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**MADRAS LEGISLATIVE COUNCIL
DEBATES**

OFFICIAL REPORT

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THE MADRAS LEGISLATIVE COUNCIL.

Saturday, the 15th March 1952.

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

I.—QUESTIONS AND ANSWERS.

STARRED QUESTIONS.

Companies running a fleet of 20 buses.

* 70 Q.—SRI B. BHIMA RAO : Will the Hon. the Chief Minister be pleased to state—

(a) the names of the various companies (public or private) or partnership firms that were formed in the various districts of the Madras State from January 1946 with a view to constitute a fleet of 20 buses to carry on motor transport as required by the Government Order on the subject;

(b) which of them have gone into liquidation;

(c) which of them have disintegrated by the system of "opting out" announced by the Government in 1946 or 1947; and

(d) which of them are still surviving?

THE HON. SRI C. PERUMALSAMI REDDI (on behalf of the Hon. the Chief Minister):—" (a) to (d) A statement* showing the particulars required in clauses (a) to (d) of the question is laid on the table of the House."

SRI B. BHIMA RAO :—" Sir, will the Government consider the desirability of fixing the maximum number of buses in the various districts seeing the increase in the number of buses in the last five years? Would the Government fix a maximum which any company or individual can own? "

THE HON. SRI C. PERUMALSAMI REDDI :—" No maximum number is fixed so far. But anyhow we will consider the question."

SRI B. BHIMA RAO :—" Will it not be expedient, Sir, to fix the maximum instead of allowing certain people to have a monopoly of transport in the various districts? "

THE HON. SRI C. PERUMALSAMI REDDI :—" The Government will consider the question."

[15th March 1952]

SRI R. SURYANARAYANA RAO :—" Did the Government examine, Sir, why these companies had to go into liquidation? Have they gone into the whole question in view of the importance of transport?"

THE HON. SRI C. PERUMALSAMI REDDI :—" In 1946 the Government introduced a system of a fleet of 20 buses. In 1947, the Government broke the monopoly and allowed small people with three buses. So, some have gone into liquidation."

SRI R. SURYANARAYANA RAO :—" Have the Government examined the repercussions of the frequent changes of their policy before they arrived at the present system?"

THE HON. SRI C. PERUMALSAMI REDDI :—" This system has been welcomed by the people."

SRI R. SURYANARAYANA RAO :—" Sir, have not many suffered on account of this change as the Hon. Minister himself said?"

THE HON. SRI C. PERUMALSAMI REDDI :—" I have no information, Sir. I will call for it."

Individuals or firms running a fleet of 20 buses or more before 1946.

* 71 Q.—SRI B. BHIMA RAO : Will the Hon. the Chief Minister be pleased to state—

(a) the names of individuals or firms, who had a fleet of 20 buses or more before 1st January 1946 in the various districts of the Madras State; and

(b) how many buses and other motor vehicles the said individuals or firms now own, that is, on 1st July 1951?

THE HON. SRI C. PERUMALSAMI REDDI (on behalf of the Hon. the Chief Minister) :—" (a) & (b) A statement^a showing the names of individuals or firms who had a fleet of 20 buses or more before 1st January 1946 in the various districts of the Madras State and the number of buses and other motor vehicles they now own, i.e., as on 1st July 1951, is laid on the table of the House."

*State Advisory Council on the Development of
Higher Technological Education.*

* 72 Q.—SRI R. SURYANARAYANA RAO : Will the Hon. the Minister for Land Revenue be pleased to state whether the Government have at any time considered the desirability of setting up a State Advisory Council on the Development of Higher Technological Education with a view to review progress from time to time and make recommendations to Government?

THE HON. SRI H. SITARAMA REDDI :—" Yes. In 1947 the Government set up a Standing Advisory Board of Technical

^a Printed as Appendix II on pages 33-35 infra.

[15th March 1952]

Education to advise them on matters relating to courses of technical studies mainly in the Engineering colleges and other technical institutions and the Board was in existence for three years. Recently the Government abolished the Board as it was felt that there was no need for it."

DR. SYED TAJUDDIN :—" May I ask, Sir, whether the Committee consisted of technical men only or had non-technical men also on it?"

THE HON. SRI H. SITARAMA REDDI :—" I said, Sir, the Board has ceased to exist."

SRI R. SURYANARAYANA RAO :—" May I know, Sir, before the Government ordered the abolition of the Board, whether they satisfied themselves that the work for which the Board was appointed had been completed, or they found the Board useless?"

THE HON. SRI H. SITARAMA REDDI :—" It was found that the Board was not as effective as we desired it in the first instance."

DR. SYED TAJUDDIN :—" May I ask, Sir, whether those who served on the Board were all technical men or non-technical men? If there were both, may I know how many of them were technical men?"

THE HON. SRI H. SITARAMA REDDI :—" From the records I find the Board consisted of both technical and non-technical men. Representatives of the Engineering Colleges were there. It was found that the Board had not met after 1949. After examination, and when the question of renewal came, it was found that the Board, as then constituted, was not as effective as it was desired. It was thought, therefore, unnecessary to continue the Board."

SRI R. SURYANARAYANA RAO :—" May I know how often the Board, during the period of its existence, met, and how often it made its recommendations to Government, and how many of its recommendations were accepted or rejected by the Government?"

THE HON. SRI H. SITARAMA REDDI :—" The Board met three times, and all the recommendations of the Board are being examined."

DR. SYED TAJUDDIN :—" Do the Government feel the need for such a Board still exists?"

THE HON. SRI H. SITARAMA REDDI :—" We felt that there was no need, and that is why we abolished the Board."

SRI R. SURYANARAYANA RAO :—" If the Board was abolished in 1949, some of the recommendations may have relation to the period of 1948. Are those recommendations under the examination of the Government still after three years?"

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[15th March 1952]

THE HON. SRI H. SITARAMA REDDI :—" Some of the recommendations seem to be such as to require a thorough examination."

State aid to Burma evacuees.

* 73 Q.—SRI B. BHIMA RAO : Will the Hon. the Minister for Land Revenue be pleased to state—

(a) whether the State Government rendered aid to evacuees from Burma and if so, the nature of the aid given and up to what date and also the conditions and regulations relating to the grant of such assistance; and

(b) whether any assistance is still granted to enable such evacuees to rehabilitate themselves or secure suitable employment and if so, the conditions relating thereto?

THE HON. SRI H. SITARAMA REDDI :—" (a) & (b) Attention is invited to the papers* placed on the table of the House."

JANAB K. T. M. AHAMED IBRAHIM :—" Sir, was the financial assistance rendered to the evacuees treated as loan or as free gift? "

THE HON. SRI H. SITARAMA REDDI :—" All the information that is available with the Government has been furnished to the hon. Member in the paper placed on the table of the House."

JANAB K. T. M. AHAMED IBRAHIM :—" Sir, I would like to know whether the amount that was advanced . . . "

MR. CHAIRMAN :—" The Hon. Minister would like you to read the paper."

JANAB K. T. M. AHAMED IBRAHIM :—" I have read the paper, and my question directly arises out of the information furnished in it."

MR. CHAIRMAN :—" You have not got the information? "

JANAB K. T. M. AHAMED IBRAHIM :—" No. That is why I am putting this question. If the information is in the paper, why should I put the question? On this question I have to put some other questions."

THE HON. SRI H. SITARAMA REDDI :—" Assistance was sanctioned by the Government of India and administered by the State Government as the Central Government's Agent on the following lines till 28th February 1948 :—

- (i) Maintenance allowances paid monthly at a scale based on a consideration of the pre-evacuation income of the recipient.
- (ii) School allowances to children, in addition to maintenance allowances.

15th March 1952]

- (iii) Special non-recurring allowances, in addition to maintenance allowances, in cases of real necessity for provision of clothing, medical requirements, and funerals and travelling.
- (iv) Capital advances to enable evacuees to start in some line of business or trade.
- (v) Advances to evacuees who have passed the Matriculation or other equivalent examinations and who are considered suitable by the Provincial Governments for learning Short-hand and Typewriting or Typewriting alone.
- (vi) Grants to evacuee University students.
- (vii) Grants for passage to United Kingdom and elsewhere.

The cost of the assistance was about Rs. 40 lakhs. The scheme was wound up by the Central Government on 28th February 1948."

JANAB K. T. M. AHAMED IBRAHIM :—" Mr. Chairman, Sir, my question is whether the amounts advanced under the several heads mentioned in the paper have been treated as loans or as free gifts. If I may be permitted to say, my information is that the Government of India treated these as loans, and these poor people have been asked to repay the amount, and in many cases those people who want to go to Burma, have been refused passports on the ground that they have not repaid the advances. There are also instances in which these people, including poor women, have been asked to go to the headquarters of the Tahsildar, walking 7 or sometimes 10 miles, to give statements to the Tahsildar of their inability to repay the advances. I have presided over certain meetings at which resolutions in this behalf have been passed and communicated to the Government. What steps have been taken by the Government on the representations made by the people that they are unable to pay the advances? Have the Government addressed the Central Government asking them to treat these advances as free gifts and not to insist on the repayment of the advances? These are matters about which I would like to have a definite answer from the Hon. Minister concerned. If the Hon. Minister is not able to give the information to-day, he may give it on the next day."

THE HON. SRI H. SITARAMA REDDI :—" Sir, I see that the Hon. Member has lot of information himself. I find that some of the items have been given as loans. All those items are repayable advances on a monthly basis under a scheme enunciated by the Government of India. The rules and conditions relating to the scheme of assistance to evacuees by the Government of India are contained in what is called 'A Resumé of Instructions issued by the Government of India.' The State Government are acting as the agent of the Central Government. If the hon. Member has got any particular information or any suggestions to make in this matter, I would suggest to him to write to the Government, and we will take up the matter with the Central Government."

[15th March 1952]

JANAB K. T. M. AHAMED IBRAHIM :—" Sir, as a matter of fact representations have been made to the Government of Madras communicating resolutions passed at certain meetings pointing out the actual grievances of the people. I would like to know whether this Government have taken steps on those representations, and whether they have represented to the Government of India regarding the inability of the people to repay the advances and the hardships to which they have been subjected on account of the insistence of the Government of India on the repayment of these loans."

THE HON. SRI H. SITARAMA REDDI :—" Notice, Sir."

SRI R. SURYANARAYANA RAO :—" In view of the fact that assistance was stopped from the year 1948 (and we are now in 1952), and that Government have not been able to collect anything towards the advances made already, will the Government of Madras now address the Government of India pointing out that every effort had been made by this Government for the recovery of advances, that they have not been able to recover anything and that therefore, the advances may be written off? "

THE HON. SRI H. SITARAMA REDDI :—" I shall examine the suggestion of the hon. Member."

SRI R. SURYANARAYANA RAO :—" May I know whether disabled evacuees, evacuees who have become too old to earn, evacuee women and children who cannot earn their living, and all other hard cases also have been deprived of the allowances which they were receiving in 1948? "

THE HON. SRI H. SITARAMA REDDI :—" While appreciating the anxiety of the hon. Member to help those people, I can only give an assurance to him that the Government will examine the question, and take it up with the Government of India."

Investigation of Krishna-Pennar Project.

* 74 Q.—SRI R. SURYANARAYANA RAO : Will the Hon. the Minister for Land Revenue be pleased to state what progress has been made in the investigation of the Krishna-Pennar Project and the particulars so far available regarding the project with special reference to its layout, the area commanded by it and the districts benefited by it?

THE HON. SRI H. SITARAMA REDDI :—" The investigation has been completed. The attention of the hon. Member is invited to the particulars given by the Chief Engineer (Irrigation) in his brochure on the project, copies of which have already been laid on the table of the House for information. The project report has just been received by the Government and is being examined."

DR. SYED TAJUDDIN :—" May I know, Sir, roughly what amount of time will it take for the project to fructify? "

THE HON. SRI H. SITARAMA REDDI :—" I cannot say."

[15th March 1952]

SRI R. SURYANARAYANA RAO :—" May I know, Sir, whether the brochure that was given to hon. Members of this House contains all the particulars that are contained in the report that the Chief Engineer submitted to the Government? "

THE HON. SRI H. SITARAMA REDDI :—" It is quite probable that there are some items which are not in the brochure. The report is still being examined by the Government."

SRI R. SURYANARAYANA RAO :—" Sir, will the House be in order in drawing the conclusion that this scheme is undergoing so many alterations and that what was contained in that brochure is not the Krishna-Pennar Project about which this Government are representing to the Government of India? "

THE HON. SRI H. SITARAMA REDDI :—" The brochure represents the scheme which has been submitted by the Chief Engineer for Irrigation to this Government. When the hon. Member asked for details, I said, ' It is quite probable '. But I am not quite sure. There may be some items which are not in the brochure but which are contained in the report. I could not say offhand that it contained all the information."

SRI B. BHIMA RAO :—" May I know, Sir, if the Khosla Committee has finished its investigation and submitted its report to the Government? "

THE HON. SRI H. SITARAMA REDDI :—" This is a committee appointed by the Government of India, and it is going to report to the Government of India and not to the Government of Madras."

SRI R. SURYANARAYANA RAO :—" May I know, Sir, whether this Government made any representations to the Khosla Committee and whether those representations were on lines indicated in the brochure supplied to us? "

2-45 p.m.

THE HON. SRI H. SITARAMA REDDI :—" It was not a question of the Madras Government making any representations to the Committee. The Committee wanted to have their own examination of the whole scheme and they had ample opportunity to contact all those people whom they thought it necessary to contact and they also visited the various parts of the State. So, there is no question of the Madras Government making any representations on this matter."

JANAB K. T. M. AHAMED IBRAHIM :—" May I know whether the Khosla Committee did not try to secure any information regarding the Krishna-Pennar Project from the originators of the scheme itself, i.e., from the Government, and whether they went about without consulting the Madras Government and canvassing for information from other people? "

THE HON. SRI H. SITARAMA REDDI :—" There was actually no canvassing for information. A certain scheme had been submitted by the Government of Madras to the Planning Commission. Certain other representations were made about the

[15th March 1952]

feasibility of some other schemes. Then the Planning Commission thought it advisable to appoint a Technical Committee which would go into the various matters and issues raised by the Madras Government and other people. That Technical Committee visited this State and went about the places concerned, perhaps to secure all the information that was considered necessary by the Planning Commission. So far as the Madras Government are concerned, our officers assisted the Commission and its Committee and gave them all the necessary information and details that were asked for."

SRI R. SURYANARAYANA RAO :—" May I know whether the Madras Government are still committed to the scheme which they originally proposed? "

THE HON. SRI H. SITARAMA REDDI :—" Yes, Sir."

JANAB K. T. M. AHAMED IBRAHIM :—" Are the Government satisfied that all the necessary information has been supplied to the Khosla Committee with a view to its submitting a favourable report to the Planning Commission regarding the Krishna-Pennar Project? "

THE HON. SRI H. SITARAMA REDDI :—" I cannot say precisely whether the report that will be submitted by the Committee to the Planning Commission on the information supplied to them will be favourable or unfavourable. But it is the duty of this Government to have the matter examined by competent technical people and submit the report and we have done it."

Number of cars purchased for the use of Hon. Ministers.

