Subordinates Association, Coimbatore—G.O. No. 1504, Public (General), dated 4th July 1946.

49. The North Arcot District Labour School Teachers' Association, Vellore—G.O. No. 1808, Public (General), dated 20th August 1946.

50. The Madras Secretariat Association—G.O. No. 1798, Public (General), dated 19th August 1946.

51. The Labour School Teachers' Association, East Gadavari district—G.O. No. 2135, Public (General), dated 9th October 1946.

52. The Madras District Labour School Teachers' Association—G.O. No. 2603, Public (General), dated 29th November 1946.

53. The Polavaram Agency Government Elementary School Teachers' Association—G.O. No. 2764, Public (General), dated 20th December 1946.

54. The Madras City Government Compounders' Association, Madras—G.O. No. 4, Public (General), dated 27th January 1947.

55. The Anantapur District Labour School Teachers' Association—G.O. No. 215, Public (General), dated 27th January 1947.

56. The Association of Typists and Stenotypists of the Government of Madras—G.O. No. 578, Public (General), dated 24th February 1947.

57. Madras Government Electric Department Commercial Staff Association—G.O. No. 856, Public (General), dated 18th March 1947.

58. The Mufassal Judicial Subordinates Association—G.O. No. 1074, Public (General), dated 9th November 1947.

59. The Chingleput District Labour School Teachers' Association—G.O. No. 1402, Public (General), dated 12th May 1947.

60. The Madras Civil Service (Executive Branch) Association—G.O. No. 1492, Public (General), dated 20th May 1947.

61. The Madras Provincial Labour School Teachers' Association—G.O. No. 2733, Public (General), dated 2nd September 1947.

27th July 1948]

APPENDIX II.

[Vide answer to starred question No. 19 asked by Sri N. Sankara Reddi at the meeting of the Legislative Council held on 27th July 1948, page 72 supra.]

Name.	Particulars of educational and other qualifications possessed.
1 Mr. C. R. Hadingham, Director of Fire Services.	Board School, 1905-12; Continuation School, 1912-15; War Service, 1915-22; Second-class Army Educational Certificate, 1920; Continuation School, 1929-31; L.I. Fire E. Fire Service Experience.—Officer's Trading Course, Woodford and Wanstead Fire Brigade—May to September, 1938; Patrol Officer, Woodford and Wanstead Fire Brigade until formation of National Fire Service; Company Officer, National Fire Service until joining duty in Madras in August 1942; Passed officers qualifying Course, National Fire Service, London, 1941; Divisional Officer, Madras Fire Services, 1942; Chief Fire Inspector, Madras Fire Services, 1943; Director of Fire Services, Madras Fire Services, 1944 to date.
2 Mr. F. R. W. Birkett, Chief Regional Fire Officer, Western Region, Coimbatore.	Secondary School, Joined Action Fire Brigade in an honorary capacity in 1937 and given special training with a view to becoming an Instructor. Fire Service Experience.—Member of the Madras Fire Services since July 1942.
3 Mr. J. H. Gray, Chief Regional Fire Officer, Central Region, Madras.	Eighth standard, L. C. C. High School, 1917. Military Second-class Education Certificate, 1918. Fire Service Experience.—Fire master in charge of Madras Fire Brigade, 1939 to 1941; Assistant Commissioner of Police, Madras Fire Brigade and Auxiliary Fire Services—1941 to June 1942; Chief Fire Officer, Madras Fortress area, 1942 to January 1945; Chief Regional Fire Officer, from January 1945 to date.

[27th July 1948]

Name.	Particulars of educational and other qualifications possessed.
4 Mr. William Seed, Chief Regional Fire Officer, Northern Region, Vizianwada.	Saint Mary's Secondary School, Darwen Street, Blackburn, Lancashire, England. <i>Fire Service Experience.</i> —Joined the Blackburn Fire Brigade as Auxiliary Fire Service, part time; Fireman in May 1938; full time from 1939 onwards; promoted as Leading Fireman in September 1939 and as Section Officer in October 1940; member of the Madras Fire Service since June 1942.

