

PROCEEDINGS
OF THE
TRAVANCORE SRI MULAM ASSEMBLY.

SECOND ASSEMBLY.

THIRTEENTH SESSION.

Thursday, the 29th July 1943/13th Karkadakam 1118.

(OFFICIAL REPORT)

Vol. XXII—No. 8.

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SECOND ASSEMBLY.

THIRTEENTH SESSION.

Thursday the 29th July 1943/13th Karkadakan 1118.

The Assembly met again in the Legislative Chamber at 12 of the clock, the President presiding.

NEW MEMBERS.

The following members took the oath and signed the rolls:—

Mr. C. P. Gopala Panicker (*Secretary to Government*):

Mr. E. G. Salter (*Director of Transport*):

QUESTIONS AND ANSWERS.

Mahopadhyaya and Sastri Examinations.

131. *MR. T. T. KESAVAN SASTRI (*Nominated*): Will the Government be pleased to state the number of candidates who appeared for the last Government Mahopadhyaya and Sastri Examinations respectively and the number who came out successful in each?

MR. A. GOPALA MENON (*Director of Public Instruction*):

	<i>Mahopadhyaya.</i>	<i>Sastri.</i>
Number of candidates who appeared ...	712	13
Number of candidates who were successful ...	320	9

MR. T. T. KESAVAN SASTRI: മഹോപാധ്യായപരീക്ഷയ്ക്കു ൭൧൨ പേർ ചേർന്നിരുന്നതിൽ ൩൨൦ പേരും ശാസ്ത്രീപരീക്ഷയ്ക്കു ൧൩ പേർ ചേർന്നിരുന്നതിൽ ൯ പേരും പാസ്സായിട്ടുള്ളതായി കാണുന്നു. ഇതിൽ മഹോപാധ്യായപരീക്ഷയിൽ പാസ്സായിട്ടുള്ളവർ ഏതെല്ലാം ഗുണങ്ങളിലാണു വിജയം പ്രാപിച്ചതെന്നു പറയാൻ യോഗ്യരാകുമോ?

MR. A. GOPALA MENON: There is a slight mistake in the printing. The headings have to be transposed.

Government English School, Pettah.

132. *MR. G. VELU PILLAI (*Karunagapalli cum Kartikapalli*): Will the Government be pleased to state the total number of students in each of the classes in the newly started Government English School at Pettah?

MR. A. GOPALA MENON:

Preparatory class (2 divisions)	66
Form I.	34
Form II	29
Form III	36

Dearness Allowance to Teachers of grant-in-aid schools.

133. *MR. G. VELU PILLAI: Will the Government be pleased to state:

(a) whether the existing orders of Government regarding the payment of dearness allowance apply to teachers of grant-in-aid schools;

(b) if the answer is in the affirmative, whether the Education Department has made enquiries whether teachers in grant-in-aid schools are actually being paid any dearness allowance and whether any action has been taken to enforce such payment; and

(c) if the answer to (a) is in the negative, why Government have not considered it necessary to enforce payment of dearness allowance to grant-in-aid teachers by the managements concerned, in view of the high prices of essential commodities?

MR. A. GOPALA MENON: (a) No.

(b) This question does not arise in view of the answer to part (a) of the interpellation.

(c) The matter is engaging the attention of Government.

Porcelain Factory at Chathannoor.

134. *MR. VARKALA K. MADHAVAN (*Chirayinkil cum Nedumangad*): Will the Government be pleased to state whether they have decided to start a Porcelain Factory at Chathannoor?

MR. C. KUMARA DAS (*Secretary to Government*): Government have given permission to a private company to start a pottery factory at Chathannoor.

MR. VARKALA K. MADHAVAN: May I know whether Government have taken shares?

MR. C. KUMARA DAS: No, Sir.

MR. K. KUNJUKRISHNAN: May I know the conditions on which the company has to work?

MR. C. KUMARA DAS: It is a private company, and it will have to abide by the conditions governing such concerns.

PRESIDENT: It has been made clear in various speeches on behalf of the Government that all natural produces of the State belong to the State so that the clay which is required by the company will be supplied by the State.

Capital punishment confirmed by the High Court.

135. *MR. G. VELU PILLAI: Will the Government be pleased to state the number of Criminal appeals in which capital punishment was either given or confirmed by the High Court in each of the years from 1113 to 1118?

MR. K. G. KUNJUKRISHNA PILLAI (*Legal Remembrancer to Government*): The *statement is placed on the table.

Award of capital punishment.

136. *MR. G. VELU PILLAI: Will the Government be pleased to state the number of Criminal cases in which capital punishment was given by the Sessions Judges in each of the years from 1113 to 1118?

MR. K. G. KUNJUKRISHNA PILLAI:

1113	...	5
1114	...	3
1115	...	2
1116	...	10
1117	...	16
1118 till 25-11-1118—7.		

Payment to Teachers in Grant-in-aid Schools.

137. *MR. G. VELU PILLAI: Will the Government be pleased to state:

(a) whether some of the teachers in grant-in-aid schools are not actually paid the amounts for which they give receipts every month;

(b) whether some of the managements of grant-in-aid schools are making huge profits out of their school-running business; and

(c) whether the Director of Public Instruction has received complaints from grant-in-aid teachers that their pay is in arrears for months together?

MR. A. GOPALA MENON: (a) Yes, in the case of several schools.

(b) Yes, to a certain extent.

(c) Yes.

MR. G. VELU PILLAI: With regard to part (a) and (c) of the answer, may I know whether Government are taking any steps to prevent such things in future?

MR. A. GOPALA MENON: Certain measures are under consideration.

M. M. School, Thalavady.

138. *MR. N. NARAYANA KURUP (*Ambalapuzha cum Shertala*): Will the Government be pleased to state:

(a) the number of classes in M. M. G. School, Thalavady; and

(b) the number of teachers now in the school?

MR. A. GOPALA MENON: (a) Seven.

(b) Six.

MR. N. NARAYANA KURUP: May I know from the honourable member whether he is aware that the number of classes is less than the number of teachers?

MR. A. GOPALA MENON: I am not aware, Sir.

M. H. School, Chengannoor.

139 ***MR. PULIYOOR T. P. VELAYUDHAN PILLAI** (*Thiruvalla*): Will the Government be pleased to state:

(a) whether there is any M. H. School, either departmental or private, within the ten pakhthies of the old Chengannur taluk, namely, Vadakkekara, Puthenkavu, Pandalam Vadakkekara, Venmoni, Cheriyanad, Chengannur, Ala, Puliyoor, Pandanad and Thiruvammundoor;

(b) the total extent of the above ten pakhthies;

(c) the total number of M. M. Schools for boys and girls either departmental or private within the above ten pakhthies;

(d) whether there was any application for permission to open M. H. Schools this year within the above ten pakhthies;

(e) if so, the total number; and

(f) if the answer to part (d) is in the affirmative, the action taken?

MR. A. GOPALA MENON: (a) No.

(b) 62.07 sq. miles.

(c) 11.

(d) Yes.

(e) One.

(f) The permission applied for was not granted.

Opening of an Anchal Office near the new High Court.

140 ***MR. G. VELU PILLAI:** Will the Government be pleased to state whether they have any idea at present to open an Anchal Office near the New High Court Buildings at Vanchiyoor?

MR. C. KUMARA DAS: A departmental Anchal office with Savings Bank work has been opened in the premises of the High Court with effect from 25-11-1118.

Appointments in the Municipalities.

141 ***MR. K. KUNJUPANICKER** (*Mavelikara cum Kunnattur*): Will the Government be pleased to state:

(a) the person competent to make appointments under the Corporation of Trivandrum and in the various Municipal Councils in the State; and

(b) the sort of control which Government have in the matter of such appointments?

MR. C. P. GOPALA PANICKER: (a) and (b) The member's attention is invited to sections 7 and 80 to 88 of the Trivandrum City Municipal Act IV of 1116 and to sections 13 and 68 to 75 of the District Municipalities Act, XXIII of 1116.

MR. K. KUNJU PANICKER: May I know from the honourable member whether the rules for the Corporation and for the various Municipalities have been framed?

MR. C. P. GOPALA PANICKER: They have been addressed on the subject.

Collection of school-fees, in ten instalments.

142 *MR. S. NARAYANA PILLAI (*Quiten cum Kottarakara*): Will the Government be pleased to state:

- (a) whether they have noted the suggestion made in the Assembly that school fees be collected in ten instalments; and
- (b) whether any action thereon has been taken?

MR. A. GOPALA MENON: (a) Yes.

(b) The matter is under consideration and steps are being taken to effect the required changes.

Vocational Welfare Instruction in Schools.