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

(a) the number of cars purchased for the use of the Hon. Ministers since 1946 and the amounts spent on them;

(b) whether all or any of them have been replaced;

(c) what is the period during which each car has served since its purchase;

(d) whether some of the cars have had to undergo frequent repairs necessitating their disposal;

(e) what is the amount realized by the disposal of each old car; and

(f) what has been the amount spent on each car since its purchase and whether repairing charges are borne by the Government?

THE HON. SRI A. B. SHETTY :—" (a) Thirty-eight cars were purchased since 1946 at a total cost of Rs. 3,70,214-9-1.

15th March 1952]

" (b) & (c) A statement* is placed on the table of the House.

" (d) Yes.

" (e) A statement* is placed on the table of the House; and

" (f) It is difficult to say what has been spent by Government on each car during a period of six years. But it may generally be said that the repairing charges are borne by the Government."

SRI R. SURYANARAYANA RAO :—" Have the Government examined whether after allowing for depreciation, the amounts realized by the disposal of the cars are the prices at which they could have been sold? "

THE HON. SRI A. B. SHETTY :—" I think, Sir, the prices mentioned were the best prices that could have been secured."

DR. SYED TAJUDDIN :—" May I know the general period of life of these cars? "

THE HON. SRI A. B. SHETTY :—" It depends upon the use to which they are put."

DR. SYED TAJUDDIN :—" May I know the usual period of life of these cars with reference to those used by the Government Transport Department? "

THE HON. SRI A. B. SHETTY :—" Generally the cars are replaced after they do 50,000 miles."

SRI R. SURYANARAYANA RAO :—" Arising out of the answer of the Hon. Minister regarding the period for which a car can be used, may I know what necessity there is for replacing the car after short periods? "

THE HON. SRI A. B. SHETTY :—" The time for which a car can be used depends upon the nature of use to which it is put."

DR. SYED TAJUDDIN :—" May I know what mileage is recorded by a car in a year? "

THE HON. SRI A. B. SHETTY :—" A separate question might be put."

SRI S. B. ADITYAN :—" Sir, I find from the answer that has been laid on the table of the House that one car is in the use of the Hon. the Minister for Agriculture, another car is in the use of the Hon. the Minister for Finance, and yet another car is in the use of the Hon. the Minister for Education. Now all these three portfolios have been combined into one and are looked after by one Hon. Minister. Does it mean that at present all these three cars are being used by one Hon. Minister? " (Laughter.)

THE HON. SRI A. B. SHETTY :—" This answer was prepared sometime ago, Sir."

SRI S. B. ADITYAN :—" Does it not apply to the present position? "

THE HON. SRI A. B. SHETTY :—" No."

[15th March 1952]

Instructions to Commercial Tax Officers regarding prosecutions or levy of sales tax on commission agents.

* 76 Q.—SRI B. BHIMA RAO: Will the Hon. the Minister for Land Revenue be pleased to state—

(a) whether the Government have issued any instructions to the Commercial Tax Officers of the State not to commence prosecutions or levy sales tax on commission agents after the decision of the Madras High Court in "*the State of Madras v. Veerabhadrapa*" reported in 1950 (1) *Madras Law Journal* 564;

(b) whether the Commercial Tax Officers are realizing sales tax from commission agents in spite of the above decision;

(c) whether commission agents in the district of Bellary who had paid such taxes applied for refund of the same; and if so, whether refunds have been granted to all those who applied; and

(d) whether some of them were obliged to file suits in the civil courts and obtain decrees for the amounts realized from them?

THE HON. SRI H. SITARAMA REDDI:—“(a) No. An appeal to the Supreme Court is being filed against the judgment of the High Court referred to by the Member.

“(b) Yes. Relying on the judgment of JJ Govinda Menon and Mack in A.S. No. 514 of 1947, High Court, Madras, the Commercial Tax Officers are collecting the tax.

“(c) Suit notices demanding refund of taxes paid were issued by 119 commission agents in the district of Bellary but refund was not granted in any case. The suit notices were recorded.

“(d) Sixty-nine suits were filed by the commission agents, out of which fifteen suits were decided in favour of the plaintiff by the lower courts. Against the decisions of the lower courts appeals have been preferred by the Government in nine cases and they are now pending. In three of the cases, proposals for appeal are under consideration and in the remaining three cases appeals were not considered necessary.”

SRI B. BHIMA RAO:—“Have the Government deposited the amounts into the Court in the cases of the decrees that have been passed against the Government?”

THE HON. SRI H. SITARAMA REDDI:—“I would like to have notice of this question, Sir.”

SRI B. BHIMA RAO:—“Has the appeal preferred to the Supreme Court against the decision of the Madras High Court been decided?”

THE HON. SRI H. SITARAMA REDDI:—“Not yet decided, Sir.”

SRI R. SURYANARAYANA RAO:—“May I know whether execution petitions have been filed against the Government in the cases of the decrees that have been passed?”

THE HON. SRI H. SITARAMA REDDI:—“Some people might have done so, but I have no information.”

[15th March 1952]

SRI B. BHIMA RAO:—“In view of the fact that the Government have preferred an appeal to the Supreme Court against the decision of the Madras High Court, will the Government issue instructions to the Commercial Tax Officers not to launch prosecutions till the Supreme Court gives its final decision on the question?”

THE HON. SRI H. SITARAMA REDDI:—“I shall have that question examined, Sir.”

JANAB K. T. M. AHAMED IBRAHIM:—“May I know whether this Government have obtained any stay order from the Supreme Court against the execution of the decree passed by the High Court of Madras?”

THE HON. SRI H. SITARAMA REDDI:—“I would like to have notice of the question. If the hon. Member wants the information, I would get it.”

JANAB K. T. M. AHAMED IBRAHIM:—“If a stay order has not been obtained, is it not the duty of the Government to pay due respect to the decision of the High Court instead of ignoring it?”

THE HON. SRI H. SITARAMA REDDI:—“I would like to draw the attention of the hon. Member to the answer to clause (b) of the question that this Government have been relying on another judgment of the same High Court delivered by two Judges.”

SRI R. SURYANARAYANA RAO:—“Is it fair on the part of the Government to rely on one judgment which is favourable to them and not to rely on another judgment which is against them? Should they not respect both the judgments?”

THE HON. SRI H. SITARAMA REDDI:—“Necessary respect and attention are paid to the judgments of the High Court.”

SRI B. BHIMA RAO:—“Of the two judgments in question, was one judgment delivered by a single Judge and the other delivered by a Bench of two Judges of the Madras High Court?”

THE HON. SRI H. SITARAMA REDDI:—“From the information I have with me, I may say that we are relying on the judgment of JJ. Govinda Menon and Mack in A.S. No. 514 of 1947.”

JANAB K. T. M. AHAMED IBRAHIM:—“May I know whether the judgment relied upon by the Government has not been referred to in the judgment delivered by the Judge who decided this case?”

THE HON. SRI H. SITARAMA REDDI:—“I do not think so. Otherwise, I would not have acted upon it.”

[15th March 1952]

Extent of dis-reserved forests.

* 77 Q.—SRI S. B. ADITYAN: Will the Hon. the Minister for Rural Development be pleased to state what the area of forests dis-reserved during the years 1946–51 (year-wise) is?

THE HON. SRI B. PARAMESWARAN:—“The particulars are furnished below:—

Year.				Total area disreserved in acres.
1946	--	--	--	2,102.75
1947	--	--	--	4,000.92
1948	--	--	--	680.39
1949	--	--	--	1,688.49
1950	--	--	--	5,988.05
1951	--	--	--	12,602.12
Total --				27,062.72

SRI S. B. ADITYAN:—“May I know what the reasons for dis-reservation of forest areas were?”

THE HON. SRI B. PARAMESWARAN:—“For every case there is some reason or other.”

DR. SYED TAJUDDIN:—“May I know whether this dis-reservation was resorted to in order to help the Harijans or the landless people to secure land for cultivation?”

THE HON. SRI B. PARAMESWARAN:—“For those purposes also, i.e., for helping the people belonging to the backward classes who really deserved help.”

JANAB K. T. M. AHAMED IBRAHIM:—“Was it for the purpose of assigning lands to political sufferers?”

THE HON. SRI B. PARAMESWARAN:—“It may be so in some cases.”

DR. SYED TAJUDDIN:—“May I know whether before dis-reservation of forests, the Government tried to find out the necessary extent of forest area existing within the State which should be maintained in the interests of agriculture and rainfall?”

THE HON. SRI B. PARAMESWARAN:—“They certainly examined all the conditions, Sir.”

SRI S. B. ADITYAN:—“May I know what happened to the trees on the forest lands in the cases where forests were dis-reserved and assigned to the various parties selected by the Hon. Minister? Were they cut, or were they given free to the assignees, or did the Government stipulate any price and get money?”

THE HON. SRI B. PARAMESWARAN:—“If the area is mentioned, I will go into the question and supply the information required.”

[15th March 1952]

JANAB K. T. M. AHAMED IBRAHIM:—“May I know whether the minimum of forests required in each area had been kept up while this process of disreservation was being carried out?”

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

SRI KALA VENKATA RAO:—“Is it a fact that in many cases where this disreservation took place, there were only shrubs and not jungles?”

THE HON. SRI B. PARAMESWARAN:—“The hon. Member knows it well, Sir. I need not answer it, because he was in charge of the subject till recently.”

SRI S. B. ADITYAN:—“As against the suggestion made by the hon. Member, Sri Kala Venkata Rao, that there were many cases where there were only shrubs, is it not a fact that there were also many cases where there were actually trees on the land?”

THE HON. SRI B. PARAMESWARAN:—“It might be that in some cases where disreservation of forest areas took place, there were some trees, but if particular cases are mentioned, I shall find out whether there were trees or shrubs.”

SRI S. B. ADITYAN:—“Before these areas were disreserved and the trees were cut, did the Government examine the question how it would affect the rainfall in the State?”

THE HON. SRI B. PARAMESWARAN:—“I think we are perhaps deviating from the main question and, therefore, I am not able to answer the question.”

SRI S. B. ADITYAN:—“Sir, this question relates to dis-reservation of forests by the Government. I am asking whether before that disreservation took place, the Government examined the question how it would affect adversely the rainfall.”

THE HON. SRI B. PARAMESWARAN:—“It has been gone into.”

SRI KALA VENKATA RAO:—“Is it a fact that when dis-reservation took place, steps were taken by the Government to grow trees in areas larger than the areas disreserved?” (Laughter.)

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

SRI R. SURYANARAYANA RAO:—“If there are such large areas where there are only shrubs as mentioned by the hon. Gentleman, Sri Kala Venkata Rao, will the Government examine the question and expedite disreservation and assignment so that poor people may grow food crops?”

THE HON. SRI B. PARAMESWARAN:—“We shall examine the question, Sir.”

DR. SYED TAJUDDIN:—“Is it a fact that the plantation 3 p.m. scheme and the Government's efforts to grow more trees were a failure?”

[15th March 1952]

THE HON. SRI B. PARAMESWARAN :—" I do not admit that it was a failure. The Government of this State propose to follow the general principles underlined in the scheme formulated by the Government of India in regard to this matter."

DR. SYED TAJUDDIN :—" May I know the difference in height between the terms 'shrub' and 'tree'?" (Laughter.)

SRI S. B. ADITYAN :—" If, as mentioned by the ex-Revenue Minister, Sri Kala Venkata Rao, attempts have been made to plant new trees, may I know what justification can there be for cutting off existing trees and assigning lands?"

THE HON. SRI B. PARAMESWARAN :—" There would have been very strong reasons for doing so."

SRI S. B. ADITYAN :—" Will the Hon. the Minister disclose to this House the reasons that prompted the Government to cut these trees in those areas which has adversely affected the rainfall of the State?"

THE HON. SRI B. PARAMESWARAN :—" If specific cases of irregularities are brought to the notice of the Government, we will certainly look into the matter."

SRI KALA VENKATA RAO :—" Is it not a fact that the trees that are alleged to have been cut are either date trees or palmyra trees or small tamarind trees and not big trees of the type of madhi or teak?" (Laughter.)

SRI S. B. ADITYAN :—" Is it right for an ex-Minister to make statements of this nature?"

MR. CHAIRMAN :—" I take it that the Hon. Minister wants notice." (Laughter.)

SRI KALA VENKATA RAO :—" I only want that the Hon. Minister should make a statement clarifying the exact position in regard to this matter as some of the hon. Members' questions contain the implication that there had been wholesale and indiscriminate cutting of trees."

JANAB K. T. M. AHAMED IBRAHIM :—" May I know whether such statements can be made by ex-Ministers? Is it in order for an ex-Minister to supply information to the Hon. Minister in the form of a question?"

MR. CHAIRMAN :—" The hon. Member himself has done the same thing." (Laughter.)

DR. SYED TAJUDDIN :—" Are the Government aware that the failure of monsoon is to a large extent due to the denudation of forests?"

THE HON. SRI B. PARAMESWARAN :—" It is a matter of opinion."

15th March 1952]

SRI K. MADHAVA MENON :—" May I know whether the Government have brought additional forests under reservation recently or within the last three or four years?"

AN HON. MEMBER :—" That is again another leading question." (Laughter.)

THE HON. SRI B. PARAMESWARAN :—" Yes, Sir."

SRI S. B. ADITYAN :—" May I know whether the figure 27,000 odd acres given by the Hon. Minister shows a net loss of the reserved forests?"

THE HON. SRI B. PARAMESWARAN :—" No, Sir."

SRI R. SURYANARAYANA RAO :—" May I know whether the Government are of the opinion, as stated just now by Sri Kala Venkata Rao, that tamarind trees are shrubs?" (Laughter.)

Training for adult citizens in all the polytechnics.

* 78 Q.—SRI R. SURYANARAYANA RAO : With reference to the answers to the main question No. 36 and to the supplementary question, dated 7th September 1951, will the Hon. the Minister for Industries be pleased to state whether the question of providing training for adult civilians in all the polytechnics in the State, especially in the Rayalaseema Polytechnic, Bellary, has been considered?

THE HON. SRI C. PERUMALSAMI REDDI :—" The question of providing training for adult civilians was considered not in all but only in such of the polytechnics where facilities existed for such training. A technical training centre for adult civilians was first started in the Rayalaseema Polytechnic, Bellary, but it had to be closed down subsequently in order to provide for an adult training centre for women at Madras. No separate technical training at Bellary was considered necessary in view of the existence of another centre at Anantapur in the neighbouring district."

SRI R. SURYANARAYANA RAO :—" Do the Government have any proposal to start more such centres in every area where the need for them exists?"

THE HON. SRI C. PERUMALSAMI REDDI :—" In last September I have answered that there were nearly five such adult training centres."

SRI R. SURYANARAYANA RAO :—" Do the Government consider that five centres are adequate for a big State like Madras?"

• THE HON. SRI C. PERUMALSAMI REDDI :—" If the finances permit, we will consider the opening of more centres."

[15th March 1952]

Details regarding fisheries.

* 79 Q.—SRI K. MANATHUNAINATHA DESIGAR: Will the Hon. the Minister for Food be pleased to state—

(a) the following details regarding fishery, namely, catches, export, transport and preservation in order to find out the extent of the use of 'fish' as food;

(b) the details of the scheme sanctioned in 1949 to collect statistics about fishing from Malabar;

(c) the present stage of the scheme; and

(d) whether statistics have been collected from other important fishing centres in this State also and if so, with what results?