APPENDIX III.

[Vide answer to starred question No. 21 asked by Sri R. Suryanarayana Rao at the meeting of the Legislative Council held on the 27th July 1948, page 74 supra.]

The programme of work to be carried out in the Southern Circle during the forthcoming year is as follows :—

1. Continuation of the systematic mapping of the Salem-Trichinopoly region by Mr. N. K. N. Ayyangar, assisted by Mr. A. S. Ramiengar.
2. Continuation of the systematic mapping of the North Arcot district by Mr. B. Srikantan.
3. Continuation of the systematic mapping of the Archæan rocks of the Nellore-Guntur region, with their associated deposits of marble and iron-ore, by Mr. S. N. Sen, assisted by Mr. N. V. Chandrasekariah.
4. Completion of the mapping of the Upper Gondwana rocks of the Godavari valley by Dr. K. Jacob.
5. Continuation of the systematic mapping of the Archæan rocks of the Trichinopoly-Coimbatore region by Mr. A. P. Subramaniam at the latter part of the season, provided his other investigations are completed.
6. Continuation of the systematic mapping of the Archæan rocks in the Tinnevely district by Mr. S. Narayanaswami (during the first part of the season).
7. Continuation of the systematic mapping of the Cuddapah and other rocks of the Ceded districts, including the investigation of gold and diamond deposits encountered during systematic survey, by Messrs. R. Thiagarajan and V. Venkatesh. Mr. N. V. B. S. Dutt will join the party after completion of his ceramic investigation.
8. Systematic mapping of the Northern Circars by Dr. B. C. Roy, assisted by Messrs. O. P. Bakshi, Mohamed Ziauddin, C. Ramaswami and one new Assistant Geologist said to be appointed.

27th July 1948]

9. Survey of ceramic raw materials in the Kurnool, Bellary, Anantapur and East and West Godavari districts by Messrs A. P. Subramanyam and N. V. B. S. Dutt.

10. Examination of glass sands in the Guntur district by Mr. S. N. Sen.

11. Examination of limestone deposits near Cherla, East Godavari district, by Mr. S. N. Sen.

12. Investigation of China clay in the Saraswati mine and its neighbourhood, Nellore district, provided a core drill is made available by the Government of Madras.

13. Detailed investigation of the limestone occurrences near Betamcherla, Kurnool district, by an officer working in the Ceded districts.

14. Examination of the corundum-chromite belt in the Namakkal and Tiruchengode taluks, Salem district, by Mr. A. P. Subramanyam.

15. Investigation of graphite and limestone deposits in the Northern Circars by Dr. B. C. Roy assisted by Mr. C. Ramaswami.

16. Advice on the selection of road metals for the Highways Department by Mr. A. K. Balgaumi.

17. Detailed hydrographic survey of the Palladam and Dharapuram taluks in the Coimbatore district by Mr. A. P. Subramanyam.

18. Examination of a dam-site at Rallapadu, Nellore district, by Dr. B. C. Roy.

Investigations by the Engineering Geology section.

19. Investigation of the Ramapadasagar dam near Polavaram, including detailed mapping of the environs, by Dr. B. C. Roy and Mr. V. Subramanyam.

20. Investigation of the Tungabhadra Project by Dr. B. C. Roy and Mr. V. Subramanyam.

21. Advice for the Central Ground Water Organization, and co-ordination of the data on tube-wells in Madras, by Dr. B. C. Roy and Mr. V. Subramanyam.

22. Detailed hydrographic survey of the Ceded districts by Mr. V. Subramanyam.

Investigation by the Rare Minerals section.

23. Detailed examination of the monazite-bearing coastal sands in Travancore State and along the south-east Madras coast by Messrs. M. S. Venkatram, D. Gupta, S. Narayanaswami and S. C. Chakravarti, under the supervision of Dr. M. S. Krishnan.