143 *MR. S. NARAYANA PILLAI: Will the Government be pleased to state:

- (a) the number of schools in which vocational welfare instruction has been introduced;
- (b) the total number of pupils undergoing instruction and the number of teachers imparting instruction in vocational welfare; and
- (c) whether any allowance has been paid to such teachers?

MR. A. GOPALA MENON: (a) 159

(b) Pupils 16,000
Teachers 250

(c) No.

MR. P. SIVARAMA PILLAI: May I know from the honourable member whether the teachers have any special training?

MR. A. GOPALA MENON: They have been given training.

Work Establishment Staff of the Public Works and Electrical Departments.

144 *MR. C. RAMASWAMY NADAR (*Tovata cum Agastisvaram*): Will the Government be pleased to state whether there is any proposal to make the Work Establishment staff of the Public Works and Electrical Departments permanent?

MR. C. KUMARA DAS: The matter is under the consideration of Government.

Sahithya Visarad Certificate Holders.

145 *MR. KAVIYOOR K. K. KOCHUKUNJU (*Nominated*): Will the Government be pleased to state what appointments are intended for the holders of the Sahithya Visarad Certificates?

MR. A. GOPALA MENON: The matter is under consideration.

MR. KAVIYOOR K. K. KOCHUKUNJU: സാഹിത്യവിശാരദ്, മഹോപാധ്യായ എന്നീ പദവികളിൽ ഏതിനു പ്രാധാന്യം നൽകിയിരിക്കുന്നു എന്ന് പറയാൻ ദയവുണ്ടാകുമോ?

MR. A. GOPALA MENON: രണ്ടിനേയും പ്രാധാന്യം ഏതാണ്ട് ഒരു പോലെയാക്കിയിരിക്കും.

Appendix I.

Vide Answer to Question No. 135.

Statement showing the Capital punishment confirmed by the High Court.

Years.	No. of cases in which capital punishment awarded by the Sessions Courts have been confirmed by the High Court	No. of cases in which the High Court have enhanced the sentence to capital punishment.
1113	...	1
1114	1	1
1115	3	...
1116	1	6
1117	11	2
1118 till 25-11-1118...	8	...

DEMAND VIII · ELECTRICITY AND TELEPHONE—Rs.55,99,914.—

Discussion--(contd.)

MR. M. SIVATHANU PILLAI (*Thovala cum Agastisvaram*): Sir, yesterday I was referring to the delay in the matter of transmitting trunk calls from station to station and it was also envisaged in explanation of the delay that it might be caused by some subordinates who are in charge of these things viz., between certain stations there is only one way of communication for trunk calls and there will be heavy traffic on the line and that will naturally lead to inevitable delay. This kind of delay can be accepted. But the delays caused on account of negligence or indifference of the subordinates in the matter, cannot be accepted. In the first place in the matter of booking and in the matter of receiving a call in public Call Offices considerable delay is being caused. I may recall in this connection a personal experience of mine. In connection with a certain incident I had to book a call from Nagercoil to Trivandrum. I had to wait for a long time to book that call to Trivandrum.

PRESIDENT: It may be of interest to the honourable member to know that for a trunk call to His Excellency the Viceroy it took six hours.

MR. M. SIVATHANU PILLAI: From the several speeches I understand that the complaints of delay in call to be general. There is delay as a rule on all stations in Travancore. On one occasion, finding my call to Trivandrum not even booked for a considerable time and noting the attenders in the Trivandrum Exchange are not alert but careless and indifferent, I complained at once by securing an express Call to the Executive Engineer about the negligence of the attender there in Trivandrum. He told me that he will enquire into the matter and after some time he told me that the delay had been enquired into, that the subordinate was warned and that in future, delays will not be caused. I think it is possible to avoid such delays which we experience at the hands of the subordinates. Secondly there is one inconvenience to which I would like to invite your attention, Sir. At least in these important Exchange Stations seats must be provided for, accommodating the callers who go to book calls. There is no sitting convenience. The department causes delay and asks us to stand and keep standing throughout the long delay. Hence necessary arrangement for seating accommodation may be made as early as practicable. I submit that this aspect also may be borne in mind by the Government.

MR. J. W. TOLSON (*Travancore Planters*): Sir, I may inform the House that yesterday when I phoned to Alleppey it took me very nearly 5 hours to get the other end. I have several times booked calls which could not go through. In another case from Trivandrum to Cape I had to book a call. It took me several hours to get through. I bring this to the notice of the Government and to the head of the department in particular.

MR. DOMINIC JOSEPH (*Vaikom cum Kottayam*): The telephone system is not a commercial service but it is a public utility service. That more and more people are taking advantage of the service will be seen from the fact that the net revenue from Telephone has nearly doubled in the current year from what it was in 1117. Serious inconvenience is felt owing to the delay in the booking of calls and the transmission of messages. I make mention of these facts to support the suggestion made by Mr. Sivathanu Pillai that at least seating accommodation may be provided for the people who go to the Public Telephone Call Office, and Telephone Exchanges. In the Kottayam Exchange we can find for several hours of the day many people waiting in that office. There is absolutely no accommodation provided. Where there are separate public offices.—I mean where these may not be connected with the Anchel Office where the work is very busy and where people wait for hours and hours together. I suggest that the ordinary amenities suggested may be provided.

PRESIDENT: I may say this: probably honourable members are not fully aware how much breakdown there is both in the Postal, Telegraphic and Telephonic Services on account of military demands. The general rule in force is that no civil demands are given priority over military demands excepting in the case of State calls or calls on behalf of what may be called the Urgent Services. I have found great difficulty in trying to get Delhi from Madras or *vice versa*. Unless you tell the Telephone Operators that you have to put through an urgent call to some person or other on public business there is always difficulty. I have no doubt the Electrical Engineer will tell you how much of that applies here. But it must be borne in mind that the military calls which obtain priority even in this State are not small.

MR. J. E. A. PERIERA (*Commerce and Industry, South*): I can understand that. I am making a liberal allowance for that. My complaint is that they do not answer the calls at all. Just as Mr. Tolson said, we have to ring several times before they answer a call. I think the system that is prevailing in Trivandrum is also at fault. The whole trouble is that the Operator does not know which is which, and we hear a number of talks.

PRESIDENT: You get the advantage of listening to a number of conversations.

MR. J. E. A. PERIERA: But the time spent must be measured in terms of money.

PRESIDENT: I can well imagine that in the case of the speaker.

MR. J. E. A. PERIERA: I shall give an instance. In Quilon when I took the Receiver I told the Operator the number I wanted. Then after a time he called me again and asked what number I wanted. He had forgotten the number. This is decidedly worse in the town of Trivandrum. While in Trivandrum, one day I happened to ring from my office to the Chief Secretary's Office. Still I could not get him for a long time.

PRESIDENT: I am glad that no distinction was made between person and person. (*Laughter*).

MR. J. E. A. PERIERA: What I am trying to point out is that there is very great delay due to the inefficiency or inadequacy of the staff. The argument that there are plenty of calls does not at all apply to these instances. In Quilon we are helpless. It is the semi-automatic system. We lift the Receiver and just hold on until he connects us. We are absolutely helpless. I shall give a concrete example of the delay there. There is a semi-automatic exchange at Chavara. I booked a call to my factory there at 10 o' clock and until 3 o' clock there was no reply at all. I brought this to the notice of the Electrical Engineer and he said that he will enquire into it. I appeal to Government to ask the Chief Engineer to do something immediately.

MR. M. L. JANARDHANA PILLAI (*Nominated*): Sir, since honourable members have all touched on the various aspects of the delay, I want to bring to the notice of Government one particular point. In regard to messages booked from Alleppey to Trivandrum they have to pass *via* Mavelikara. In spite of that difficulty, when private calls are booked these are stopped for the sake of conversations by some departmental officers who want to use the Telephone. Then the Booking Clerk says that he cannot give the connection for some time because some big officer wants to use the phone. The Departmental officers have no time limit either, because they can go on talking as long as they like. I just want to impress upon Government the necessity of keeping the commercial telephone service separate from the official telephone service. If the officials want it, let them have a separate telephone line. Let the present line be given over fully for the public.

MR. S. CHATTANATHA KARAYALAR (*Pathanapuram cum Shencotta*): Sir, I wish to speak a few words in regard to the delays in getting trunk calls. I have to make a suggestion in this connection as the result of my own experience. It appears that trunk calls are not registered by the Operators. I may state that a few days ago I booked a call to Quilon in the morning and waited for four hours. When I tried to find out from the Exchange the cause of the delay, I learnt that the call had not been registered. Then I asked the operator to register it. After that I got the connection in an hour. I suggest that the calls may be registered in the order in which they are booked, so that delays in putting through calls may be reduced to some extent at least.