THE HON. SRI J. L. P. ROCHE VICTORIA:—(a) to (d) The answer ^a to the question is placed on the table of the House."

DR. SYED TAJUDDIN:—" May I know how many centres of refrigeration have so far been provided in this State for preserving fish? "

THE HON. SRI J. L. P. ROCHE VICTORIA:—" If a reference is made to the statement placed on the table of the House on this question, it will be found that the Government have purchased two units of ice-plants *cum* cold stores for installation at Mangalore and Kozhikode. Two ice-plants have also been purchased. The plants have not yet begun to work."

JANAB K. T. M. AHAMED IBRAHIM:—" Are the Government aware of the opinion expressed by a certain gentleman from Bengal that freshwater fish is not being appreciated by people of this State and therefore they may be exported to Bengal? "

THE HON. SRI J. L. P. ROCHE VICTORIA:—" I have not heard of any such remark. But I may inform the hon. Member that we want more freshwater fish to meet the needs of the people of this State."

JANAB K. T. M. AHAMED IBRAHIM:—" Has the attention of the Government been drawn to the fact that people of this State do have great appetite for freshwater fish? "

MR. CHAIRMAN:—" Is it not a question for supplying information? "

JANAB K. T. M. AHAMED IBRAHIM:—" I am only following the ruling given by the Chair. In view of the fact that the people in the interior have got a great liking for freshwater fish may I suggest to the Government not to export any of these fish outside the Madras State, especially when there is a great demand for the same here, on the plea that the people of this State do not like them? "

^a Printed as Appendix V on pages 38-40 infra.

[15th March 1952]

THE HON. SRI J. L. P. ROCHE VICTORIA:—" We are not exporting anything from any place except from certain surplus border areas where it is not possible to transport them, or store them and in cases where there may be heavy stocks. Even in such cases, they are exported only to a certain extent. As a rule, whatever is caught in the State is being used in State itself."

JANAB K. T. M. AHAMED IBRAHIM:—" My question referred to Mettur fish."

MR. CHAIRMAN:—" It is within the Madras State, I suppose."

DR. SYED TAJUDDIN:—" May I know whether any refrigeration vans are running up and down for carrying fish? "

THE HON. SRI J. L. P. ROCHE VICTORIA:—" Yes, Sir. Several vans are there; they are not refrigeration vans but vans which carry ice boxes with fish."

DR. SYED TAJUDDIN:—" Will not refrigeration vans be more useful and better serve the purpose? "

THE HON. SRI J. L. P. ROCHE VICTORIA:—" Yes, Sir, we are now considering the question of constructing regular refrigeration vans."

SRI R. SURYANARAYANA RAO:—" May I know whether the Government have proposals to redouble their efforts to increase the fish supplies? "

THE HON. SRI J. L. P. ROCHE VICTORIA:—" Yes, Sir, we are redoubling our efforts every day."

DR. SYED TAJUDDIN:—" Have the Government taken any steps with regard to deep-sea fishing? "

THE HON. SRI J. L. P. ROCHE VICTORIA:—" Deep-sea fishing has got several difficulties, such as suitability of vessels and so on. But that question is also being considered under our present scheme."

DR. SYED TAJUDDIN:—" Will it not be advisable for the Government to get some people from Japan, who are experts in this line, so that they may be of great assistance to the Government in the matter of augmenting the supply of fish in this State? "

THE HON. SRI J. L. P. ROCHE VICTORIA:—" At present some Japanese trawlers are in Indian waters on the western side near Bombay and they are expected to come to our coasts gradually. When they come here, we will arrange to train some of our assistants in deep-sea fishing and connected matters."

[15th March 1952]

JANAB K. T. M. AHAMED IBRAHIM :—" Have the Government purchased any vessels for deep-sea fishing? "

THE HON. SRI J. L. P. ROCHE VICTORIA :—" Not yet, Sir. But there is a scheme with regard to this which will be taken up as soon as our finances permit and as soon as the Government of India and the F.A.O. (the Food and Agricultural Organization) give us the necessary finances."

JANAB K. T. M. AHAMED IBRAHIM :—" Have the Government any information about the reported availability of a vessel in Bombay? "

THE HON. SRI J. L. P. ROCHE VICTORIA :—" No information, Sir."

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

II.—POINT OF ORDER.

SRI S. B. ADITYAN :—" Sir, before we proceed to the next item on the Agenda, may I raise a point of order? I find that Hon. Sri Sitarama Reddi is taking part in the proceedings of the House here. I am not saying anything against personalities. His name has been gazetted as a Member of Parliament in Delhi. In other words, the right to sit in the House of the People had already accrued to him. Now he is also sitting in the Council and participating in its proceedings. Does that not violate the principle that a person could not sit and participate in the proceedings of the State and Central Legislatures simultaneously? There is the constitutional provision enabling a person who has not been elected to the Legislature to hold office as Minister, but here, the question relates to participation by the same Member in the proceedings of two Houses by holding office as State Minister. I once again like to repeat that I do not want to discuss personalities, but only want your ruling as to whether it is in order for the Hon. Minister to attend both the Houses and participate in their proceedings."

MR. CHAIRMAN :—" So far as I know, I am sure the Hon. Minister will not take part in the proceedings of two Houses here and in Delhi. The moment he goes to the other House, he will vacate his Ministership here. He is not going to take any further part in the proceedings of the House to-day. Anyhow, if I remember right, I think the Government have examined this question and have come to the conclusion that the Hon. Minister can be a Minister here till he takes his oath as Member of Parliament. I would, however, like to hear the Hon. Minister in this matter."

THE HON. SRI H. SITARAMA REDDI :—" Sir, the question was examined by the Madras Government and was also referred to the Government of India. We are advised that I can continue here as Minister till I take the oath as Member of the House of the People or exercise my option of resigning membership of that House and get elected here."

[15th March 1952]

III.—PRESENTATION OF THE BUDGET FOR THE YEAR 1952-53.

THE HON. SRI A. B. SHETTY :—" Mr. Chairman Sir, ^{Introdu-} the budget which I am now presenting is only ^{-tory.} an interim one for 1952-53, although it has been prepared as usual, for the full year. It is intended just to give an account of the financial position of this State for the current year, and the prospects for the coming year on the existing structure of receipts and expenditure. The new Government which will shortly come into being, will consider the budget afresh and recast it, making provision for new schemes and taxation proposals, and this will be presented to both the Houses in due course. The Demands for full Grants, as contained in this budget, will not be presented to this Legislature. After the general discussion, a vote on account will be asked for, to meet the anticipated expenditure during the first four months of the next year. A White Paper, explaining briefly the accounts of the year 1950-51, the Revised Estimates for 1951-52 and the Budget Estimates for 1952-53 as now framed, is being circulated to the Hon'ble Members along with the other budget documents. I shall not go over the same ground, but shall merely draw attention to a few matters of public concern.

For the fifth year in succession, this State ^{3-15 p.m.} has suffered from adverse seasonal conditions causing ^{Adverse} widespread distress. The current year has been one ^{seasonal con-} of the worst, and severe drought conditions are now prevailing in the entire districts of Cuddapah, Chittoor, Chingleput and North Arcot. Scarcity conditions exist also in parts of Guntur, Nellore, Kurnool, Anantapur, Tiruchirappalli, Salem and Coimbatore districts. The Government are alive to the seriousness of the situation and the need for immediate relief. To avoid large-scale human mortality, gruel centres are being opened, wherever necessary, to sustain the aged and the infirm. Liberal remissions of land revenue and postponement of the collection of instalments of takkavi loans have been ordered. The Government are also granting subsistence and takkavi loans on a liberal scale. The programme of works on roads, rural water-supply and minor irrigation schemes is being accelerated in order to provide employment. Fodder is being arranged to be sold at subsidised rates to preserve the cattle wealth of the area. It may

[Sri A. B. Shetty]

[18th March 1953]

perhaps be desirable to subsidise the sale of food-grains, especially millets, in the affected areas, to place them within the reach of the distressed people, but this would entail heavy outlay, beyond the resources of the State. The cost on account of the various relief measures which may have to be continued till the close of the calendar year 1952, is estimated at well over Rs. 5 crores. The amount available in the Famine Relief Fund at the end of the current year will be only about Rs. 60 lakhs. This Government have therefore approached the Government of India for substantial assistance by way of loans and grants and let us hope that our request will evoke a favourable response in quick time.

The Revised Estimate for 1951-52 was framed one month ago on the basis of the information then available, and it is very likely that the actual amount of remissions and expenditure on other relief measures in the current year will be much more than what were then anticipated. In the result, it is fairly certain that the deficit of Rs. 10 lakhs shown in the revised estimate for the year may be materially exceeded.

Budget,
1952-53.

The interim Budget for 1952-53, as now presented, presumes that seasonal conditions in the ensuing year will not be unfavourable. Revenues have been estimated on the existing basis of taxation and no provision has been made for new schemes to be introduced during the year. Even so, the anticipated revenue will fall short of expenditure by Rs. 86 lakhs. It is usual to make provision in the budget for new schemes of development costing about Rs. 2 to 3 crores each year and this additional expenditure used to be met by the normal increases in receipts under the various revenue heads. But our major sources of revenue, such as sales tax and motor vehicles tax, have reached the stage of peak-outturn and a downward trend may set in now. As the Hon'ble Members are aware, there has recently been a sudden fall in the prices of various commodities in this country. It is too soon to say how and at what level the prices will get stabilized, but this matter is one of great interest to this Government, as well as to the different sections of the public. A fall in commodity prices will have the healthy effect of narrowing down the wide disparity that has been existing, ever since the outbreak of the Korean War, between the prices of foodgrains and the prices

[18th March 1953]

[Sri A. B. Shetty]

of commercial crops, and as such, may prove an incentive to the agriculturists for the production of more food. The working classes, particularly in industrial towns, have been adversely affected by the increased price they have had to pay for rice from the 2nd of this month, consequent on the stoppage of the food subsidies by the Central Government. The rise in their cost of living may be set off, to some extent at least, by a reduction in the retail prices of other articles which they consume. The stabilization of prices is a matter largely for the Government of India, and they may perhaps attempt to maintain parity between the prices of commercial products and foodgrains. So far as this State is concerned, one effect of a large fall in prices will be to diminish the revenues, particularly under General Sales Tax. New resources will therefore have to be tapped, if provision should be made for new schemes as contemplated in the Five-year Plan. The Planning Commission had taken note of the inelasticity of our existing revenue resources and for that reason, it had recommended additional taxation to the extent of at least Rs. 4 crores per year. Among the new proposals for expenditure to be considered is the one to launch a pilot scheme for mining the lignite deposits located in the South Arcot district. In this investigation, we have now reached a stage when we should attempt an open-cast mine to make sure that the exploitation of this precious resource is economically feasible. The experts who have been at this job for the past few years have now unanimously recommended that the cost of about Rs. 1 crore on the pilot scheme is a hazard worth undertaking, and therefore it is new up to this Government, with the assistance of the Government of India, if that should be forthcoming, to sanction the scheme forthwith. There is also for consideration the vexed question of enhancement of dearness allowance to non-gazetted Government servants, which has been agitating the minds of many hon. Members. An all-round increase in the rate of dearness allowance by Re. 1 per mensem will result in an extra cost of about Rs. 37 lakhs per annum and, therefore, hon. Members can easily appreciate the financial implications of this issue. In the circumstances in which we are placed to-day, it is not for me to suggest or for the present House to implement, the measures necessary to tackle these problems adequately. Let us hope that the newly elected

[Sri A. B. Shetty] [15th March 1952]

representatives of the people and the Ministry installed by them would resolve these issues to the satisfaction of the public.

Capital expenditure.

On the side of capital expenditure, we have had a most anxious time throughout the whole year. Hon. Members can see from the White Paper that we had budgeted for a capital expenditure of about Rs. 22½ crores which included about Rs. 9½ crores on irrigation projects and a similar sum on electricity works. Productive investment of this kind can usually be met from out of loans raised from the public; but under conditions which were expected to obtain in the money market, we could not have hoped to raise the sum from the public. Actually the open market loan for the year fetched us only Rs. 3 crores last September. The Government of India have been taking note of our difficulties and while accommodating us to the extent considered possible, they have been advising us to slow down some of the newly sanctioned projects with a view to restrict the outlay to the resources available. They have given us a loan of Rs. 5 crores from out of the Special Development Fund, ear-marked for the Tungabhadra—and the Lower Bhavani projects. A further loan of Rs. 1 crore has been promised us under this head and it is hoped that this and any further assistance would reach us before the close of the year. They have also transferred to their account securities worth Rs. 5 crores from our holdings and thereby released to us credit to that extent. Even so, there has been a wide gap between the resources available and the expenditure budgeted for, and this has caused embarrassing ways and means difficulties throughout the year. With a view to bridge the gap, the Government were constrained to review the Capital programme and some economies had to be ordered recently, care being taken to ensure that only the minimum dislocation was caused in the process. The revised Capital programme for the year stands at Rs. 19½ crores, the details of which are given in the White Paper. It is hoped that the deficit still remaining under the Capital heads could be covered by the sale of securities to any further extent found possible, before the end of the year.

Most of our Capital works, such as the Tungabhadra and the Lower Bhavani on the irrigation side, the Machkund and Moyar on the electricity side, are

15th March 1952] [Sri A. B. Shetty]

in an advanced stage of construction, where slowing down would involve wasteful outlay. If all our works should proceed according to schedule, we should provide for an outlay of about Rs. 25 crores during the ensuing year. But, considering the difficulties we had to face in this respect during the current year and the none-too-bright prospects of raising large sums in the open market, we are constrained to budget cautiously. The demands made by our engineers for the different schemes, have therefore been pruned down to the extent possible consistent with general economy, and the capital budget for the ensuing year has been fixed at Rs. 19·87 crores including Rs. 8·97 crores on irrigation and Rs. 8 crores on electricity projects. This sum has to be found during the course of the year by raising as much as we can from the open market, by the sale of securities to the extent possible, by borrowing from the Government of India whatever sums they can spare us and, in the last resort, by levying new taxes. Hon. Members might have noticed that the Central Government is placing increasing reliance on revenue surpluses to finance capital expenditure. This is an indication that, if we should develop our natural resources at a pace, which is not unduly tardy, we should also resort to similar methods; but this, however, is an important question of policy which we must necessarily leave to the new Houses for consideration.

On the 1st of April 1946, we held securities Reserves worth about Rs. 43 crores as unattached reserves. We have been drawing on these reserves to the extent necessary, to meet our capital expenditure during the post-war years. After meeting all the outstanding liabilities, we may expect to close the current year with an unattached balance of about Rs. 19 crores. We have thus depleted the reserves to the extent of Rs. 24 crores during this period, but this should not cause us any grave concern because, during this period, we have invested on capital works the sum of Rs. 62 crores, of which Rs. 25 crores are on irrigation and Rs. 30 crores on electricity projects. We have borrowed during this period only Rs. 11½ crores from the open market and Rs. 18 crores from the Government of India (including Rs. 3½ crores which we hope to get before the end of this year) and, therefore, a sizeable portion amounting to about Rs. 8½ crores of our capital investments during this period, came out of current

[Sri A. B. Shetty] [15th March 1952]

resources. The balance of Rs. 19-crores in the reserves, may be sufficient to support our capital commitments for another year or a little more; but by about that time, a good many of our irrigation and electricity projects would have been completed and begun to yield us some additional revenue.