[27th July 1948]

APPENDIX IV.

[Vide answer to starred question No. 22 asked by Sri R. Suryanarayana Rao at the meeting of the Legislative Council held on the 27th July 1948, page 75 supra.]

Statement showing number of polytechnics in the Province and the courses of training provided therein.

Name of polytechnic.	Name of course.	Strength in each class.
1 Arthur Hope Polytechnic, Coimbatore	Automobile Engineering ..	60
	Auto Service Course ..	40
	Refresher Course for Auto Service Mechanics ..	20
	Radio Service Course ..	40
2 Andhra Polytechnic, Cocanada	Overseers' Course ..	40
	Mechanical Engineering ..	20
	Electrical Engineering ..	20
	Automobile Engineering ..	20
3 Vuyyuru Polytechnic	Fisheries Technology and Navigation ..	20
	Overseers' Course ..	40
	Mechanical Engineering ..	20
	Electrical Engineering ..	20
4 Central Polytechnic, Madras	Chemical Engineering ..	20
	Food Technology ..	20
	Electrical Engineering ..	20
	Mechanical Engineering ..	20
5 Dravida Polytechnic, Madura	Sanitary Engineering ..	20
	Overseers' Course ..	40
	Printing Technology ..	20
	Fisheries Technology and Navigation ..	20
6 Karnataka Polytechnic, Mangalore	Technical Teachers' Training Course ..	20
	Overseers' Course ..	40
	Mechanical Engineering ..	20
	Electrical Engineering ..	20
7 Kerala Polytechnic, Calicut	Sanitary Engineering ..	20
	Automobile Engineering ..	20
	Radio Engineering ..	20
	Food Technology and Navigation ..	20
8 Rayalaseema Polytechnic, Bellary	Overseers' Course ..	40
	Chemical Engineering ..	20
	Textile Manufacture ..	20
	Special reference to Sugar Manufacture and Oil Technology ..	20

27th July 1948]

APPENDIX V.

[Vide answer to starred question No. 29 asked by Sri R. Suryanarayana Rao at the meeting of the Legislative Council held on the 27th July 1948, page 85 supra.]

Amendments to the rules for the selection of candidates for admission to the Medical Colleges.—(I) To assist the committee composed of the Principals of Medical Colleges for selecting candidates for admission to the colleges, the Government have nominated the two non-officials mentioned below :—

(1) Sri B. Ananthachar, B.A., B.L., M.L.A., Hospet.

(2) Sri C. Subramaniam, B.A., B.L., Advocate, Coimbatore.

(II) The following seats reserved for candidates coming from the areas mentioned below have been dereserved for the reasons noted against each :—

Name of the area.	Number of seats.	Reasons for dereservation.
(1) Banganapalle State.	..	Due to merger in this Province.
(2) Pudukottah State ..	1	Do.
(3) Civil and Military Station, Bangalore.	3	Due to merger in the Mysore State.
(4) North-West Frontier Province.	4	Due to inclusion in the Dominion of Pakistan.

(III) The number of seats reserved for colonial Indian students has been increased from 2 to 5, and the following order of preference will be observed in the selection of these candidates :—

(a) Students of Indian origin, whose parents or families originally belonged to this Province.

(b) Students of Indian origin, whose parents or families originally belonged to some other Province of India.

(c) Other students.

(IV) The Government have reserved two seats for refugee students from Pakistan. They have also directed that the applications of refugee students may be considered along with other students without reference to their domicile.

(V) In rule 3 of the said rules, the proportional representation rule applicable for every 12 seats has been revised as follows:

Non-Brahman (Hindus)	..	6
Backward Hindu community	..	2
Brahmans	..	2
Harijans	..	2
Anglo-Indian and Indian Christians	..	1
Muslims	..	1
Total	..	14

(VI) For purposes of selection of candidates under rule 4 of the said rules, the Madras City is treated as a district but 10 per cent of the seats will be reserved for the candidates from the City during 1948 also.