MR. P. KUNJUKRISHNAN: Sir, in supporting the motion I endorse the views of the learned mover. So far as the delay is concerned I have also the same experience at Quilon. There is too much delay. There is heavy demand at the Telephone Call Office at Quilon so much so there is great delay. I have seen several people waiting at the same time outside the call office, without any seating accommodation I may submit that it may be unavoidable in certain circumstances.

[Mr. P. Kunjukrishnan.]

The delay may be unavoidable, but it is necessary that seating accommodation is provided. When several people flock together they have to keep standing outside.

PRESIDENT: I may at once say that arrangements will be made for seating accommodation.

MR. P. KUNJUKRISHNAN: With these words, I support the motion.

RAJYASEVAPRAVINA K. P. PADMANABHA MENON (*Electrical Engineer to Government*): Sir, I entirely agree with most of the observations made by the members regarding the delays that are being experienced in the transmission of telephone messages. My only explanation is that such delays are inevitable in the present circumstances. The number of external trunk calls in 1116 was 15,000, in 1117 the number increased to 35,000 and from the statistics available for 1118, so far the number of calls handed this year will be well over 65,000. The reasons for the increase in the calls are manifold. One is due to the natural expansion of the telephone system. When it was started in 1115 there were only 17 exchanges and now we have 34. The next reason is the number of subscribers which was 511 in 1116, has now reached 1,000. In addition to the normal expansion of the telephone system due to these causes, there has been a phenomenal increase in the volume of internal calls also due to the present situation, viz., the exigencies of the administration, military demands and business interests on account of the large volume of the commercial business in connection with the war effort. So much so, many of the sections in our telephone system are now working to saturation point.

The only way to remedy this defect would appear to be to open up new channels of communication which means that where there is one line only at present we have to provide a duplicate circuit. This, I may say, is very difficult at present, as copper conductors and equipments are scarce and impossible to get. The orders placed for these in 1116 are still pending execution. We were told recently that the application for the import of copper conductors will not be supported.

A reference to the Map in the Telephone Directory would show that one of the limitations to our system is the bottle-neck at Mavelikara, through which all the calls that come into or emanate from the State have to pass. The result is that a connection from Kottayam to Alleppey may take a long time especially if that section is already attending to such a trunk call. On account of the present abnormal conditions it has been decided that the first priority should be given to military calls. Next comes calls due to the exigencies of administration. Third is the express call, and then the preference calls. Only after these will ordinary calls be booked. Very often military calls and administrative calls have very large demands on the telephone system. After the opening of the Watch Station at Muttom the communication between Nagercoil and Trivandrum is held up to give priority to the military. Government are now in negotiation with the Post and Telegraphic department to open another trunk

outlet between Alwaye and Eranakulam so that all the external calls North of Kottayam may be handed by that route as an alternative. The Department has also under consideration the running of a duplicate line from Mavelikara to Quilon. And with the inauguration of the power line between Papanasam and Kundara, we are hoping that there will be telephonic communications between Kundara and Shencottah, so that there will be a direct connection to Tinnevely from Quilon which will be an alternative trunk outlet besides the one to Cochin now existing. It is hoped that these arrangements will relieve the congestion to a great extent.

So far as delays in the local Exchange at Trivandrum are concerned, I may state that these are inevitable in a system where the exchange has to handle 500 subscribers on the Magneto System. The number of calls put through is sometimes 5,000 daily. One can understand that even with all the best efforts, congestion cannot be avoided. To overcome some of these difficulties provision has been made in the next year's budget, as honourable members are no doubt aware, for increasing the number of operators in all the important exchanges and to reduce the number of hours of work for each operator and thus to reduce their strain and prevent deterioration in the quality of their services. It is also proposed to appoint a senior operator to supervise the work of these ordinary operators in all the important exchanges and transit stations. A register of all calls is always kept and it is very easy to check up whether the calls emanating from a particular station have passed through the various intermediate stages, because in our trunk system if a call is put through at Trivandrum say to Kottayam it has to pass through Quilon, Mavelikara and then to Kottayam. A record of all these is invariably entered in the register, so that if any subscriber does not get a call through, he has only to inform the controlling officer about the time and date at which the call was put through and it is very easy to check up where the default is. I cannot say that in all cases the operators are at fault, because they are working on a very antiquated system which cannot cope up with the enormous volume of traffic which they have to handle. We are now passing through abnormal times and in order to cope with the abnormal volume of traffic, it is necessary to duplicate our lines and instal additional equipments. Unfortunately these cannot be had at present. Our system was designed and maintained for normal traffic conditions. In addition to the normal increase in the number of calls, there are military demands and administration demands which have imposed additional strain on the operators. Expenditure of more money for the duplication of lines will not be justified now, but if it is found, when conditions become normal that the existing system is not capable of handling the volume of communication satisfactorily, then such improvements will have to be made; and a change from the existing manual system to the auto system at least in the major exchanges will be inevitable. Proposals have always been made for introducing an automatic system in Trivandrum and Government have ordered that the work may be taken up after the war when equipments become available.

[Mr. K. P. P. Menon.]

We are working under very serious handicaps. But the present proposal for the appointment of supervising agencies at important exchanges and transit stations for checking up the work of the ordinary operators especially during rush hours, will, I expect, minimise considerably the present difficulties. In the beginning, when the public call offices were opened, there was no rush of subscribers to those stations and there was no delay in putting through the calls. So no seating arrangements were provided at these offices. Now that real difficulties have arisen, arrangements will have to be made to overcome those difficulties.

The fact that although we have to maintain over 700 miles of trunk lines and 300 miles of loop lines the number of cases of delay in services due to interruption of lines has been very small, proves that the maintenance has been kept at a very high standard. But I am quite prepared to concede that there is what I may call the "human element" in the work of the operators and very often, without any deliberate intention, they are likely to be slack especially towards the end of the shifts presumably due to physical fatigue. To avoid this, their hours of shift will have to be reduced and more operators employed.

PRESIDENT : Is there any possible method by which a man who wants to put through a call has not got to hear the mutual reproaches of those in the intermediate stations.

RAJYASEVAPRAVINA K. P. PADMANABHA MENON : This is sometimes unavoidable, because, if a call is put through, the exchange operator has to respond to that call, and has also to get the connection asked for, and while this is being done the party that is calling is likely to hear the conversation between the operators.

PRESIDENT : I have heard very animated conversations between the operators at Mavelikara whenever I wanted to put a call through to Delhi.

RAJYASEVAPRAVINA K. P. PADMANABHA MENON : When a call is booked through from here to Delhi, we have to establish contact with Alleppey first.

PRESIDENT : Is it possible to shut me off for some time and say that 'after we have finished this call, we will put you through? Don't you think it would be better? At present, some times the operator says, 'Well, I will get you the connection to Delhi, and then let you know.' We wait for the call, and if he does not put you through soon, then all the time you will be hearing these episodes. That has become a uniform experience.

RAJYASEVAPRAVINA K. P. PADMANABHA MENON : That is a case of faulty operation. All that the operator is expected to do is to establish a contact between our exchange and the P. T. Exchange at Alleppey and convey a message to the calling party whether the connection is established or not.

PRESIDENT : The system should be that when a man requires to be put through, he should be told that as soon as the connection is secured he would be informed.

RAJYASEVAPRAVINA K. P. PADMANABHA MENON : The arrangement is that the Trivandrum man will inform the next transit station to get Delhi ready, and pass the information received from there to Trivandrum, before the Trivandrum subscriber speaks.

There is another reason for delays in some cases which may be brought to the notice of the honourable members. Very often a personal call is booked through from a public office saying that so-and-so in Trivandrum is wanted. The line is built up, say, from Chengannur to Trivandrum and the operator at Trivandrum will have to hunt up for that man. If the called party is an officer, say like myself, he will be either in his bungalow, or in his office or out of station on inspection. These preliminaries take some time, and the operator, instead of giving back the information that so-and-so is not available, sometimes goes out of his way to find out the particular individual.

PRESIDENT : The simple thing would be to say that it will take some time to get the man in the line.

MR. M. R. NARAYANA PILLAI : May I know whether it would not be possible to advertise the system of the phonocom more thoroughly?

RAJYASEVAPRAVINA K. P. PADMANABHA MENON : People are now using the phonocom system extensively for transmitting messages.

In conclusion I may state that our magneto system has outgrown itself, and if we have to keep pace with the growing demands, we have to remove the bottle-necks. We have to instal repeaters at Mavelikara and duplicate a line from here to Quilon. I expect I shall be able to do these this year and thus relieve the congestion in that section to a large extent.