Conclusion.

The finances of this State have been under the able administration of Sri B. Gopala Reddi during the last five years and it will be seen that, during this period, our revenues have increased and our resources have been utilized for productive purposes. Sri T. A. Varghese, the Finance Secretary, and members of his department have as usual applied themselves diligently to their onerous task during this year of exceptional difficulty. My thanks are also due to the Governor of the Reserve Bank for continued help to this State.

Under the very exceptional circumstances in which this Budget is being presented, I do not propose, as is usual on such occasions, to comment on the different aspects of our administration. The authority on these matters can now be properly exercised only by our successors who will have the right and the privilege to recast this Budget. I hope that the hon. Members will keep in mind this material limitation, while offering their comments on the present proposals."

MR. CHAIRMAN:—"The general discussion on the Budget will take place on the 19th instant. The House will now adjourn and meet again at 11 a.m. on the 19th March 1952."

The House then adjourned to meet again at 11 a.m. on Wednesday, the 19th March 1952.

IV—PAPERS LAID ON THE TABLE OF THE HOUSE,

1. *Madras Estates (Abolition and Conversion into Ryotwari) Act, 1948—Pamphlet entitled Principles of Ryotwari Settlement.*

2. Notification issued with G.O. No. 1666, L.A., dated 23rd August 1951, regarding the inclusion of the local area defined in Schedule I within the limits of the Cuddalore Municipality.

3. G.O. No. 3069, Public (Services), dated 8th December 1951, issuing regulation under Article 320 (3) of the Constitution of India, regarding the exclusion of the post of Assistant Secretary, Governor's Secretariat in the Madras General Service from the purview of the Madras Public Service Commission. [Laid on the table in accordance with Article 320 (5) of the Constitution.]

15th March 1952]

4. G.O. Ms. No. 4492, P.W. (Electricity), dated 5th November 1951, order issued under section 24 of the Madras Electricity Supply Undertakings (Acquisition) Act, 1949, regarding payment of compensation, etc.

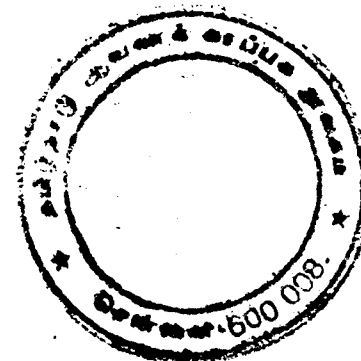
5. G.O. Ms. No. 4610, P.W., dated 12th November 1951, order issued under section 24 of the Madras Electricity Supply Undertakings (Acquisition) Act, 1949, regarding compensation payable to Periyakulam Municipal Electrical Undertaking.

6. G.O. Ms. No. 4940, P.W. (Electricity), dated 3rd December 1951, regarding compensation payable to Sivakasi Municipal Electrical Undertaking. [Order issued under section 24 of the Madras Electricity Supply Undertakings (Acquisition) Act, 1949.]

7. Balance sheet of the Madras Industrial Investment Corporation, Limited, as at 30th June 1951.

8. Notification issued with G.O. No. 2510, L.A., dated 28th December 1951, regarding the inclusion of certain villages within the limits of the Visakhapatnam District Board.

9. G.O. Ms. No. 591, Public (Services), dated the 20th February 1952, issuing regulation under Article 320 (3) of the Constitution regarding the post of Personal Assistant to the Military Secretary to His Excellency the Governor which is to be included as a class of the Madras General Service. [Laid on the table in accordance with Article 320 (5) of the Constitution.]



APPENDIX I.

[Vide answer to starred question No. 70 asked by Sri B. Bhima Rao at the meeting of the Legislative Council held on 15th March 1952, page 1 supra.]

Statement showing districts the names of various (public or private or partnership) firms that were formed from January 1946 with a view to constitute a fleet of 20 buses, etc.

District.	Names of various public or private or partnership firms that were formed in the various districts from January 1946 with a view to constitute a fleet of 20 buses to carry on motor transport as required by the Government Order on the subject.		Which of them have gone into liquidation.		Which of them have been disintegrated by the system of opting out.		Which of them are still surviving.	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1 Cuddapah	..	(1) Messrs. Cuddapah Star Transport, Limited, Cuddapah. (2) Janab M. Kasu Meah, Cuddapah. (3) Messrs. Jammalamadugu-Proddatur Transport, Limited, Jammalamadugu.	Messrs. Cuddapah Star Transports, Limited.	(1) Jammalamadugu-Proddatur Transport, Limited, Jammalamadugu. (2) M. Kasu Meah, Cuddapah.	(1) Jammalamadugu-Proddatur Transport, Limited, Jammalamadugu. (2) M. Kasu Meah, Cuddapah, with some permits in their name.			
2 Kurnool	..	(1) Messrs. Sri Krishna Transport Company, Limited, Kurnool. (2) Sri K. Veeraswamy, Kurnool. (3) Messrs. Star Transports, Limited, Kurnool.	Messrs. Sri Krishna Transport Company, Limited.	Sri K. Veeraswamy, Kurnool	(1) Messrs. Star Transports, Limited, Kurnool. (2) Sri K. Veeraswamy, Kurnool, with some permits in their name.			
3 Nellore	..	(1) Nellore Bus Transport Company, Limited, Nellore. (2) Allied Bus Transport Company, Limited, Ongole.	Nellore Bus Transport Company, Nellore.	Allied Bus Transport Company, Limited, Ongole (only some of the operators who formed the fleet opted out as a result of the revised policy).	Allied Bus Transport Company, Ongole.			

Chittoor	..	(1) Chittoor Public Transport Service Company, Chittoor. (2) Madanapalle Motors, Limited, Madanapalle. (3) Chittoor Conveyance Corporation, Limited, Chittoor. (4) Sri Venkateswara and Srinivasa Bus Service, Tirupati.	Chittoor Conveyance Corporation, Limited, Chittoor.	Chittoor Conveyance Corporation, Limited, Chittoor. * Madanapalle Motors, Limited, Madanapalle, Sri Venkateswara and Srinivasa Bus Service, Tirupati.	Chittoor Public Transport Service Company, Madanapalle Motors, Limited, Madanapalle, with some permits.			
5 South Kanara	..	(1) Messrs. Kasaragod Bus Transport Company, Limited, Kasaragod. (2) Messrs. Modern Service, Limited, Mangalore.	....	Same as column (2)	Both are surviving.			
6 East Godavari	..	(1) Sri Konaseema Transport, Limited, Amalapuram. (2) Sri Murali Krishna Transport, Limited, Rajahmundry. (3) Sri Venkateswara Motor Transport, Limited, Rajahmundry. (4) Sri Ramadas Motor Transport, Limited, Kakinada. (5) Sri Kodandram Transport, Limited, Kakinada. (6) Sri Seetharamanjaneya Transport, Limited, Kakinada.	Venkateswara Transport and Seetharamanjaneya Transport have gone into liquidation.	Messrs. Murali Krishna Transport and Messrs. Kodandram Transport.	(1) Konaseema Transport, Limited, Amalapuram. (2) Murali Krishna Transport, Limited, Rajahmundry. (3) Ramadas Transport, Limited, Kakinada. (4) Kodandram Transport, Limited, Kakinada.			
7 West Godavari	..	(1) Sri Ramanjaneya Transport, Limited, Nidadavole. (2) Sri B. V. Subba Raju, Tadepalligudem. (3) Sri Manchala Garata Raju, Tadepalligudem. (4) Sri J. Y. Kondal Rao, Eluru. (5) Sri Katari Subbiah, Eluru. (6) Messrs. Ellore Motors Transport Company, Limited, Eluru.	Sri Katari Subbiah, Eluru died and the permits of all the buses numbering 69 running in Krishna and West Godavari districts were transferred in the name of his son Sri Katari Satyanarayana Rao. Finally it was decided in a court of law that the whole fleet of buses should be divided equally among K. Nagabhushanam and K. Veerayya, the brothers of the deceased K. Subbaraju and K. Satyanarayana Rao, his son.	(1) Sri B. V. Subba Raju, Tadepalligudem. (2) Sri Manchala Garata Raju, Tadepalligudem. (3) Sri J. Y. Kondal Rao, Eluru. (4) Ellore Motor Transport Company, Limited, Eluru, have been disintegrated by the system of opting out as a result of the revised policy of the Government.	(1) Sri Ramanjaneya Transport, Limited, Nidadavole. (2) Sri B. V. Subba Raju, Tadepalligudem. (3) Sri J. Y. Kondal Rao, Eluru. (4) Sri Manchala Garata Raju, Tadepalligudem. (5) The Ellore Transport Company, Limited, Eluru.			

* Only some of the operators who formed the fleet opted out as a result of the revised policy of the Government.

15th March 1952]

District.	(1)	Names of various public or private or partnership firms that were formed in the various districts from January 1946 with a view to constitute a fleet of 20 buses to carry on motor transport as required by the Government Order on the subject.			Which of them have gone into liquidation.		Which of them have discontinued by the system of opting out.		Which of them are still surviving.	
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
8 Visakhapatnam	..	(1) Sri Ramalakshmana Motor Transport Company, Limited, Visakhapatnam. (2) Sri Takasi Apparao, Anakapalle. (3) The Viziananda Motor Transport Company, Limited, Vizianagaram.	(1) The Viziananda Motor Transport Company, Limited, Vizianagaram. (2) Sri Ramalakshmana Motor Transport Company, Limited, Visakhapatnam.	..	..	..	..	..	Sri Takasi Apparao, Anakapalli.	..
8 (a) Srikakulam	..	(1) The North Vizagapatnam Motor Transport Company, Limited, Srikakulam. (2) Sri Rama Motor Transport Company, Limited, Salur.	(1) Sri Rama Motor Transport Company, Limited, Salur.	..	..	..	..	..	..	..
9 Madurai	..	(1) M.P.C. Limited, Dindigul. (2) M.R.T., Limited, Madurai. (3) Messrs. Southern Roadways, Madurai.	..	..	..	..	..	..	(1) Messrs. Southern Roadways, Limited, Madurai. (2) Messrs. M.R.T., Limited, Madurai. (3) Messrs. M.P.C. Limited, Dindigul.	..

[15th March 1952]

15th March 1952]

10 Ramanathapuram	..	(1) Aruppukottai Bus Transport, Limited, Aruppukottai. (2) Raja Transport, Aruppukottai. (3) Ramnad Transport, Madurai.	(1) Messrs. Aruppukottai Bus Transport, Limited, Aruppukottai. (2) Messrs. Ramnad Transport, Madurai.	(1) Raja Transport, Aruppukottai.	(1) Raja Transport, Aruppukottai.	..
11 Anantapur	..	(1) Messrs. Varadaraja Motor Service, Hindupur, subsequently re-registered as Messrs. Rayalaseema Passenger and Goods Transport, Limited, Penukonda. (2) Messrs. Union Bus Service, Limited, Uravakonda, subsequently re-registered as Messrs. Uravakonda Bus Service, Limited, Uravakonda. (3) Messrs. Anantapur District Motor Transport Service, Limited, Anantapur.	Messrs. Anantapur District Transport Service, Limited, Anantapur.	Nil.	(1) Messrs. Rayalaseema Passenger and Goods Transport, Limited, Penukonda. (2) Messrs. Uravakonda Bus Service, Limited, Uravakonda.	..
12 Bellary	..	(1) Messrs. The Bellary United Transport Service, Limited, Bellary. (2) Messrs. Venkateswara District Motor Service, Limited, Bellary. (3) Krishna Transport Company, Kurnool Branch, Adoni.	(1) Messrs. The Bellary United Service, Limited, Bellary. (2) Sri Krishna Transport Company, Kurnool Branch, Adoni.	Messrs. Venkateswara District Motor Service, Limited, Bellary.	Nil.	..

The names of the companies shown against column (3) have been liquidated. But all the shareholders of the company have also opted out and the permits have been transferred to their individual names. Several share holders of Messrs. Uravakonda Bus Service, Limited, Uravakonda, which is still existing have been opted out and the permits have been transferred to their individual names. There are only few buses now continued in the name of the company.

13 Guntur	..	(1) Messrs. The Andhra Motor Service, Limited, Guntur. (2) Messrs. The Bharathi Motor Transport Company, Guntur.	Messrs. The Bharathi Motor Transport Company, Guntur.	(1) Messrs. The Andhra Motor Service, Limited, Guntur. (2) Messrs. The Ponnur Motor Transport Company, Limited, Ponnur.	(1) Sri Satyanarayana Transport, Limited, Guntur. (2) Sri Vijayalakshmi Motor Service, Limited, Karamchedu via Chirela.	..
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District.	Names of various public or private or partnership firms that were formed in the various districts from January 1946 with a view to constitute a fleet of twenty buses to carry on motor transport as required by the Government Order on the subject.	Which of them have gone into liquidation.		Which of them have discontinued by the system of opening out.		Which of them are still surviving.
	(1)	(2)	(3)	(4)	(5)	
13 Guntur—cont.						
	(3) Messrs. The Ponnur Motor Transport Company, Limited, Ponnur.		....	(3) Sri Seetharama Motor Company, Limited, Ongole.	....	
	(4) Sri Seetharama Motor Company, Limited, Ongole.		....	....	....	
	(5) Sri Satyanarayana Transport, Limited, Guntur.		....	....	....	
	(6) Sri Vijayalakshmi Motor Service, Limited, Karamchedu, via Chirala.		....	....	....	
14 Salem ..	B.S.A. Motors, Limited, Komarpalayam.		....	....	B.S.A. Motors, Limited, Komarpalayam.	
15 South Arcot ..	(1) Messrs. Murugan Transport Company, Limited.	Messrs. Tholasingam South Transports, Limited, Tindivanam.	....	Messrs. Murugan Transport Company, Limited.	Nil.	
16 North Arcot ..	(2) Messrs. Tholasingam South Transports, Limited, Tindivanam.					
	Sri G. Vijayaranga Mudaliar, Sri Lakshmi Saraswathi Bus Service, Vellore.	....	....	Sri G. Vijayaranga Mudaliar, Sri Lakshmi Saraswathi Bus Service, Vellore.	Sri G. Vijayaranga Mudaliar, Sri L.S.B.S., Vellore, is surviving with permit in the original name.	
17 Chingleput ..	(1) Messrs. Tholasingam South Transports, Limited, Madras.	....	....	(1) Messrs. Tholasingam South Transports, Limited, Madras.	All are surviving with some permits.	
	(2) Messrs. Provincial Transport, Limited, Madras.	....	....	(2) Sri A. Vedachala Mudaliar, Gandhiban Bus Service, Melamalaiyur, Chingleput.	....	

[15th March 1952]

15th March 1952]

18 Coimbatore ..	(3) Sri A. Vedachala Mudaliar, Gandhiban Bus Service, Chingleput.	....	....	....	....	
19 Madras ..	(4) Messrs. Abraham Bus Transports, Limited, Valarpuram.	....	....	....	....	
20 Nilgiris ..	(1) Vijayavada Motor Transport Company, Limited, Vijayavada.	....	....	....	....	
21 Krishna ..	(2) Messrs. Saraswathi Motor Transport Company, Limited, Vijayavada.	....	....	....	....	
	(3) Messrs. Gopalakrishna Motor Transport Company, Limited, Vijayavada.	....	....	....	....	
	(4) The Andhra Motor Transport Company, Limited, Vijayavada.	....	....	....	....	
	(5) Messrs. The National Motor Transport Company, Limited, Masulipatnam.	....	....	....	....	
22 Tiruchirappalli ..	(1) Sri N. Periana Pillai, Proprietor, Ramajayam Transports, Tiruchirappalli.	....	....	....	....	
	(2) Sri K. Chidambaram Reddiar, Proprietor, Sri Rajagopala Transports, Tiruchirappalli.	....	....	....	....	
23 Malabar ..	(1) Messrs. C. Cherutti Brothers, Kozhikode.	....	....	....	....	
	(2) Messrs. N. V. G. B. Motor Service, Kozhikode.	....	....	....	....	

The fleets of these two operators have since disintegrated and both are still surviving with seven and five buses, respectively.

All are surviving.

[15th March 1952]

District.	Names of various public or private or partnership firms that were formed in the various districts from January 1946 with a view to constitute a fleet of twenty buses to carry on motor transport as required by the Government Order on the subject.	Which of them have gone into liquidation.	Which of them have discontinued by the system of opting out.	Which of them are still surviving.
(1)	(2)	(3)	(4)	(5)
23 Malabar—cont.				
	(3) Messrs. N.S. and North Malabar Public Conveyance, Limited, Cannanore.	....	....	....
	(4) Messrs. Mannarghat Union Motor Service, Mannarghat.	Four buses were transferred to two different units that amalgamated. Nil.	....	....
	(5) Messrs. Kadachira Motor Service, Limited, Tellicherry.	Five buses were transferred to three different units that amalgamated.	....	....
	(6) Sri P. R. Nambiar, Guruvayur.	Three buses were transferred to a unit that amalgamated.	....	....
	(7) Sri K. Marappa Gounder Bus Service, Palghat.	....	....	....
24 Tanjore	....	....	....	....
25 Tirunelveli	Messrs. Sri Rama Popular Service, Limited, Palayamkottai.	....	....	This company is surviving.

[15th March 1952]

APPENDIX II.

[Vide answer to starred question No. 71 asked by Sri B. Bhima Rao at the meeting of the Legislative Council held on 15th March 1952, page 2 supra.]

Statement showing districtwise the names of individuals or firms who had a fleet of 20 buses or more before 1st January 1946 and the number of buses and other motor vehicles they now own on 1st July 1951.

District.	Names of individuals or firms who had a fleet of 20 buses or more before 1st January 1946.	Number of buses and other vehicles the owners in column (2) now own on 1st July 1951.	
		Buses.	Other vehicles.
(1)	(2)	(3)	(4)
1 Cuddapah	Cuddapah Star Transport, Limited, Cuddapah.	12	..
2 Kurnool .. ..	....	..	..
3 Nellore	1 Nazzeriah Motor Service, Nellore .. 2 United Bus Service, Limited, Nellore ..	64 27	11 2
4 Chittoor	Chittoor Motor Transport Company, Limited, Chittoor.	38	5
5 Tanjore	1 Messrs. Sri Rama Vilas Service, Limited, Kumbakonam. 2 Messrs. Swami Motor Transports, Limited, Tanjore. 3 Messrs. Raman and Raman, Limited, Kumbakonam. 4 Messrs. Pattukkottai Transport, Limited, Tanjore (now changed as Tanjore Transports, Limited, Tanjore). 5 Sri G. Veerappa Pillai, Proprietor, Sri Sathi Vilas Bus Service, Porayar.	78 35 27 25 35	5 2 7
6 East Godavari.	....	..	..
7 West Godavari ..	....	..	..
8 Tirunelveli ..	1 Messrs. T.M.B.S. Company, Limited, Tirunelveli. 2 Sri K. Balasubramania, M.S., Koilpatti. 3 Lion Automobiles Service Company, Tirunelveli.	50 42 44	4 3 1
9 Visakhapatnam ..	....	..	..
10 Madurai	1 Messrs. Southern Roadways, Limited, Madurai. 2 Messrs. Sri Rama Vilas Service, Limited, Madurai. 3 Messrs. Madura Public Conveyance, Limited, Dindigul.	190~ .. 9	33 .. Nine buses in Madurai, some in Tiruchirappalli and Coimbatore.
	4 Messrs. Kodaikanal Motor Union, Limited, Kodaikanal.	36	12
11 Ramanathapuram.	1 Messrs. Meenambigai Motor Service, Virudunagar. 2 Jayaram Motor Service, Rajapalayam ..	32 18	7 Eighteen in Ramanathapuram, some in Tiruchirappalli.

[15th March 1952]

District.	Names of individuals or firms who had a fleet of 20 buses or more before 1st January 1946.	Number of buses and other vehicles the owners in column (2) now own on 1st July 1951.	
		Buses.	Other vehicles.
(1)	(2)	(3)	(4)
12 Guntur	1 Messrs. Andhra Motor Service, Limited, Guntur.	28	..
	2 Messrs. P. Sowriah Brothers, Limited, Narasaraopet.	24	7
	3 Messrs. The Bharathi Motor Transport Company, Guntur.	Not in existence now.	
	4 Messrs. The Ponnur Motor Transport Company, Limited, Ponnur.	23	..
13 North Arcot	1 Sri A. S. Subramania Mudaliar, Sri Karthikeyan Motor Service, Arni.	32	4
	2 Janab A. K. Bashu Saheb, V. M. Motor Service, Chetpet.	19	1
	3 Janab S. Kader Sheriff, M.B.D. Motor Service, Arcot.	30	..
	4 Messrs. M. M. Ali Motor Service, Vellore.	26	1
	5 Sri V. K. Velayudham, Imperial Motor Service, Vellore.	21	..
	6 Sri M. Venugopal Mudaliar, Sri Balavinsayagar Bus Service, Vellore.	10	..
	7 Sri B. Rajagopal Naidu, Sri Lakshmi Saraswathi Motor Service, Gudiyattam.	26	2
	8 Sri R. V. Manickam Chettiar, Sri Lakshmi Saraswathi Motor Transport Company, Vellore.	10	..
	9 Sri T. V. Devaraja Mudaliar, Sri Balasubramania Bus Service, Tiruvannamalai.	11	1
	10 Sri A. Mudaliyanda Mudaliar, Sri Bharathi Bus Service, Sholingur.	18	..
14 Chingleput	1 Messrs. Associated Transports (Madras), Limited, Madras.	39	..
	2 Messrs. City Motors, Limited, Nungambakkam.	7	..
	3 Messrs. The Presidency Transport, Limited, Madras.	17	..
	4 Messrs. South Indian Bus Transports, Limited, Kathipara, St. Thomas Mount.	Since liquidated.	
	5 Sri P. Varahaswami Iyengar, Sri Rama Vilas Bus Service, Chempauk.	22	..
	6 Messrs. Triplicane Bus Amalgamated Transports, Madras.	Since liquidated.	
	7 Sri Rama Vilas Service, Limited, Madras.	Do.	
15 South Arcot	1 Sri Kamakshi Amman Motor Service, Vriddhaachalam.	19	..
	2 Sri Lakshmi Service, Chidambaram	3	1
	3 Messrs. Murugan Transport Limited, Cuddalore.	14	..
	4 T.S.T., Limited, Tindivanam	Not in existence.	
16 Salem	1 N.S. Motor Service, Salem	45	3
	2 K.R.M.S., Dharmapuri	30	2
	3 Swarnambigai Motor Service, Salem	34	1
	4 Ranga Vilas Motor Service, Salem	28	1
	5 Sriidharam Motor Service, Attur	30	8
	6 R.V.M.S., Rasipuram	26	2
17 Coimbatore	1 Messrs. B. M. S. Motor Service, Coimbatore.	34	1
	2 Messrs. Gobald Motor Service, Limited, Mettupalayam.	53	29

15th March 1952]

District.	Names of individuals or firms who had a fleet of 20 buses or more before 1st January 1946.	Number of buses and other vehicles the owners in column (2) now own on 1st July 1951.	
		Buses.	Other vehicles.
(1)	(2)	(3)	(4)
17 Coimbatore—cont.	3 Messrs. Annamalai Bus Transports, Limited, Pollachi.	31	8
	4 Messrs. Pollachi Transports, Limited, Pollachi.	Liquidated.	
	5 Messrs. Coimbatore Transports, Limited, Coimbatore.	Do.	
	6 Messrs. C.G.E.B., Limited, Coimbatore.	Do.	
	7 Messrs. Mettupalayam-Coonoor Service, Limited, Mettupalayam.	51	13
	8 Messrs. Coimbatore-Salem Transports, Limited, Erode.	17	..
18 Anantapur	..	..	..
19 Bellary	Sri Machani Gangappa, Yemmiganur	32	..
20 Nilgiris	1 Messrs. Nilgiris Motor Transports, Limited, Coonoor.	12	..
	2 Messrs. Victory Motor Transport, Ootacamund.	7	..
21 Tiruchirappalli	1 Messrs. Sri Rama Vilas Service, Tiruchirappalli.	..	..
	2 Messrs. Tiruchirappalli - Srirangam Transport Company, Limited, Tiruvanaikol.	21	..
	3 N. Perianna Pillai, Proprietor, Ramajayan Transport, Tiruchirappalli.	17	..
	4 Sri K. Chidambara Reddiar, Proprietor, Sri Rajagopal Transport.	5	..
24 Malabar	1 Messrs. C. Cheruthy Brothers, Kozhikode.	33	2
	2 C.W.M.S., Limited, Kozhikode	29	1
	3 N.V.G.B.M.S., Kozhikode	14	8
	4 Therumalapuram Bus Transport, Limited, Palghat.	36	10
	5 Kadachira M. S., Limited, Tellicherry	22	2
	6 N.S. and North Malabar Public Conveyance, Limited, Cannanore.	50	1
	7 Mannarghat Union Motor Service, Limited.	19	1
	8 Sri P. R. Nambiar, Guruvayur	18	2
	9 Sri K. Marappa Gounder Bus Service, Palghat.	12	3
25 South Kanara	1 Messrs. C.P.C., Limited, Mangalore	57	30
	2 Messrs. H.T. Company, Limited, Udipi.	29	3
26 Krishna	1 Sri Katari Subbiah, Gudivada	22	..
	2 Messrs. Vijayavada Motor Transport Company, Limited, Vijayavada.	Liquidated.	
	3 Messrs. Saraswathi Motor Transport Company, Limited, Vijayavada.	Do.	
	4 Messrs. Gopalakrishna Motor Transport Company, Limited, Vijayavada.	Under liquidation.	
	5 Messrs. The Andhra Motor Transport Company, Limited, Masulipatnam.	Liquidated.	
	6 Messrs. National Motor Transport Company, Limited, Masulipatnam.	Do.	
27 City of Madras	1 The City Motor Service, Madras	..	..
	2 Sri Rama Vilas Service, Limited, Madras	..	58
	3 Public Passenger Service, Madras	..	..
	4 Presidency Transport, Limited, Madras.	..	..

[15th March 1952]

APPENDIX III.

[Vide answer to starred question No. 73 asked by Sri B. Bhima Rao at the meeting of the Legislative Council held on 15th March 1952, page 4 supra.]

(a) Assistance was sanctioned by the Government of India and administered by the State Government as the Central Government's Agent on the following lines, till 28th February 1948 :—

(i) Maintenance allowances paid monthly at a scale based on a consideration of the pre-evacuation income of the recipient.

(ii) School allowances to children, in addition to maintenance allowances.

(iii) Special non-recurring allowances, in addition to maintenance allowances, in cases of real necessity for provision of clothing, medical requirements, and funerals and travelling.

(iv) Capital advances to enable evacuees to start in some line of business or trade.

(v) Advances to evacuees who have passed the Matriculation or other equivalent examinations and who are considered suitable by the Provincial Governments for learning shorthand and typewriting or typewriting alone.

(vi) Grants to evacuee University students.

(vii) Grants for passage to United Kingdom and elsewhere.

The cost of the assistance was about Rs. 40 lakhs. The scheme was wound up by the Central Government on 28th February 1948.

From 29th February 1948 up to 9th June 1951, the State Government worked a scheme of granting non-recurring lump-sum assistance to the following classes of evacuees :—

(a) Disabled evacuees.

(b) Evacuees who had become too old to earn a living.

(c) Evacuee women and children who could not earn their living.

(d) Any other hard cases.

(b) No.

[15th March 1952]

APPENDIX IV.

[Vide answer to starred question No. 75 asked by Sri R. Suryanarayana Rao at the meeting of the Legislative Council held on 15th March 1952, pages 89 supra.]

Statement showing the period during which each car served under the Hon. Ministers, etc.

Serial number and car number.	Date of purchase.	Date of sale or replacement.	Period during which it has served since its purchase.	Remarks.
(1)	(2)	(3)	(4)	(5)
		1946.		
1 MSC. 9835 ..	31st May 1946.	2nd September 1946.	About three months.	Sold.
2 MSC. 9832 ..	Do.	18th September 1946.	Four months.	Do.
3 MSC. 9833 ..	Do.	Do.	Do.	Do.
4 MSC. 9840 ..	26th June 1946.	19th September 1946.	Three months.	Do.
5 MSC. 9838 ..	31st May 1946.	20th September 1946.	Four months.	Do.
6 MSC. 9827 ..	Do.	2nd November 1946.	Six months ..	Do.
7 MSC. 9834 ..	Do.	18th November 1946.	Seven months.	Do.
8 MSP. 630 ..	28th September 1946.	1948	Two years ..	Do.
9 MSP. 79 ..	9th July 1946.	Do.	Do.	Do.
10 MSP. 242 ..	31st May 1946.	Do.	Do.	Do.
11 MSC. 9839 ..	15th July 1946.	Do.	Do.	Do.
12 MSP. 240 ..	Do.	1949	Three years.	Do.
13 MSC. 9837 ..	26th June 1946.	19th February 1949.	Two years eight months.	Do.
14 MSC. 246 ..	31st May 1946.	Do.	Two years nine months.	Do.
15 MSC. 9841 ..	28th September 1946.	Do.	Two years four months.	Do.
16 MSP. 162 ..	2nd July 1946.	Do.	Two years eight months.	Do.
17 MSC. 6995 ..	16th September 1946.	Do.	Two years five months.	Do.
18 MSP. 680 ..	3rd October 1946.	16th March 1949.	Do.	Do.
19 MSP. 241 ..	1946	Do.	Three years.	Do.
20 MSC. 245 ..	1946	17th August 1949.	Do.	Do.
21 MSP. 653 ..	31st May 1946.	10th June 1950.	Four years ..	Do.
22 MSP. 4575 ..	1947 .. ..	.. ..	..	Re-registered as MSP. 6666 and now used as stand by car.
		1948.		
23 MSP. 6767 ..	30th April 1948.	.. ..	..	Transferred to Food and Agriculture Department from 27th June 1950.