With regard to the delays in the service between Nagercoil and Trivandrum, we are helpless at present because there are several military calls that pass through every day, and very often all communications have to be cleared off for that purpose.

MR. M. SIVATHANU PILLAI : Can it not be arranged at least to inform us that it is not possible to put through our call for some time and so ask us to go away?

RAJYASEVAPRAVINA K. P. PADMANABHA MENON : The difficulty is that we do not often know when the military will finish their call and we will be able to get a connection to others only after them. For example, they might finish in 15 minutes, on the other hand, they might engage the line for one full hour.

In regard to what Mr. Janardhanan Pillai pointed out, I may correct him and state that the departmental officers are not expected to use the public service line at all. They are expected to use only the Pallivasal trunk, and as it is now arranged that system is also made available for the use of the public. Officers of the Electrical Department are subject to the same restrictions in the use of the telephone system as officers of other departments.

PRESIDENT : Is it not also a fact that, apart from members of your department, all other officers who put calls through have to make book adjustments and their departments have to pay for the calls?

RAJYASEVAPRAVINA K. P. PADMANABHA MENON: Yes, Sir. Every one using the phone has to pay the usual charges. Instead of the departmental officers monopolising the telephone system as stated by Mr. Janadhanan Pillai, I am on the other hand arranging for the Pallivasal line also for the use of the public to reduce the congestion to some extent. With regard to Mr. Tolson's remarks, I wish he would inform the particulars of the time and date of occurrence so that I may make enquiries. As I have said before a call from Kottayam to Alleppey has to pass through that bottle neck at Mavelikara and very likely military calls may intervene and then a line clear will have to be made. In such circumstances a call may reach Alleppey only after five hours.

To avoid the congestion that is being experienced now, we have introduced a system whereby concession rates are allowed if the calls are to be put through at particular hours of the day or evening so that such calls may emanate when the system is not generally busy. But even this does not sometimes make any material reduction in the congestion. On a particular day the peak level may be between 2-30 and 6-30, but this may change to between 10 and 12 in the morning or 5 and 7 in the evening. The only obvious method to solve our difficulties in this direction is the introduction of the Carrier system, a system by which we can pass several messages simultaneously through the same conductor. This has been recently introduced in British India, but the question of our adopting the same system has to be considered after normal conditions are restored and after we have satisfied as to whether our traffic will remain at its present level or whether it is likely to go down.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: The honourable member referred to express calls and preference calls. Will he be pleased to explain what is meant by preference calls and the difference between these two calls?

RAJYASEVAPRAVINA K. P. PADMANABHA MENON: They are all clearly explained in the telephone rules published in the Government Gazette sometime ago.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I do not press the motion.

The motion was, by leave, withdrawn.

The question that Government be granted a sum Rs. 55,99,914, under Demand VIII--Electricity and Telephone, was put to vote and carried.

DEMAND No. IX--STATE TRANSPORT--Rs. 32,21,863.

MR. E. G. SALTER (*Director of Transport*): Sir, I rise to move that Government be granted a sum of Rs. 32,21,863 under Demand IX--State Transport.

Motion No. III.

MR. N. NARAYANA KURUP: Sir, I move that Rs. 10 may be reduced from the allotment of Rs. 60,001 for Administration, Management and Control to discuss the defects in the administration and control.

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PRESIDENT : Would it be possible for the honourable member to relax the rules slightly and speak in English so that he can get replies on the points raised from the member concerned?

MR. N. NARAYANA KURUP : Then I shall, Sir. My object in moving such a motion is to speak of the defects in the administration and control of the Transport Department. Whenever a defect is found in the administration or control of any department, Sir, I think, it is our duty to bring them to the notice of the departmental head and that in case he neglects his duty even after repeated reminders, we are bound to place the matter before Government for their consideration. Sir, if it is the idea of Government to run buses taking monopoly in any particular line, it should meet the requirements of the people and the public shall not be put to inconveniences. We find that the number of buses is reduced to half now due to the difficulty in getting buses and spare parts and tyres. Therefore the travelling public find it difficult to go from place to place. Sir, I remember the remark of the President, the other day, that our difficulties will be on the increase and that we will have to minimise our travel and that we shall be prepared to use our bullock carts or to walk over long distances. At the same time, Sir, I would like to submit, that there should be proper control even in the reduced number of buses, run by the Government. The buses should run at the appointed lines; they should limit the number of passengers, and they should give convenience to the public. There shall not be over crowding, that is, more than the legalised overcrowding at the present time. Our ladies cannot find accommodation in our buses. Sir, the travelling public very often fight at the starting places to get a seat in the buses. The stronger alone gets the chance. When the very same fact was brought to your notice, Sir, you ordered that two policemen will go into each bus throughout the journey to maintain peace and order. This is not going to help us. We may lose two seats in the bus. Perhaps, the difficulties will be more. I may suggest Sir, as I did suggest the other day, that the ticket may be issued 15 minutes earlier than the starting time. Whatever may be the number to be admitted Sir, let the public be sure of a seat, whether standing seat or sitting seat or squatting seat. In this connection, I may be permitted to narrate my experiences in the bus at the starting point at Quilon and at Trivandrum. On one occasion, I came to Quilon by boat in the morning at 6 A. M. There was a bus ready to start for Trivandrum. At that time, there were about 300 passengers to get into the bus. There was such a crowd of passengers and consequent rush to get in at the single narrow gate that many of us did not get seats in it. Then I had to wait another hour there, till the next timing. Fortunately for me, Sir, there was no rush at the next timing, as there was no bus to start to Trivandrum. Then the time was 7-15 in the morning. Then I asked the man in charge of the office whether any bus would be coming soon and he gave an uncertain answer. At about 8. A. M. another bus came in and we all prepared ourselves to try our strength. There were about 200 passengers to get in. We made a rush and somehow or other I also squeezed in. Both

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the Conductor and the Inspector were not able to get into it for the purpose of issuing tickets. After reaching the police maidan which is half a mile from the bus stand at Quilon, the bus was stopped just for issuing tickets. The crowd was so packed that the tickets could be issued only from outside and on that score there was a delay of 20 minutes. Some how or other, the bus which started at 8-20 A. M. reached Trivandrum at 1-30 P. M. only.

There is another difficulty. There is only one passage in the bus so much so, a passenger who is seated inside and near the driver takes five minutes' time to get out of the bus at his destination in the intermediate stations, in his attempts to squeeze through the crowd in the bus. He has to pass through several passengers who are packed together leaving no space whatsoever. As I submitted before, on the whole, we were about 71 in the bus. I can tolerate 50% overcrowding as the President suggested the other day. But if that is more than cent per cent, I cannot understand what control is being exercised in the working of the Department.

MR. E. G. SALTER: May I ask the member if there was such huge overloading, why the honourable member did not get out of the bus?

MR. N. NARAYANA KURUP: But overcrowding is legally allowed. There was also the fact that when I got in there was no crowd in the bus. The overcrowding took place when all entered. If the honourable member Mr. Salter had given strict directions that not more than the licenced number of passengers would be allowed in a bus, along with a reasonable overcrowding of 50%, then I would not have got in. When there is a general rule that a bus can carry any number of passengers due to the scarcity of buses and that the passengers have to suffer the overcrowding, I don't know the meaning of the question. My squeezing in was legal. There is no exaggeration when I say that I had pain all over my body for two days, as a result of my squeezing in into the bus. It was so very shocking to see such a state of affairs in a bus run by a department of our Government which has monopoly for running bus in a line. Even if there are 100 passengers in a bus, even if the conductor knows that there is no space in the bus, the bus is stopped at intermediate stations to allow passengers to get in to seat over the head and shoulders of the already packed passengers. We suffer all the difficulties in the bus courtesy. Even though there is no accommodation, even though the passengers have no convenience in the Bus, the Government does not make any concession in the fare. For the squatting seats, standing accommodation and get the packed seat on the bench, the passenger has to pay equally. The Department is increasing the fare, saying that price of petrol, charcoal, and spare parts is on the increase. There is no concession shown in that respect; at the same time there is overcrowding cent per cent more than the actual number allowed. Therefore I would suggest to find a system by which the passengers may get their tickets before the starting time to avoid fight at the gate of the bus at least.

PRESIDENT : The trouble in that system is that there would be a sudden inrush of passengers at intermediate stations. Suppose for instance the number of passengers in a bus is 50 and the overcrowding allowed is 25 more, or about $\frac{2}{3}$ or $\frac{2}{3}$ are allowed to buy tickets from the starting point of the station and a certain number issued in the intermediate stations, so that no more than 75 tickets are issued at any time from the beginning to the end of the journey—would that be a possible solution to prevent over-crowding? Would that idea commend itself to the honourable members of the House?