[15th March 1952]

Serial number and car number.	Date of purchase.	Date of sale or replacement.	Period during which it has served since its purchase.	Remarks.
(1)	(2)	(3)	(4)	(5)
24 MSP. 7070 ..	1st June 1948.	..	..	Now in use of Hon. Minister (Agriculture).
25 MSP. 7389 ..	Do.	..	..	Now in use of Hon. Minister (Rural Development).
26 MSP. 7778 ..	23rd June 1948.	..	..	Now in use of Hon. Minister (Local Administration).
27 MSP. 8000 ..	Do.	..	..	Now in use of Hon. Minister (Finance).
28 MSP. 7777 ..	Do.	..	..	Now in use of Hon. Chief Minister.
29 MSP. 7171 ..	25th June 1948.	..	..	Now in use of Hon. Minister (Land Revenue).
30 MSP. 7700 ..	3rd July 1948.	..	..	Transferred to Women's Welfare Department from 12th August 1949.
31 MSP. 7800 ..	22nd July 1948.	..	..	Used as spare car from 10th June 1951.
32 MSP. 8881 ..	17th December 1948.	..	..	Spare from 21st May 1951.
33 MSP. 9990 ..	18th May 1949.	..	..	In use of Hon. Minister (Industries).
34 MSZ. 111 ..	23rd June 1949.	..	..	In use of Hon. Minister (Food).
35 MSP. 6800 ..	1949	6th June 1951.	Three years and two months.	Sold.
36 MSZ. 2222 ..	26th April 1950.	..	..	In use of Hon. Minister (Public Works).
37 MSZ. 6800 ..	19th April 1951.	..	..	In use of Hon. Minister (Education and Law).
38 MSZ. 7000 ..	11th May 1951.	..	..	In use of Hon. Minister (Health).

Statement showing the amount realized by disposal of cars purchased for use of Hon. Ministers.

Car number.	Amount realized.		
(1)	(2)		
	RS.	A.	P.
MSC. 9835 ..	6,365	12	0
MSC. 9832 ..	6,605	0	0
MSC. 9833 ..	6,605	0	0
MSC. 9838 ..	6,788	9	0
MSC. 9827 ..	6,200	0	0
MSC. 9834 ..	6,331	0	0

15th March 1952]

Car number.	Amount realized.		
(1)	(2)		
	RS.	A.	P.
MSC. 9837 ..	5,000	0	0
MSP. 246 ..	6,500	0	0
MSP. 9841 ..	5,100	0	0
MSP. 600 ..	6,100	0	0
MSP. 79 ..	6,600	0	0
MSP. 242 ..	7,300	0	0
MSP. 162 ..	4,501	0	0
MSP. 680 ..	6,510	0	0
MSC. 6995 ..	2,900	0	0
MSC. 9839 ..	5,000	0	0
MSP. 245 ..	5,200	0	0
MSP. 241 ..	5,255	0	0
MSP. 240 ..	7,100	0	0
MSC. 9840 ..	7,936	0	0
MSP. 653 ..	9,050	0	0
MSP. 6800 ..	12,300	0	0

APPENDIX V.

[Vide answer to starred question No. 79 asked by Sri K. Mananthunainatha Desigar at the meeting of the Legislative Council held on 15th March 1952, page 16 supra.]

(a) The details regarding the fishery are given below :—

Catches during 1950-51—Marine Fisheries.—The departmental catches were 120 tons approximately. The private catches are estimated to be 1 lakh tons on the West Coast and another 1 lakh tons on the East Coast.

Inland Fisheries.—The catches in departmental farms were 350 tons. The department collected and stocked 216 lakhs of fish fingerlings. The private catches are estimated to have increased by 410 tons during the year.

Transport during 1950-51.—A total quantity of 1,211 tons of fish were transported to the various fish markets by the departmental fish transport vans.

Export during 1948-49.—The total quantity of dry fish unsalted including prawns exported is 124,346 cwt.

The total quantity of dry fish salted exported is 83,085 cwt.

Preservation.—The Government have purchased two units of ice plants cum cold stores for installation at Mangalore and Kozhikode (West Hill). Two ice plants have also been purchased. The plants have not yet begun to work.

[15th March 1952]

(b) The aims of the scheme for the collection of Marine Fishery Statistics sanctioned in the year 1949 are—

(1) To study the possibility of applying the method of random sampling for estimating the total catch of fish under the conditions obtaining along the Malabar coast. Out of 100 villages along the coast line, 24 villages were selected at random to record the catches in six boats in each village.

(2) To study the seasonal variation in the catch of important types of fish.

(3) To enumerate the total number of fishing boats and the total fishing population.

(4) To maintain records of total catch for each of the sample boats separately for different varieties of fish.

(c) The scheme was sponsored and sanctioned by the Indian Council of Agricultural Research. It was initiated on 3rd December 1949 and completed on 31st March 1951. The scheme is not continued during 1951-52.

(d) No.

APPENDIX VI.

[Vide item III on page 19 supra.]

GOVERNMENT OF MADRAS

White Paper on the Madras Budget, 1952-53, as presented to the Legislature.

This Paper gives a brief review of the financial results of the last year (1950-51) and the revised estimate for the current year, 1951-52 and explains the basis on which the interim budget for the next year, 1952-53 has been framed.

Accounts, 1950-51.

2. The Revised Estimate for 1950-51 anticipated that the total Revenue in the year would amount to Rs. 59.70 crores and the Expenditure on Revenue Account to Rs. 59.07 crores, leaving a surplus of Rs. 63 lakhs. According to the final accounts of the year, the Revenue amounted to only Rs. 58.16 crores, while the expenditure increased to Rs. 59.45 crores, with the result that there was a revenue deficit of Rs. 129 lakhs in that year. The decrease of Rs. 154 lakhs in the revenue was mainly due to the fact that (a) against Rs. 80 lakhs taken credit for as Grow More Food grant from the Government of India in the

Accounts,
1950-51.

[15th March 1952]

Revenue Account, the Government of India gave a provisional credit of only Rs. 20 lakhs, pending the final settlement of the accounts; and (b) that a sum of Rs. 62 lakhs of the food procurement bonus given by the Government of India was adjusted in the Capital section of the accounts instead of in the Revenue Account as originally contemplated. A large decline in the receipts by way of sales of agricultural machinery also contributed to the final worsening, notwithstanding an increase under Land Revenue (by way of larger collection of rents due to zamindars) and General Sales Tax. Increased expenditure occurred mainly under Road Works and Police.

The capital outlay excluding State Trading Schemes amounted to Rs. 16.94 crores against the Revised Estimate of Rs. 18.45 crores, showing a decrease of Rs. 1.51 crores, which occurred chiefly in respect of Irrigation, etc., works. As regards State Trading Schemes, the revised estimate anticipated that the actual adjustments in the accounts of the year in respect of various transactions would result in a net credit of nearly Rs. 3 crores, while the actual credit was only Rs. 138 lakhs. This was due chiefly to larger adjustments made towards the purchase of rice, wheat and other grains before the close of the year than was originally anticipated.

Including the net outlay on State Trading Schemes, the total capital expenditure was practically the same as contemplated in the revised estimate (Rs. 15½ crores). Under 'Loans and Advances by the State Government,' the net disbursements (Rs. 288 lakhs) indicated an increase of Rs. 89 lakhs over the revised estimate (Rs. 199 lakhs), the increase being due mainly to larger disbursements of loans under the Agriculturists' Loans Act.

Revised Estimate, 1951-52.

3. The revised estimate for the current year anticipates a total revenue of Rs. 63.48 crores, against the budget figure of Rs. 59.63 crores. The figures of expenditure on Revenue Account also show a rise from Rs. 60.30 crores to Rs. 63.58 crores. As a result, the revenue deficit is now expected to be about Rs. 10 lakhs only, as compared with the budgeted deficit of Rs. 67 lakhs. The variations are spread over several heads of revenue and expenditure and these are explained in the Budget Memorandum for 1952-53.

Revised
Estimate,
1951-52.
Revenue
Account.

[15th March 1952]

The noteworthy increases in revenue are—(a) Rs. 137 lakhs under Income-tax receipts, based on the latest intimation from the Government of India and (b) Rs. 115 lakhs in the receipts from the Madras General Sales tax. The revised estimate under Land Revenue allows for special remissions to the extent of Rs. 50 lakhs with reference to the prevailing adverse seasonal conditions. (The actual remissions may, however, prove to be larger.)

Among the factors contributing to the increase in expenditure may be mentioned—(1) a provision of Rs. 30 lakhs for transfer to a special fund, out of the estimated surplus revenue from the zamindari areas taken over by the Government since 1949–50, (2) large expenditure on the purchase and maintenance of agricultural machinery and on the purchase of seeds under the Seed Multiplication Scheme resulting in an increase of nearly Rs. 1 crore under the head “Agriculture”, (3) larger expenditure (from Rs. 50 lakhs to Rs. 85 lakhs) on Rural Water-supply Schemes and larger grants to local bodies mainly in connexion with the various works undertaken for the relief of unemployment (the total grants have risen from Rs. 100 lakhs to Rs. 142 lakhs) and (4) increased expenditure on elections held under the new Constitution. (The total expenditure on elections in this year is now expected to be about Rs. 90 lakhs, of which one half will be recovered from the Government of India. The original budget estimate assumed that the expenditure on this account would be about only one-fourth of this.)

Capital
Expenditure,
1951–52.

4. The total capital expenditure outside the Revenue Account excluding State Trading Schemes is now estimated at about Rs. 19½ crores, against the budget anticipation of Rs. 22½ crores. The revised estimate includes Rs. 905 lakhs for Irrigation, etc., works—(Rs. 340 lakhs for Tungabhadra Project, Rs. 260 lakhs for the Lower Bhavani Project, and Rs. 305 lakhs for other works), Rs. 725 lakhs for Electricity schemes and Rs. 116 lakhs for civil works (buildings). The provision made for payment of compensation to landholders on the abolition of the Zamindari system is Rs. 168 lakhs, while the capital expenditure on Industrial development is estimated at about Rs. 44 lakhs. Having regard to the limited resources available to the Government for financing capital expenditure as a whole, the Government had to impose a drastic

15th March 1952]

cut of about Rs. 2 crores in the expenditure on Electricity schemes and of about Rs. 1 crore in the expenditure on buildings. A smaller cut had to be made in regard to Irrigation schemes also. The transactions on account of State Trading Schemes in the year are now expected to result in a net credit of about Rs. 2.24 crores, due mainly to the anticipated adjustment of certain arrear credits. This estimate represents only the result of the transactions likely to be actually booked in the accounts of the year and does not represent the profit to the Government in the year under State Trading Schemes as a whole.

5. In respect of loans and advances by the State Government, the Budget for the current year took credit for recoveries amounting to Rs. 232 lakhs and provided for advances to the extent of Rs. 432 lakhs. According to the revised estimate, the corresponding figures are Rs. 284 lakhs and Rs. 597 lakhs. The increase in the advances is mainly due to the provision made for the liberal grant of takkavi and other loans in the areas affected by drought and for short-term loans to ryots in selected districts for the purchase of chemical manures.

Loans and
Advances,
1951–52.

Under recoveries, a smaller credit is anticipated on account of the delay in the conversion of well subsidy loans into grants, but this is more than made up by the anticipated recoveries of loans granted for the purchase of fertilizers.

6. An open market loan for Rs. 3 crores repayable in 1962 was issued in September 1951 bearing interest at 3½ per cent per annum and at an issue price of Rs. 99–12 per cent. The Government of India have so far given a loan of Rs. 5 crores bearing interest at 3½ per cent per annum and repayable in 10 years, towards the expenditure on the Tungabhadra and Lower Bhavani Projects in the current year and the revised estimate assumes that further loans to the extent of Rs. 3½ crores will be available before the end of the year to meet capital expenditure generally, including Grow More Food irrigation schemes and special loans in distressed areas. The Government of India have also given a temporary advance of Rs. 100 lakhs repayable before the end of the year in connexion with the scheme of distribution of chemical manures. A loan of Rs. 9 lakhs has also been received, for being utilized in connection with Industrial Housing Schemes.

Borrowings,
1951–52.

[15th March 1952]

On the disbursements side, the revised estimate makes provision for the repayment of the temporary advance of Rs. 100 lakhs for chemical fertilizers and of the special advance of Rs. 10 lakhs received last year for the expansion of cotton cultivation, besides the usual annual repayment of about Rs. 5 lakhs towards the consolidated debt. The revised estimate also allows for the repayment made in the early part of this year of a sum of Rs. 1 lakh received from the Government of India last year for financing an advance to a fishermen society. No treasury bills were raised during the current year, but large ways and means advances were taken from the Reserve Bank of India. The revised estimate anticipates that all outstanding ways and means advances will be cleared by the end of the year, by sale of securities to the extent necessary by transfer to the Government of India.

Ways and
Means,
1951-52.

7. The ways and means position for the year 1951-52 is accordingly expected to be as follows:—

	RS. CRORES.
A. Opening cash balance allowing for the ways and means advance of Rs. 1.64 crores outstanding with the Reserve Bank	— 6.43
B. Deficit in the Revenue Account	— 0.10
C. Capital expenditure excluding State Trading Schemes	— 19.55
D. State Trading Schemes—Net recoveries	+ 2.24
E. Loans and Advances by the State Government (net disbursements)	— 3.13
F. Proceeds of open market loan	+ 3.01
Less purchase and cancellation of previous loans.	— 0.10
G. Loans from the Government of India for capital expenditure, special loans, etc.	+ 9.59
H. Repayment to the Government of India	— 1.16
I. Deposits, etc., transactions—Estimated net receipts.	+ 1.58
J. Disposal of securities (including Rs. 1½ crores sold in the market and Rs. 5 crores transferred to the Government of India so far)	+ 14.75
K. Closing cash balance	+ 0.70

Debt
position.

8. According to the revised estimate as now framed, the total outstanding balance of loans due to the Government of India on the 31st March 1952 will be Rs. 22.14 crores, and the outstanding balance of

15th March 1952]

loans raised in the open market will be Rs. 22.41 crores —See Annexure III. The total outstanding loans will thus be about Rs. 44½ crores which is only about 70 per cent of the present annual revenue. About one-half of this public debt will be covered by the loans repayable to the Government by local bodies, agriculturists and others (Rs. 21.73 crores).

At the beginning of this year, securities worth about Rs. 33 crores were held in the Cash Balance Investment Account and in the Revenue Reserve Fund. During the year, securities to the extent of Rs. 1.2 crores were added to these accounts by transfer from the ex-Pudukkottai State, the Hindu Religious and Endowments Board and other special accounts. The revised estimate for the current year contemplates that these securities will be reduced to about Rs. 19.4 crores on the 31st March 1952. In addition, the Government will hold separately securities belonging to the Sinking Fund, Famine Relief Fund, and the Electricity Depreciation and Special Reserve Funds, of the purchase value of over Rs. 6 crores.

Budget Estimate, 1952-53.

9. The budget for the next year has been framed on the basis of existing taxation in regard to Revenue and existing sanctions only, in regard to expenditure. The figures are—

	RS. LAKHS.
(A) Revenue	63.90
(B) Expenditure on Revenue Account	64.76
(C) Deficit	86

The details of the figures for the Revised estimate for 1951-52 and the budget estimate for the year 1952-53 will be found in Annexure I to this Paper. As compared with the revised estimate for 1951-52, the Budget for 1952-53 anticipates that the total revenue will be higher by about Rs. 42 lakhs, while the expenditure will be greater by Rs. 118 lakhs. The variations

[15th March 1952]

that occur under individual heads are explained in full in the Budget Memorandum for 1952-53. The main variations are—

Revenue.