MR. N. NARAYANA KURUP : I have not thought over the method. I am not in a position to answer the point at the moment. Ticket may be issued early.

PRESIDENT : I quite see the point that the question of over-crowding is so vividly remaining in the mind of the honourable member. You may think over the matter. What I say is, that is a possibility of preventing over-crowding. Government would only be anxious to prevent the problem of over-crowding. It is obvious to anybody passing by that; here, persons have not yet realised the necessity to curtail their journey by bus. For instance, in many countries in the world, all public bus system has been stopped and so people can only go on special business. In those countries, people naturally reconcile themselves that way for it has become inevitable. But here, both in the matter of railway and bus traffic, the people have not yet realised that only when a person has got really an important business to transact, he can think of travelling by bus. Otherwise he is making the State lose which is also curtailing the war effort. That is the real unambiguous truth, because it means more petrol or more charcoal. So, the position is that, unless a person has absolute business, no person has got a right to travel nowadays. That aspect of the matter has not been fully understood by the people at large. Supposing, Government make it a rule that at no time there should be more than 50 per cent over-crowding, including the possibility of passengers getting in on the way at various places, would that be a workable arrangement? There will be complaints no doubt. But if such a rule is implacably laid down to be observed—speaking for myself I see no difficulty in doing so—what is the opinion of members in this matter?

MR. N. NARAYANA KURUP : Sir, Overcrowding shall not be more than 50 per cent of the licensed number in the bus. Any scheme may be adopted for that purpose. Sir, nobody travels without any purpose. As we have no tyres, tubes, petrol and spare parts of car, even the high paid officers are travelling in service bus. Business is on the increase, consequently travellers are also on the increase. Everyone crowds in the bus. I do not think that people travel without any motive whatsoever in these difficult days of travel. Under these circumstances, it is impossible to restrict travel in these days.

Sir, the difficulty in getting a seat in the Express service even is great. One has to fight for a seat ordinarily to get one of those unreserved seats. In the Kottayam-Trivandrum Express service bus, 12 seats for

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the complete journey are reserved. Another set of 12 seats will not be reserved and they are for those passengers who have to get down at intermediate stations. But there is no reservation for intermediate stations. Very often, I have found fighting near the door of the bus between the passengers for unreserved seats. Even though there is accommodation for all standing there the travellers rush in when the bus starts. On a particular occasion I went to the stand at 8. A. M. There were about 100 passengers at the stand near the bus. We all thought that all are for that particular bus. We rushed in. I also managed to get in. When 11 of us got in after the fight, we found that there was one more unoccupied unreserved seats. We fought for nothing, that is the humorous side of it.

MR. KANNANTHODATH JANARDANAN NAIR (*Karunagapally cum Karthikapally*): Did anybody enter through the window into the bus?

MR. N. NARAYANA KURUP: I cannot say which way some of us got in. In the anxiety to get in we forgot which way we got in. That is the humorous side of it. On another occasion, I reached the destination at about 7. 15 P. M. We were twenty in number for the unreserved seats. All of us wanted to go by the 8.15 bus. We fought together. Unfortunately, I being the weaker, could not get any place in that bus. Why should the Department reserve twelve seats for Kottayam alone and leave the rest unreserved? All the seats can be reserved. Why not those seats also be reserved either for Quilon or for passengers for the intermediate station. Although we, passengers who have to go to intermediate stations, go to the bus stand with the full hope of getting a seat, we are not able to get in. Very often we have suffered too on that account. We yet call that service as an Express service. Some better arrangement should be made. I may suggest that six seats for Quilon and another six for Kottarakara may be reserved, to avoid fight at the stand. I believe that the Department is not very particular to see the fight abovesaid at the bus stand.

I have another suggestion. There should be some superior officer to check the over-crowding more than the allowed over-crowding. The departmental authorities should bear in mind that if a vehicle is over-crowded or if it has the required number of over-crowding allowed by the department, say 50 or 70 in a bus, it need not stop at any particular place so that additional passengers may get in.

I may bring to the notice of the House that there are private services run in a better and more comfortable way to the public. For example there is the Quilon-Alleppey bus service. They are also experiencing the very same difficulties with regard to tyre, spare parts, etc. Then there is the Kottayam-Alwaye line which also is being managed very satisfactorily. These lines are run by educated men of the State. Advocate Mr. Chidambara Iyer is the manager of that private bus service from Quilon to Alleppey. Advocate Mr. K. N. Sankunni Pillai is the manager of the Kottayam-Alwaye or Kumili

service. They manage those services without over-crowding and over-loading. The travellers do not find any difficulties. They can book their seats earlier and reach their destinations in time. Why should the Government alone find it difficult to accommodate the passengers and to run the line in the appointed timings. With these suggestions I move the motion for the acceptance of the House.

MR. K. KUNJU PANICKER: I beg to point out the inconveniences caused by the enlargement of time especially with regard to the express services. Before the present renewal, the time allowed for the express buses running from Trivandrum to Kottayam, the time taken to pass *via* Quilon, was $4\frac{1}{2}$ hours and *via* Kilimmanoor $4\frac{1}{4}$ hours. Now it is $5\frac{1}{2}$ and $5\frac{1}{4}$ hours, respectively. This change has caused much inconvenience to the travelling public in express buses. One who travels by the express buses desires to avoid over-crowding and reach the destination at the shortest time possible. Therefore I would point out to the Head of the Department that the former time limit should be fixed with reference to the express services.

Then a word with regard to the non-reserved seats of the express service. I beg to point out that in private services between Alleppey and Quilon, Kottayam and Kumili and other services the bus managers give tickets at the starting stations. That system works very well in the case of those services. There is no rush and mutual push. If that system works very well with the private management, let it be followed by the Department. About a fortnight ago I had occasion to see the entry into an express bus at Kottayam. One honourable member of the Legislative Council was also standing outside. In the heat of the rush that member was pushed down and he was severely trodden upon and he sustained some injuries also.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know whether he is still alive?

MR. K. KUNJU PANICKER: Yes.

But he was bruised and was bleeding after the incident. Even such respectable men could not save themselves from that sort of inconveniences. If that be the condition with regard to such respectable men, what would be the condition of ordinary passengers? These inconveniences could have been avoided if tickets were issued at the starting stations even for non-reserved seats ten or fifteen minutes before the starting time. The conductor may sit in a room and issue tickets conveniently before starting just as in the case of private syndicates. If such a system were adopted there will not be scrambling and pushing.

There is regular dripping of water from the ceiling of the old buses when there is rain. Even after the rain is over the dripping continues. This defect could easily be cured by some of our local workers or carpenters in the garages. No foreign materials need be imported for preventing such dripping. There are so many seats which are torn up. I myself have seen some people falling down through

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the crevices of the seats. These things are not properly looked into and repaired in time. Torn seats are not renewed. These things are not cured by those persons who are responsible for the supervision and proper upkeep of the body of the buses as well.

Then with regard to the actual running of the buses. There are so many cases in which the buses breaking down on the way almost every day. Even within an hour or an hour and a half from the starting point we experience certain break downs. Certain buses are even started without batteries being charged. Such avoidable inconveniences at least should be remedied hereafter. Even old buses should be set aright as far as local conditions permit.

Then, with reference to the recruitment of conductors and drivers. We are following a certain system with regard to the recruitment to the public service. Of course the Transport Department is more or less an independent department. It is a quasi-Government service and now its income and expenditure are absorbed into the general budget. With regard to the recruitment of new men hereafter to the Transport Department the Head of the Department is requested to adopt the Public Service Recruitment scheme which is being worked very successfully in other departments of the Government. With these words, I support the motion.

MR. KAVIYOOR K. K. KOCHUKUNJU : സർ, ഞാൻ ഈ ഉപക്ഷേപത്തിന്റെ തത്പരതോട് അനുകൂലിക്കുന്നു. ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നത് ഒന്നരണ്ടു പ്രധാന സംഗതികൾ ബഹുമാനപ്പെട്ട ഗവണ്മെന്റിന്റെയും ഓൺസ്പോർട്ട് ഡയറക്ടറവർക്കുടേയും ശ്രദ്ധയിൽ കൊണ്ടുവരാൻ വേണ്ടി മാത്രമാണ്. ഒന്നാമതായി എനിക്കു അറിയിക്കുവാനുള്ളത് പബ്ലിക് സർവീസിൽ പ്രത്യേക പരിഗണന ലഭിച്ചിട്ടില്ലാത്ത ന്യൂനപക്ഷസമുദായങ്ങളെ സംബന്ധിച്ചിടത്തോളം നിയമനവിഷയങ്ങളിൽ ഇപ്പോൾ സ്വീകരിച്ചിട്ടുള്ള രീതി വ്യത്യസ്തമായി പരിഗണിക്കപ്പെടണമെന്ന് ഒന്നു അപേക്ഷിക്കുവാനാണ്. മറ്റു ഹിന്ദുവകുപ്പ് - അതായതു ഹൈന്ദവ ന്യൂനപക്ഷങ്ങൾക്കു പബ്ലിക് സർവീസിൽ കേവലം ന്യൂനപക്ഷം ഉദ്യോഗങ്ങൾ മാത്രമാണുള്ളത്. ഡിപ്പാർട്ടുമെന്റു മേധാവികൾക്ക് നേരിട്ട നിയമനം നടത്താൻ സൗകര്യമുള്ള വകുപ്പുകളിൽ മാത്രമേ അവർക്കു കൂടുതൽ അതുകൾ വകയുള്ളൂ. ഇപ്പോൾ സൗകര്യമുള്ള ഡിപ്പാർട്ടുമെന്റുകളിൽനിന്നും ഞങ്ങൾക്കു വേണ്ടതുപോലെ പ്രോത്സാഹനം ലഭിക്കാതിരുന്നാൽ കാലക്രമംകൊണ്ടു നിയമനവിഷയത്തിൽ എന്നുമാത്രമല്ല മറ്റെല്ലാ കാര്യങ്ങളിലും ഞങ്ങൾ അധഃപതിക്കണമെന്നു ചെയ്യും. മറ്റു ഹിന്ദുവകുപ്പിനെപ്പറ്റി എപ്പോഴും

ഞാൻ ഇങ്ങനെ പറയുന്നതു ഈ സഭയുടെ വിലയേറിയ സമയം മറ്റു മിന്നിപ്പ്രശ്നംകൊണ്ടു നഷ്ടപ്പെടുത്തുന്നതിനല്ലയോ എന്നു ചിലർക്കു എന്റെ പേരിൽ അവജ്ഞ തോന്നാനിടയുണ്ട്. എന്നിങ്ങ് അങ്ങിനെ യുള്ളവരോടു പറയുവാനുള്ളതു് മേലാൽ ഇപ്രകാരമുള്ള സന്ദർഭങ്ങളാകാൻ ഇടയാകരുതെന്നു മാത്രമാണ്. ൫൧ ഒഴിവുകൾ പബ്ളിക് സർവീസിൽ വരുമ്പോൾ ഇവിടത്തെ പ്രബലസമുദായ വടവുകുങ്ങളുടെ തണൽ പിടിച്ചു ജീവിച്ചു പോരുന്ന അധഃസ്ഥിത സമുദായ ചെടികളുടെ കാര്യം പലപ്പോഴും പലരും കേവലം വിസ്മരിച്ചു കളയുന്നതു് ഞങ്ങൾ ഹൃദയവേദനയോടുകൂടിയാണു വീക്ഷിക്കുന്നതെന്നും വരുമ്പോൾ എഴുപതിൽപരം നൂനപക്ഷസമുദായങ്ങൾക്കു വച്ചിരിക്കുന്നതു് വെറും രണ്ടു ഉദ്യോഗങ്ങൾ മാത്രമാണ്. അതുകൊണ്ടാണു നൂനപക്ഷങ്ങളെ സംബന്ധിച്ചു് എപ്പോഴും ഞാൻ ദീനസ്വരങ്ങൾ പുറപ്പെടുവിക്കുന്നതു്. രണ്ടാമതായി എനിക്കു പറയുവാനുള്ളതു് ട്രാൻസ് പോർട്ടു ഡിപ്പാർട്ടുമെൻറിലെ ഇൻസ്പെക്ടറന്മാരുടേയും കൺട്രോളറന്മാരുടേയും, യാത്രക്കാരോടുള്ള ഉത്തരവാദിത്വത്തെ സംബന്ധിച്ചാണു. അവർക്കു യാത്രക്കാരോടുള്ള നിരന്തരവാദിത്വത്തെ ദൂരികരിക്കണമെന്നു ഒരപേക്ഷയുണ്ട്. അതു കേവലം ഒരു ആരോപണമായി കരുതാവതല്ല. കഴിഞ്ഞ ചിങ്ങമാസം ൧൦-൧൧-൧൨-നും എന്റെ ഭാര്യയും കൂടി യാത്രക്കായി ബസ്സുസ്റ്റാൻറൽ ചെയ്തു. ൪-൫- വണ്ടി പോകുന്നതുവരേയും കാത്തിരുന്നിട്ടും ഞങ്ങൾക്കു സൗകര്യം കിട്ടിയില്ല. സ്ട്രീകളേയും കൊണ്ടു വണ്ടിയിൽ കയറുവാൻ അപ്പോഴത്തെ അസൗകര്യം ഇന്നവിധമെന്നു പറഞ്ഞറിയിക്കുവാൻ പാടില്ല. വ്യംഗ്യം പരം രൂപ അടങ്ങിയതായ ഒരു മണിപ്പേർസും കുറെ രസീതു കളും എനിക്കു കൈമോശം വരികയും ചെയ്തു. ഞാൻ വിവരം ഉടൻ ട്രാൻസ് പോർട്ടു ഇൻസ്പെക്ടറെ അറിയിച്ചു. അന്വേഷണം നടത്താമെന്നും അല്ലാതെ താമസിക്കട്ടെ എന്നും ആണ് ഇൻസ്പെക്ടർ പറഞ്ഞതു്.

PRESIDENT: Has the honourable member made a complaint to the Police.

MR. KAVIYODR K. K. KOCHUKUNJU: ഉടൻതന്നെ ഞാൻ വിവരം പോലീസിനും അറിവുകൊടുത്തു. ഒരു ദിവസം കഴിഞ്ഞാണ് പോലീസു അന്വേഷണം നടത്തിയതു്. കുറെ ദിവസം കഴിഞ്ഞു്, ഞാൻ ഇതു സംബന്ധിച്ചു മലയാളരാജ്യത്തിൽ കൊടുത്തിരുന്നതായ പരസ്യത്തിനെ ഞാൻ പിൻവലിക്കണമെന്നും അവർ അതിനു ഉത്തരവാദികളല്ലായെന്നും മറ്റും വീണ്ടും പരസ്യം ചെയ്യണമെന്നു കാണിച്ചു ട്രാൻസ് പോർട്ടു

[Mr. Kaviyoor K. K. Kochukunju.]

ഡയറക്ടർ ഒരു ലറർ ആണ് എനിക്കു തന്നതു്. എൺപതു രൂപായെ
 നാമുറം പറഞ്ഞാൽ ഒരു പക്ഷേ, അദ്ദേഹത്തിനു നാരമില്ലായിരിക്കാം.
 ഞാൻ അതു വചിയ സംഖ്യയായി വിചാരിക്കുന്നു. അനേകമാളുകൾക്കു
 ഈ തരത്തിലുള്ള അപകടങ്ങൾ ഉണ്ടായതായി അറിയാം. സൂക്ഷ്മകര്യ
 കൊണ്ടാണ് ഇങ്ങനെ ഉണ്ടാകുന്നതെന്നു പറയുന്നതു് ശരിയല്ല. യാത്ര
 ക്കുള്ള അസൗകര്യം നിമിത്തമാണ് ഇപ്രകാരം സംഭവിക്കുന്നതു്.
 ഡയറക്ടർ അവർകൾ ഈ കാര്യങ്ങളിൽ പ്രത്യേകം നിഷ്കർഷിക്കണ
 മെന്നുപേക്ഷിച്ചുകൊണ്ടു് ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുക്രമിക്കുന്നു.