	RS. LAKHS.
(a) Taxes on Income	— 32
(b) Forest Revenue	— 37
(c) General Sales Tax Receipts	— 25
(d) Industries (increased receipts are anticipated mainly from the Government Hydrogenation Factory)	+ 66
(e) Civil Works—Transfer from the Central Road Fund	+ 73
Total ..	+ 45

Expenditure on Revenue Account.

	RS. LAKHS.
General Administration (Increase is mainly on account of the adjustments pertaining to the Well Subsidy Scheme).	+ 38
Industries (Mainly on account of the Hydrogenation Factory).	+ 44
Miscellaneous (Mainly on account of a contribution of Rs. 50 lakhs to the village panchayats).	+ 49
Total ..	+ 131

The Budget Estimate for 1952-53 provides for the transfer in that year of a sum of Rs. 20 lakhs to the Zamindari Abolition Fund from out of the surplus revenues derived from the zamindari estates taken over by the Government and also for the payment of Rs. 50 lakhs as assignment of land revenue to panchayats under the Village Panchayats Act

10. No provision has been made for New Schemes of expenditure which will be considered by the new Government in due course. The Estimates on Revenue Account, however, include a sum of Rs. 30 lakhs as lump-sum provision for teaching, equipment, etc., grants to educational institutions and Rs. 50 lakhs for grants to local bodies for new road works.

New
Schemes,
1952-53.

15th March 1952]

11. The provision made for capital expenditure in the next year (excluding outlay on State Trading Schemes) is Rs. 19,87 lakhs which is about the same as the provision made in the Revised Estimate for 1951-52 (Rs. 19½ crores)—See Annexure II. The bulk of the capital expenditure will be on Irrigation Schemes (Rs. 8,97 lakhs) and on Electricity Schemes (Rs. 8,00 lakhs). The provision for Irrigation works includes Rs. 75 lakhs for Tank Improvement Schemes and Rs. 75 lakhs for Grow More Food Irrigation Schemes. The provision made for Capital Outlay on Civil Works—Buildings is Rs. 1,81 lakhs, while the provision for Industrial Development is Rs. 39 lakhs.

Capital
Expenditure,
1952-53.

A sum of Rs. 70 lakhs has also been included for payment of compensation to the zamindars—Rs. 50 lakhs for advance compensations and Rs. 20 lakhs for interim payments. The advance compensation is in respect of estates which have not yet been notified or taken over but which may be notified and taken over next year.

The transactions pertaining to the State Trading for Grain Supply are expected to be more or less balanced, while in respect of other State Trading Schemes (mainly distribution of chemical manures), it is anticipated that there will be a net debit of about Rs. 29 lakhs in the next year.

12. Under Loans and Advances by the State Government, it is expected that the net disbursements will be slightly less than Rs. 1 crore, after providing Rs. 50 lakhs for the grant of loans to local bodies, etc., for new works, as against the net disbursement of over Rs. 3 crores in 1951-52. The decrease is mainly due to the assumption that if the seasons during next year prove favourable, there may not be a need for special disbursements of takkavi loans as in the current year. It is also assumed that the Well Subsidy loans will not be continued during the year 1952-53.

Loans and
Advances
by the
Madras
Government,
1952-53.

13. The budget assumes that the Government of India will give a loan of Rs. 7½ crores towards capital expenditure. Following the usual procedure, no credit has been taken in the budget for the proceeds of any open market loan that may be raised by this Government during the next year, as the issue of such a loan depends upon many factors, which cannot be foreseen now. The outstanding balance of about Rs. 2 crores of the open market loan raised by this Government

Borrowings,
1952-53.

[15th March 1952]

in 1937 and 1940 (3 per cent Loan, 1952) is due for repayment in September next. The budget makes provision for this.

Opening and
Closing
Balance,
1952-53.

14. As indicated above, the year 1952-53 is expected to start with a Cash Balance of Rs. 70 lakhs and Securities worth Rs. 19.4 crores in the Cash Balance Investment and Revenue Reserve Fund Accounts. According to the estimates as now framed, the year will close with a Cash Balance of Rs. 51 lakhs and Securities worth about Rs. 3.4 crores only in the Cash Balance and Revenue Reserve Fund Accounts. This will be increased to the extent of the amount of any open market loan that may be raised or further loans that may be given by the Government of India. In addition, the Government will hold in the earmarked funds (Sinking Fund, Famine Relief Fund and Electricity Reserve Funds) securities of the purchase value of about Rs. 7 crores. Full information relating to these and other Funds will be found in Annexures II to VI of the Budget Memorandum.

Assets and
Liabilities.

15. Appendix I to the Budget Memorandum gives the details of the liabilities of the Government and assets of certain kinds. The liabilities as on 31st March 1952 are estimated at about Rs. 101 crores and the assets at about Rs. 141 crores. The excess of the assets over the liabilities is thus Rs. 40 crores. According to the Budget Estimate for 1952-53, the excess of the assets over the liabilities will increase to about Rs. 49 crores on 31st March 1953.

Five-Year
Plan.

16. Annexure IV to this Paper contains a statement comparing the provision included in the Five-Year Plan under the various developmental heads with the provision actually included in the revised estimate for the current year and the budget for the next year. It will be seen that against an allotment of Rs. 33 crores in the Plan for the year 1951-52, the actual expenditure is expected to be only Rs. 29 crores. Similarly for the next year, the provision included in the budget is about Rs. 28 crores as against the allotment of Rs. 35½ crores in the Plan.

The question of the further provision to be made for the schemes included in the Five-Year Plan in the budget for next year together with the problem of finding the requisite additional resources will be considered by the new Government.

FORT ST. GEORGE,
15th March 1952

T. A. VARGHESE,
Financial Secretary.

15th March 1952]

ANNEXURE I.												
REVENUE AND EXPENDITURE ON REVENUE ACCOUNT OF THE MADRAS STATE FROM 1920-21 TO 1952-53.												
(See paragraph 9.)												
A. REVENUE.												
	1920-21.	1930-31.	1940-41.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52 (Revised Esti- mate).	1952-53 (Budget Esti- mate).	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	RS. LAKHS.
Major heads of revenue.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	
Taxes on income other than Corporation tax.	59.85	6.75	62.40	4.31-25	4.48-05	5.35-32	8.42-22	8.23-32	8.29-15	9.15-43	8.83-40	
Land Revenue—												
Gross receipts including portion due to irrigation.	6,88.54	7,18.11	7,35.24	7,97.33	8,53.19	8,08.42	7,68.79	8,12.09	9,50.71	10,41.80	10,43.55	
Excise	5,39.07	5,24.28	3,39.65	16,79.50	14,67.99	10,69.18	3,66.54	58.82	55.28	39.15	33.54	
Stamps	1,78.10	2,34.71	1,80.14	3,74.20	4,37.74	3,35.92	4,05.57	4,32.68	4,88.49	5,28.49	5,19.62	
Forest	52.69	52.69	48.48	1,43.24	1,61.39	1,82.81	1,59.57	1,65.70	1,88.56	2,23.44	1,86.04	
Registration	30.61	31.30	37.14	69.83	75.96	78.90	86.55	95.47	1,07.97	1,18.49	1,20.00	
Receipts under Motor Vehicles Acts.	..	..	79.87	97.96	1,31.11	1,06.64	1,97.45	3,00.73	3,48.74	3,85.38	3,85.66	
Other taxes and duties—												
General sales tax	..	..	69.54	5,82.70	6,95.90	8,31.26	13,03.01	15,24.35	15,86.87	16,25.00	16,00.00	
Other items	..	..	60.48	1,45.33	1,49.38	1,98.52	2,29.32	2,85.54	3,08.61	3,53.36	3,50.82	
Total	..	..	1,30.02	7,28.03	8,45.28	10,29.78	15,32.33	18,09.89	18,95.48	19,78.36	19,50.82	

[15th March 1952]

A. REVENUE—cont.

Major heads of revenue.	1920-21.	1930-31.	1940-41.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52 (Revised Esti- mate).	1952-53 (Budget Esti- mate).
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.	RS.
LAKHS.	LAKHS.	LAKHS.	LAKHS.	LAKHS.	LAKHS.	LAKHS.	LAKHS.	LAKHS.	LAKHS.	LAKHS.	LAKHS.
Irrigation—											
Direct receipts	4.76	6.19	6.87	11.73	12.82	11.88	12.06	13.78	14.29	14.29	13.30
Deduct—Working expenses.	27.07	52.48	40.62	70.00	79.38	91.08	1,03.44	1,17.86	1,14.94	1,30.32	1,11.62
Net receipts	22.31	46.29	33.75	58.27	66.56	79.20	91.38	1,04.08	1,00.65	1,16.03	98.32
Irrigation—											
Direct receipts	1.57	2.82	2.00	2.80	3.02	2.80	3.09	4.23	4.54	2.89	4.37
Interest	5.56	42.52	24.40	95.60	1,24.43	79.95	93.72	91.73	77.07	72.48	58.96
Administration of Justice ..	9.78	15.46	20.33	53.75	48.92	72.51	73.12	80.99	84.55	88.52	88.76
Jails and Convict Settlements.	8.03	9.27	7.23	13.76	13.93	13.21	15.99	22.05	20.98	25.48	23.43
Police	6.89	5.62	6.79	18.93	15.76	13.79	19.51	27.28	26.86	27.16	19.06
Ports and Pilotage	..	..	..	..	..	47.08	..	..	..	..	..
Education	10.53	7.95	10.00	15.41	27.58	32.63	30.29	42.54	31.90	46.53	37.77
Medical	6.14	8.88	10.27	18.15	17.81	20.35	23.33	23.08	27.07	25.52	25.60
Public Health	2.23	1.62	2.61	6.63	5.95	7.79	7.79	6.34	7.55	9.09	8.02
Agriculture	3.66	2.97	3.73	20.73	30.05	22.64	23.86	35.30	1,18.24	1,11.22	1,30.47
Veterinary (a)	..	..	1.17	3.34	3.62	2.73	3.50	5.30	5.93	7.94	7.92
Co-operation (a)	..	..	4.22	7.00	7.68	8.89	12.28	18.82	26.45	27.52	23.91
Industries	16.42	7.92	26.12	39.17	60.96	72.49	75.81	77.82	1,20.39	1,35.69	2,02.14
Miscellaneous departments.	2.93	12.49	8.14	11.02	15.09	17.14	20.68	25.64	42.61	36.53	37.06
Civil Works	10.08	24.89	27.54	48.46	66.31	1,11.25	86.34	1,15.54	1,06.47	1,24.39	1,97.09
Receipts from Electricity Schemes (Gross).	..	..	66.41	1,17.73	1,23.14	1,83.89	2,71.22	3,21.41	3,77.61	4,61.46	5,09.12
Deduct—Working Expenses.	..	..	28.44	63.88	72.24	1,21.93	1,86.10	2,20.19	2,33.13	2,71.05	3,19.66

15th March 1952]

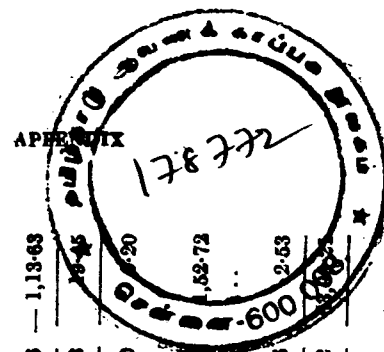
Net receipts	..	..	37.97	53.85	52.90	61.96	85.12	1,01.22	1,44.48	1,90.41	1,89.46
Receipts in aid of super- annuation.	1.70	3.62	2.49	6.03	6.46	7.39	4.80	5.07	5.96	5.06	4.79
Stationery and Printing ..	1.48	3.13	6.10	12.92	13.04	13.75	13.44	33.67	16.90	17.10	16.32
Miscellaneous—											
Gross Receipts from Bus Service (b).	..	..	..	..	..	23.35	95.88	..	..	..	..
Other items	3.14	13.22	26.95	41.34	87.53	93.54	92.40	1,39.22	1,65.52	90.93	1,06.87
Total	3.14	13.22	26.95	41.34	87.53	1,16.89	1,88.28	1,39.22	1,65.52	90.93	1,06.87
Receipts from Road Trans- port Schemes—Gross Receipts (b)	..	..	..	..	..	..	..	1,04.06	1,16.68	1,21.39	1,38.08
Working expenses (c) ..	..	..	..	..	..	..	..	..	..	..	..
Net receipts	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous adjustments between Union and States Governments.	..	..	0.26	0.13	0.14	0.10	0.21	0.22	0.20	0.20	..
Extraordinary Receipts ..	..	..	..	0.18	2,36.47	2,98.05	2,79.25	3,26.22	2.69	1,68.24	1,52.72
Transfer from Revenue Reserve Fund.	..	..	..	..	5,06.00	..	5.00	..	..	..	..
Civil Defence	..	..	..	44.62	7.22	15.45	0.47	0.40	0.41	4.46	2.53
Grand total	16,19.71	16,83.93	18,07.51	47,98.89	57,05.02	50,70.15	53,33.52	55,89.49	58,16.34	63,48.02	63,48.02

(a) Included under "Agriculture" prior to 1935-36.

(b) The receipts are shown under "Receipts from Road Transport Schemes" from 1949-50.

(c) Prior to 1949-50, the receipts were included under the revenue head "Miscellaneous" and the Working Expenses were shown under the expenditure head "Miscellaneous."