MR. M. R. NARAYANA PILLAI (*Tiruvalla*): Sir, I support the motion.
 In so supporting, I have to make only one suggestion. So far as criti-
 cisms are concerned I have made enough of them only to find that
 instead of improvement in the working of the Department, it will be
 seen that the vehicles are wearing out, as a result of which the number
 of buses required for service would become limited. Instead of these
 buses starting in different times with long intervals let us have as many
 buses as are available and are necessary for the people waiting at the
 bus stands. They may go just as the railway train. The first goes as
 an engine and two or three buses may follow immediately so that if
 there is a break down on the way the second or third bus can take the
 travellers of the first or second bus. By this means there will be very
 little crowd in bus stands and all other places.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, this is, of course, a
 commercial department from which the total receipt for the current
 year according to the revised estimate is 28.5 lakhs of rupees. After
 deducting the total working expenses of Rs. 22,09,000 for the current
 year the net profit for the current year comes to Rs. 6,41,000. This
 profit is exclusive of Rs. 1,99,100 set apart for contribution to the
 General Reserve Fund and Rs. 1,45,000 for Depreciation on Rolling
 Stock, Buildings, Furniture, etc. I have explained these facts only for
 the purpose of showing possibilities of getting considerable profits from
 the Department if the defects existing at present are remedied at the
 earliest possible opportunity. Sir, in spite of the honest and praise-
 worthy endeavours made by the Director of Transport we still find that
 there are some defects existing even to-day. According to me these
 defects are mainly due to 3 reasons - (1) Want of sympathetic attitude
 on the part of Government towards this department (2) The very
 inadequate remuneration given to the operating and mechanical staff of
 the Department at present (3) Want of active and deserving co-ope-
 ration between this Department and other departments such as P. W. D.
 Police and Education. With a view to advise the Director of Transport
 and through him the Government on matters relating to the policy of
 the working of the Department, Government have been pleased to
 constitute an Advisory Committee. It will, therefore, be only prope

and fair if due consideration is given to the recommendations made by this Committee from time to time for the purpose of improving the working of the Department and making it more efficient. Sir, sometimes there is abnormal delay in issuing final orders on the recommendations of the Committee submitted to Government so much so the Department will have to sustain considerable loss on account of the sudden increase of price of materials for the purchasing of which permission is sought for. Sometimes when the Committee which consists of technical experts such as the Director of Transport and the Chief Engineer of Roads, Irrigation, etc. makes a recommendation for certain unserviceable vehicles or parts thereof being permitted to be disposed of by the Director of Transport, the reply given is most disappointing and to some extent insulting also because the Director is immediately asked to consult the Workshop Chief Engineer to decide the question whether these parts or vehicles have ceased to be of use to the Department and whether they may be disposed of. It is regrettable to find that deserving weight is not given to the recommendations of the Director of Transport as advised by the Advisory Board.

The working of the Department can be made more efficient if more encouragement is given to the operating and mechanical staff of the Department. Sir, we are all aware that the service in the Transport Department was declared by Government to be non-pensionable. With a view to increase the efficiency of the Department by giving more encouragement, recommendations have been submitted to Government for standardising and increasing the salary of the mechanical and operating staff of the Department. It is regrettable to note that nothing has been done in the matter so far to improve the working of the Department and I find no provision has been made in the next year's budget for this purpose as recommended by the Director of Transport. It is not yet known what action was taken on these recommendations.

MR. KOTTALIL P. ABRAHAM (*Muvattupuzha cum Devicolum*): May I know the nature of the want of efficiency on the part of the establishment on account of want of encouragement by Government?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I understand that there are instances in which some of the members of the mechanical staff have actually swooned on account of starvation due to poor salary. The whole staff whether mechanical or operating have become disheartened on account of their poor salary especially at this juncture when the price of all essential commodities is daily on the increase.

MR. P. S. MUHAMMED (*Quilon cum Kottarakara*): ഓരോ ഗാഭര ജിലും കൂടുതൽ മെക്കാനിക്കൽ വകുപ്പുകാർ വേണമെന്നു പറഞ്ഞല്ലോ, അവരുടെ ശമ്പളം എന്താണെന്നു അറിഞ്ഞാൽ കൊള്ളാം.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: To clarify my position and to convince this House and also the Dewan-President I may be permitted to state this fact. As soon as a new recruit to undergo technical training in the local Transport workshop is taken in he is

[Mr. Puliyoor T. P. Velayudhan Pillai.]

given a salary of Rs. 27 per mensem, but the more experienced instructor there gets a salary of only Rs. 20 per mensem. Sir, this is a poor encouragement to the mechanical and operating staff. The lowest pay of a foreman in Hyderabad Transport Department is Rs. 150. Another defect which is now existing in the working of the Department is a large number of accidents on the routes. With a view to prevent these unfortunate state of affairs the Committee recommended to Government that a book styled "Traffic and Road Transport Rules" published by the Transport Department should be made a compulsory subject in the curriculum for all schools in the State. Though Government sympathetically considered all the aspects of the recommendation they suggested that certain conditions have to be fulfilled by the Department before this recommendation is accepted. Government asked the Director of Transport to incorporate in the book the Road Sense Guide published by the Police Department and supply 4000 copies of the book to the Director of Public Instruction at the cheapest rate possible.

Accordingly, all the conditions contained in G. O. D. Dis. No. 3017/41/Judl., dated the 25th September 1941, have been completely satisfied. After the book was approved by the Text Book Committee, about 4,000 copies were printed and supplied to the Education Department but I am constrained to remark that this book has not been prescribed or included in the curriculum for the schools in the State. Ignorance of the Road Rules is the main cause for the accidents that are taking place in the different roads.

MR. M. R. NARAYANA PILLAI : May I know for which class and for what kind of schools the book has been prescribed ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : The order says that it should be made a compulsory subject in the curriculum for all the schools in the State.

MR. C. M. JOSEPH (*Changanacherry cum Peermade*) : പള്ളിക്കൂടങ്ങളിൽ ഈ പുസ്തകം നടപ്പാക്കിക്കഴിഞ്ഞാൽ വണ്ടികൾ മറിഞ്ഞാലും ആവശ്യങ്ങളാകാതെ തിരികാൻ അതു സഹായിക്കുമോ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : ആദ്യമായി ഈ ബുക്കുകൾ പാഠ്യവിഷയമായി ഉൾപ്പെടുത്തണമെന്നു പറഞ്ഞത് ഇപ്പോൾ അപകടങ്ങൾ ഉണ്ടാകാതിരിക്കാനായി മുൻകൂട്ടി വേണ്ട അറിവു കൊടുക്കാനാണ്. ഈ വിധത്തിലുള്ള അറിവു ജനസാമാന്യത്തിനുണ്ടാകുമ്പോൾ അപകടങ്ങൾ സ്വാഭാവികമായി കുറയുന്നതാണ്.

MR. KOTTALIL P. ABRAHAM : May I know the date of the publication of the book and the language of the book.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : It is printed in Malayalam in the S. R. V. Press. It has been published by the Transport Department as directed by Government.

Then, Sir, we see several accidents taking place at important stations like Trivandrum, Kottayam, Nagercoil and Quilon due to sudden inrush of passengers to board the buses. Some people fall down. There is serious tussle between passengers. In some cases, as suggested by Mr. Kochukunju there is pick-pocketing. In order to avert all such difficulties and inconveniences, the Director of Transport I am given to understand, has been making repeated requests to the Head of the Police Department to post at least a few constables at least at these very important centres to prevent such things taking place daily. I am sorry to submit to the Chair that no action has been taken on such recommendations. If we go to the Trivandrum Bus Stand, we are unable to find a single Constable posted there for duty.

PRESIDENT : Does the honourable member say that the Order of Government to the effect that two Constables should go with every bus has not been followed ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : So far, I have never found any constable accompanying a bus on duty as ordered by the Dewan. That is my personal experience.

Several accidents that are taking place at present are due——

PRESIDENT : I may say at once that such an order has been issued by Government, and if it has not been obeyed, the Department concerned will suffer for it.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : Several accidents that are taking place at present are mainly due to the very bad condition of the M. C. Road where the Department operates its buses. It has been brought to the attention of the P. W. D. that special consideration and treatment should be accorded in the matter of improving such roads where the Department operates the public transport vehicles. I am glad to note that this matter has engaged the attention of the Public Accounts Committee for the year 1116 when my honourable friend Mr. Kunju Panicker has brought this aspect of the question to the pointed attention of the President. On behalf of Government, the President has been pleased to inform the Committee that special care will be taken for effecting the necessary improvements on the M. C. Road.

Then I wish to refer to the question of construction of garages in certain places. Take for instance, the proposed garage at Shencottah, where buses are allowed to lie without proper attention on the public road and sometimes in the Taluk Office compound. It is a very serious matter. I would submit for the consideration of Government that it is high time that all these defects should be remedied at the earliest opportunity by giving sufficient and adequate consideration to the recommendations made by the Head of the Department. With these observations, I support the motion.

MR. DOMINIC JOSEPH: Sir, it will be admitted on all hands that the Express Service is a considerable improvement upon the ordinary service. But the existence of unseemly scramble for seats in the buses cannot be ignored. This has been graphically described by Mr. Narayana Kurup. I suggest that nearly 90 per cent. of the seats could be reserved before hand, leaving 10 per cent to Officers and members of the Legislature who are on public duty. It may be construed as selfishness to say that a different treatment should be given to Government Officers from members of the Legislature. I justify that on the ground that they are engaged on public duty. Again it is an ordinary feature to see breakdowns in the ordinary buses. It can be noticed every day by anyone who travels along the road. Under the Motor Vehicles Act, private buses are bound to carry with them the ordinary tools for repair as well as spare tyres and tubes. But in the case of Transport buses such a rule is not enforced. When there is a breakdown on account of some mistake, the bus has to remain there. Information has to be conveyed to the Headquarters and help has to come from a very long distance. That means delay and inconvenience to the passengers. I want that the ordinary rule under the Motor Vehicles Act should apply with equal force to the State Transport buses. That will remove a good deal of inconvenience to passengers.