APPENDIX



B. EXPENDITURE ON REVENUE ACCOUNT.

Major heads of expenditure.	1930-31.	1930-31.	1940-41.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52 (Revised Esti- mate).	1952-53 (Budget Esti- mate).
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.
Taxes on income	1.74	..	..	..	..	..	..	..	..	..	..
Land Revenue	1,85.22	29.04	22.85	26.01	27.12	28.98	37.44	40.42	46.10	91.92	86.74
Excise	26.63	46.69	28.13	51.59	53.09	59.44	69.04	77.24	79.79	77.04	77.91
Stamps	4.80	5.98	5.41	13.74	18.23	21.04	21.16	23.05	25.25	25.23	25.22
Forest	45.30	46.85	37.52	77.00	80.15	86.29	79.10	79.26	74.81	80.51	83.24
Registration	20.97	29.60	28.70	38.56	43.75	48.62	51.86	50.83	52.19	53.65	54.70
Charges on account of Motor Vehicles Acts—											
Payment to local bodies. Other departmental expenditure.	..	..	71.32	68.19	80.67	96.47	1,01.67	{ 90.27 6.59	90.34 8.50	90.32 9.62	90.32 9.48
Other taxes and duties—											
Payments to local bodies. Other departmental expen- diture.	..	..	13.55	48.41	68.72	87.03	1,19.47	{ 97.72 43.03	1,01.94 45.45	1,18.22 45.06	1,10.00 45.43
Irrigation—Interest on works for which capital accounts are kept.	..	..	88.10	89.45	91.23	95.71	1,04.15	1,19.15	1,42.21	1,77.09	2,16.05
Irrigation—Other revenue expenditure financed from ordinary revenues.	36.97	53.80	36.96	77.54	93.94	1,28.06	1,43.57	1,49.42	1,43.25	1,40.52	1,28.84

[15th March 1952]

15th March 1952]

Construction of irrigation, etc., works.	1.39	7.61	0.62	6.11	0.63	2.60	4.07	5.80	3.29	..	..
Interest on debt and other obligations.	35.69	61.26	68.87	65.40	78.52	81.96	1,00.04	1,09.39	1,23.66	1,54.06	1,77.37
Deduct—Interest transferred to Commercial Depart- ments.	..	..	-1,14.12	-1,26.45	-1,31.53	-1,47.82	-1,73.58	-2,13.18	-2,65.54	-3,43.57	-4,24.25
Net amount met out of ordi- nary revenues.	35.69	61.26	-45.25	-61.05	-53.01	-65.86	-73.54	-1,03.79	-1,41.88	-1,89.51	-2,56.88
Appropriation for reduction or avoidance of debt.	..	29.22	20.56	55.90	57.00	1,42.78	60.68	75.47	75.68	1,02.31	1,00.97
General administration ..	24.21	2,83.94	2,69.29	4,27.24	6,13.86	5,60.40	5,32.05	6,26.32	6,54.90	6,66.43	7,04.12
Administration of Justice ..	1.18.65	1,01.25	87.48	1,28.80	1,42.42	1,45.64	1,50.03	1,56.34	1,65.56	1,71.05	1,71.50
Jails and convicts settlements.	28.01	30.37	28.75	61.50	65.78	79.63	1,10.22	1,18.52	1,20.37	1,25.38	1,21.54
Police	1,76.97	1,82.35	1,69.53	2,98.03	4,05.71	4,64.81	6,51.97	6,89.89	6,98.89	6,83.43	6,67.27
Ports and Pilotage	0.52	0.29	..	5.00	4.56	..	0.01	..	..	..	..
Scientific Departments ..	0.93	2.78	0.95	1.53	1.21	1.37	1.52	1.58	1.64	2.23	1.90
Education	1,33.00	3,00.18	2,79.03	4,59.72	5,90.27	7,03.70	8,85.94	9,58.41	10,42.65	10,94.39	11,24.16
Medical	44.10	97.70	1,01.65	1,80.00	2,15.93	2,38.50	2,76.54	2,96.18	3,14.87	3,30.08	3,27.25
Public Health	23.78	35.06	35.63	54.48	87.32 (a)	1,90.55	90.54 (b)	1,14.42	1,04.06	1,61.58	1,43.10
Agriculture	21.92	45.19	20.57	74.06	1,05.74	1,16.93	1,26.74	1,82.74	2,75.35	3,82.03	3,83.97
Veterinary (c)	..	..	12.03	26.95	31.81	40.58	49.67	49.67	56.69	66.32	60.60
Co-operation (c)	..	..	14.49	30.93	44.32	42.69	53.41	73.64	76.48	76.68	75.86
Industries	14.47	23.13	39.33	72.49	96.60	1,12.71	1,20.30	1,29.00	1,57.46	2,23.19	2,67.08
Capital outlay on Industrial development.	..	..	..	22.10	..	..	0.02	0.32	..	1.19	..
Aviation	..	..	0.10	..	..	..	..	0.59	..	..	..
	..	..	..	..	..	..	..	..	..	..	..

(a) Includes Rs. 1.00 lakhs representing contribution to the Rural Water-Supply Fund.

(b) Includes Rs. 10 lakhs representing contribution to the Rural Water-Supply Fund.

(c) Included under "Agriculture" prior to 1935-36.

EXPENDITURE ON REVENUE ACCOUNT—cont.

[illegible]

[15th March 1952]

(2) Includes expenditure on Harijan Uplift Labour and other items, the details of which are given in the following table:

Gross expenditure on Harijan Welfare . .
Amount met from the Fund for Village
Development, Construction and Harijan Uplift.

Uplift.

Major heads of expenditure.

15th March 1952]

Major heads of expenditure.	1920-21.	1930-31.	1940-41.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52	1952-53
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.
Miscellaneous—											
Expenditure on Bus service.	6.44	4.40	8.91	1,52.06	(a) 5,21.98	12.44	90.31	*	*	*	*
Other items	..	..	..	..	..	1,06.86	1,33.24	43.58	20.76	23.72	72.83
Extraordinary charges—											
Net outlay on State Trading Schemes transferred to the Revenue Account.	..	..	..	-1,60.35	12,20.77	-16.04	2,03.63	(b)	(b)	(b)	(b)
Other items	..	..	0.01	-0.02	2,15.90	1,84.53	78.61	1,13.41	1,06.29	94.58	37.96
Total	..	..	0.01	-1,60.37	14,36.67	1,68.49	2,82.24	1,13.41	1,06.29	94.58	37.96
Transfer to Revenue Reserve Fund.	..	..	58.50	17,31.00	..	4,90.00	..	..	..	..	..
Civil Defence	..	..	0.76	1,62.64	38.79	20.29	1.17	0.72	0.45	0.16	..
Grand total	14,70.60†	17,89.08	17,54.75	47,98.74	57,04.65	50,69.93	53,38.42	55,54.01	59,45.21	63,57.64	64,76.18
Final Revenue Surplus (+) or Deficit (-).	+1,40.11	-1,05.75	+52.76	+0.15	+0.37	+0.22	+0.10	+35.48	-1,28.87	-9.62	-85.97

(a) Includes Rs. 400 lakhs representing contribution to the Village Reconstruction and Harijan Uplift Fund.

(b) Shown under Capital Account. The figures are:

* Working Expenses of the Madras City Bus Service are taken in deduction of the receipts from 1949-50.

† Includes a sum of Rs. 3,48-00 Jakhs payable to the Central Government under Devolution Rule 16.

[15th March 1952]

B. CAPITAL OUTLAY ON ELECTRICITY SCHEMES—cont.

Description of schemes.	(1)	1946-47.		1947-48.		1948-49.		1949-50.		1950-51.		Total (1946-47 to 1951-52). (8)	1951-52 (Revised Estimate). (7)	1952-53 (Budget Estimate). (9)
		RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.
Cinchona Plantations	..	..	13.71	13.04	17.23	21.52	12.44	..	..	..	..	87.76	9.82	6.97
C. INDUSTRIAL DEVELOPMENT SCHEMES.														
Kerala Soap Institute	..	..	..	..	..	..	..	..	..	..	..	0.11	0.11	0.40
Madras Industrial Engineering Workshop	..	..	..	..	..	0.2	..	..	..	..	..	0.02	..	..
Fish Liver Oil Industry	..	..	..	..	..	..	..	0.05	..	..	..	0.50	0.50	2.00
Madras Vegetable Ghee Factory	..	..	..	..	..	..	..	4.25	..	..	..	12.11	1.75	1.70
Government Silk Filatures	..	..	..	..	..	..	..	1.36	..	..	..	3.89	2.39	..
Polytechnics (buildings and tools and plant)	..	..	..	..	..	..	..	9.58	..	..	..	34.58	22.53	21.25
Artesian Wells	..	..	..	..	..	..	..	..	..	..	..	15.80	6.00	0.15
Shares in Fertilisers and Chemicals, Limited, Travancore.	..	..	..	..	..	..	20.00	..	..	..	..	21.00	..	..
Shares in Madras Industrial Investment Corporation, Madras.	..	..	..	..	..	..	..	..	..	..	..	102.00	..	..
Other Shares	..	..	..	..	..	..	..	..	..	..	..	2.40	..	..
Ceramic Industry	..	..	..	..	..	..	..	..	..	..	..	1.00	0.82	6.50
Andhra Paper Mills	..	..	..	..	..	..	25.35	..	..	..	..	26.26	0.48	..
Total	..	..	13.98	13.71	15.61	36.94	82.89	..	..	..	..	3.07.43	44.30	38.97
D. CAPITAL OUTLAY ON ROAD TRANSPORT SCHEMES.														
Madras City Bus Service..	..	..	..	..	..	2.76	26.65	12.95	..	..	..	77.19	..	..
E. CAPITAL OUTLAY ON CIVIL WORKS.														
Original Works—Buildings	..	..	..	..	..	10.72	9.89	33.36	61.09	84.51	..	3.15.64	116.07	1,80.94
F. COMPENSATION TO ZAMINDARS.														
Advance Compensation and interim payments	..	..	..	..	..	..	..	1.32.16	..	1,17.87	..	4.18.53	1,68.50	70.00

15th March 1952]

ANNEXURE III.

STATEMENT OF THE DEBT POSITION OF THE
MADRAS GOVERNMENT.

(See paragraph 8.)

When issued.	Description of loan.	Total amount issued.	Amount that will be out- standing on 31st March 1952.	Remarks.
(1)	(2)	(3)	(4)	(5)
		RS. LAKHS.	RS. LAKHS.	
I. OPEN MARKET LOANS.				
September 1937 and September 1940.	3% Loan, 1952, I and II issues.	2,33.54	2,18.95	
September 1938.	3% Loan, 1953.	1,51.29	1,42.08	
June 1939	3% Loan, 1959.	1,50.00	1,23.96	
September 1942.	3% Loan, 1955.	1,25.00	1,23.25	
September 1943.	3% Loan, 1956.	1,25.10	1,26.10	
August 1944	3% Loan, 1958.	1,10.00	1,07.95	
September 1945.	3% Loan, 1960.	3,00.00	2,78.44	
September 1946.	2½% Loan, 1961.	4,09.30	3,81.77	
July 1950	3% Develop- ment Bonds, 1960.	4,39.75	4,38.28	
September 1951.	3½% Loan, 1962.	3,01.49	3,01.49	
	Total, I	23,45.47	22,41.25	
II. LOANS FROM THE CENTRAL GOVERNMENT.				
(1) Pre-autonomy consolidated debt (1st April 1937).	..	7,56.71	3,19.77	The Madras Govern- ment's debt to the Government of India after certain adjustments amounted to Rs. 7,56.71 lakhs on 1st April 1937. This debt was consolidated into a 4½ per cent loan and it is repayable by 1981-82 by half-yearly equated instalments.
(2) Post-autonomy debt— 1947-48	..	..	6,00.00	These are loans given by the Govern- ment of India for capital expendi- ture on Irrigation and Electricity Schemes when the Madras Government did not raise any market loan. Interest is payable at 2.7/8 per cent half-yearly. The principal is repayable after 15 years in each case.
1948-49	..	..	3,00.00	
1950-51— Fisheries Pro- gramme— For giving a loan to the South Madras Fishermen Co-operative Society.	..	1.33	..	As there was no likelihood of the loan being utilized for the purpose, it was repaid to the Government of India in full with interest at 3½ per cent per annum in October 1951.

[15th March 1952]

When issued.	Description of loan.	Total amount issued.	Amount that will be outstanding on 31st March 1952.	Remarks.
(1)	(2)	(3)	(4)	(5)
		RS.	RS.	
		LAKHS.	LAKHS.	

II. LOANS FROM THE CENTRAL GOVERNMENT—cont.

(2) Post-autonomy debt—cont.

1950-51—cont.

Tractor Reclamation.	..	..	30-00	Loans given by the Government of India in connection with the Intensive Cultivation Schemes. Interest at 3½ per cent per annum is payable half-yearly. Principal is repayable after 15 years.
Oil Engines, Electric Motors, etc., Hire purchase.	..	..	20-00	
Oil Engines, Electric Motors, etc., Hire purchase.	..	..	40-00	Loans given in connection with the Intensive cultivation schemes. Interest at 3½ per cent per annum is payable half-yearly. Principal is repayable after 15 years.
P.W.D. Irrigation and Tank Improvement Schemes.	..	..	45-00	
Purchase of cotton seeds from Madhya Pradesh for expansion of cotton cultivation.*	..	10-00	..	The loan is free of interest and the principal is repayable before 31st March 1952.

1951-52—

Purchase and distribution of manure to the ryots.	..	100-00	..	This is a short-term loan repayable before 31st March 1952.
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To finance capital expenditure, special loans, etc.	..	..	850-00	The Government of India have so far sanctioned a loan of Rs. 5 crores for financing capital outlay on the Tungabhadra and Lower Bhavani Projects. This loan is repayable by annual equated instalments commencing from 1955 and ending in 1961. For the first three years, i.e., 1952-53, 1953-54 and 1954-55, interest alone at 3½ per cent per annum is to be paid. It is expected that a further loan of Rs. 350 lakhs will be sanctioned before the end of March 1952 to finance capital expenditure including Grow More Food Irrigation works and special loans in distressed areas.
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Industrial Housing Schemes.	..	..	9-00	This loan is interest-free and the principal is repayable after 25 years.
-----------------------------	----	----	------	---

Total, II .. 2,213.77

Total, I and II .. 4,455.02

15th March 1952]

III. SPECIAL IRREDEEMABLE LOANS.

	AMOUNT.
	RS.
(1) Four Bonds bearing interest at 8 per cent per annum issued between the years 1796 and 1807.	1,33,000
(2) Two Bonds bearing interest at 6 per cent per annum issued in the years 1795 and 1817.	10,500
(3) A deposit bearing interest at 6 per cent per annum received in 1817.	41,770
(4) A deposit bearing interest at 4 per cent per annum (now treated as an Endowment for the Stanley Hospital, Madras).	66,878

Total, III .. 2,52,148

or

2.52 lakhs.

RS.

LAKHS.

Grand total of loans that will be outstanding on the 31st March 1952 (I + II + III). 44,57.54

ANNEXURE IV.

STATEMENT COMPARING THE PROVISION MADE IN THE REVISED ESTIMATE, 1951-52, AND BUDGET ESTIMATE, 1952-53, FOR THE SCHEMES INCLUDED IN THE FIVE-YEAR PLAN WITH THE ALLOTMENTS ORIGINALLY MADE IN THAT PLAN FOR THESE TWO YEARS.

(See paragraph 16.)

	1951-52.		1952-53.	
	Plan.	Revised Estimate.	Plan.	Budget Estimate.
	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.
1. Agricultural and Rural Development—				
1 Agriculture	478	536	352	304
2 Veterinary and Animal Husbandry.	20	20	20	17
3 Dairying and Milk supply.	15	15	15	15
4 Forest	11	10	7	10
5 Co-operation	24	10	28	13
6 Fisheries	12	16	19	11
7 Rural Development ..	20	24	31	32
Total, I ..	589	631	472	492
II. Major Irrigation and Power Projects.	1,804	1,471	2,268	1,544

[15th March 1952]

		1951-52.		1952-53.	
		Plan.	Revised Esti- mate	Plan.	Budget Esti- mate
		RS. LAKHS.	RS. LAKHS.	RS. LAKHS.	RS. LAKHS.
III. Industry—					
1 Cottage Industries ..	..	37	22	21	23
2 Other Industries ..	..	59	46	27	43
Total, III ..	..	96	68	48	74
IV. Transport (Roads)					
..	..	204	202	152	171
V. Social Services—					
1 Education	..	142	117	158	110
2 Medical	..	102	47	81	73
3 Public Health	..	168	145	173	103
4 Housing	..	120	91	120	91
5 Labour and Labour Welfare.	..	..	..	..	..
6 Amelioration of Backward Classes.	..	93	124	93	11
Total, V ..	..	625	524	625	501
Grand total ..	..	3,318	2,806	3,565	2,785



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