MR. C. JEBAMONY NADAR (*Kalkulam cum Vilavancode*): I wish to say a few words. Now that the Advisory Committee has been appointed, partly nominated and partly elected from the members of this House, we may hope that the Department will be better advised on the needs of the travelling public. In view of the fact that the members elected by this House sit in the Committee, I would desire that the proceedings of the Committee are also appended to the Administration Report of the Transport Department so that this House may know as to what the Committee has been doing. Secondly I refer to two notices which are found in every Transport bus. One is 'Travel with changes' and the other is that the bus is treated with Bugsol.

MR. M. R. NARAYANA PILLAI: Not heard.

MR. C. JEBAMONY NADAR: In regard to the first notice I wish to offer a suggestion. There is considerable shortage in the number of the small coins. This will be readily agreed to by the Director. Passengers therefore very often come without changes but with currency notes. Some of the conductors are very liberal, but others more or less make mandatory demands and would say that 'Unless you have changes you should not enter the bus.' And yet another type of conductors say 'Well, I will see if I can pay your balance during the course of the journey, otherwise I will note the balance you have to get on the ticket and if you come to the office, you shall receive payment of the same. This difficulty being real, we have, somehow or other, to devise a method so that it may be minimised. I would suggest one solution. Why not a passenger who usually travels in the State buses, be allowed to deposit say Rs. 10 or Rs. 15 in the office of the Transport

Department and be given something like a pass book. Whenever he travels the amount of fare may be debited in the pass book. Yet another suggestion is something like stamps or labels to the value of a quarter half rupee or fanam, etc., may be sold by the Department, and the same may be accepted in lieu of cash or coins. The fact that conductors daily return to the office tickets with the endorsement, that balance is due to the passengers, prove the immediate need for solving the difficulty.

The second notice is 'This bus is treated with Bugsol.' I am unable to feel the effect of the use of Bugsol and think therefore that the advertisement serves no useful purpose.

Another matter to which I want to refer is the unsatisfactory manner in which some of the parcel agencies work. For example, take the case of a bus stand like the Monday Market; the collection is something below Rs. 300, though it is a big market place and a big business centre too. There is a difference between luggage and parcel. In this Eraniel bus stand if a passenger wants to get into the bus with luggage, the parcel agent interferes and wants to treat it as parcel. That would require some time and consequently the passenger misses the bus and is delayed in his journey. Even when the passenger requests that the 'Samans' may be treated as luggage the conductor takes sides with the parcel agent. The passengers naturally get irritated and disappointed. I do not see any justification as to why the passengers should be subjected to this inconvenience? Why not treat the 'Samans' which a passenger takes with him in his journey as luggage?

The House rose for lunch at 2 P. M. and met again at 3 P. M.

MEMBERS SWORN.

MR. V. SIVASANKARA PILLAI *District Superintendent of Police in charge of the duties of the Inspector-General of Police* took the oath and signed the rolls.

MR. C. JEBAMONY NADAR (*contd.*): Sir, I was referring to the difficulty experienced by passengers when they come to a bus stand just in time with samans necessary for their travel, whereas if it be a few yards away from the bus stand, no difference between luggage and parcel is maintained. So the idea of personal gain to the parcel agent at the cost of the convenience of the travelling public cannot be appreciated. I would desire that whatever might be the starting point of the journey of a passenger, whether it be at a place where there is a parcel agency or not, if he accompanies his samans, they must be treated and charged as luggage and not as parcel.

Another matter about which I have to refer is about the attitude of the Department when private buses are engaged for hire. It is known to all that there is now shortage of buses in the Department, of

[Mr. C. Jebamony Nadar]

course owing to causes beyond the control of the Department and Government. That means private demands for hire cannot be met by the Department. When a marriage party requires a bus for a single journey, to cover the marriage procession the Department cannot under the present circumstances, let out any of its buses. If a private bus is available it cannot be run along a route of the Transport Department unless a recommendation ensues from the Director of Transport. In this connection I shall read a portion from the Administration Report of the Transport Department for 1117 M. E. Though it is a confidential document at this moment, in so far as it is in our possession, I think I can refer to the relevant portion. It reads :

"Towards the close of the year the increasing demand for buses for marriages and pleasure trips forced the Department to restrict such operations. As a rule, buses are now hired out only in connection with journeys of national importance. Excursions of students are however, classed as essential. In other cases the Department neither permits its buses to be hired nor recommends the hiring of buses from other operators. No doubt, this step has created some difficulties to the public, but is hoped that they would realise that the situation had been brought about by forces beyond the control of the Department. The rates of hire charges were also slightly increased as a restrictive measure."

I can understand the difficulty regarding Department buses but I cannot justify the attitude of the Department as regards private buses. I think the head of the department should not act as a break in private contracts of a legitimate nature. Such an attitude works great hardship.

Just one other matter. Car-drivers know the mechanism of buses which they usually drive. Constant change of drivers from bus to bus makes them strangers to the condition of the buses. This I think, is one of the main causes for the increasing breakdowns on the way, arrangements may be made so that the same driver or set of drivers alone be allowed to handle particular buses.

To avoid disorderly rush into the buses my suggestion is that tickets should be issued 15 or 20 minutes before the starting time of the bus. If so the ticket holders alone will be entitled to get into the bus and others would not attempt to seek entry into the vehicle by the use of brute force as they do at present. The crowd at the bus stand could thus be diverted, the ticket holders waiting for the bus, while others purchasing tickets for the next bus. On a crowded day the bus would be full at the starting point and so it may not be possible to take in passengers from intermediate stations. This is unavoidable and incidental to a heavy traffic.

Often, I see three buses standing empty at the Neyyattinkara bus stand. There is the cry of shortage of buses in other lines. That shows something is wrong somewhere. I am aware that there is a shuttle service between Trivandrum and Neyyattinkara. But the necessity for three buses standing idle at that one point at one time is not clear. Matters such as this require checking, so that services in

other lines may not suffer. The demand of the public in various routes has to be carefully considered without undue preference to any locality. With these words, I support the motion.

MR. M. SIVATHANU PILLAI: Sir, I support the motion. At the very outset permit me to say about the G. O. recently issued by Government in reference to the posting on duty of two Police Constables in the buses running in different routes. I think Sir, such an Order has been passed on a misunderstanding of the position; the need for posting Constables is felt with a view to regulate the crowds of people at the starting point of the buses more than any where else. The difficulty arises more outside the running bus than inside the bus. In the starting stations or in stopping stations, people gather together in large numbers eager to board the buses. They in a body rush to get seats and as a result unseemly scenes take place. Some times people get injured in their attempt to force any entry into the bus or lose their purse, or wrist watches or such valuable articles. By posting Constables here in these places they can regulate the orderly boarding into these buses and avoid all the above difficulty and trouble. The presence of Police is really felt only in such places. Therefore I suggest that some arrangement as the queue system in Madras can be thought of. It will help to solve the problem a great deal.

PRESIDENT: Honourable members might take it from me that in Madras there is nothing like the rush observed here; it is not even one-fourth of what is obtaining here.

MR. M. SIVATHANU PILLAI: But, Sir, in one route namely, at the Mount Road junction, the crowd waiting for Town service buses is tremendous. It is regulated by the Police by enforcing a queue system. In our place, of course, the crowding of passengers in starting points is more unmanageable. The Police people that may be posted for duty may not care to observe the queue system. Consequently people that crowd in bus stands and at halting places are not orderly and they suffer great hardship. The help of the Police in bus stands would be greatly appreciated provided the queue system is observed. Sometimes in halting places, whenever the passengers get disappointed they fall foul of conductors and frequently quarrel ensues between them causing inconvenience to passengers inside the bus and the people standing outside the bus. They, the disappointed passengers, take the power in their hands and abuse the conductor in a manner only to be realised by actually witnessing it. I happened to witness such an incident near the overbridge here in the Trivandrum City. The Police who were standing idly near by were called in for help. I always associate the Police with the quelling of trouble. But I was disappointed. They took no notice of it. They had not even the courtesy to move from their place. Whenever they are required in the place of duty, it is difficult to see them even. Wherever there is overgathering of people the Police, instead of concerning themselves in regulating the crowd move away from it quite unconcerned. That is the general experience, I have here with our State Police.

PRESIDENT : Here, there are very many betel nut shops and I have found them there. Somehow or other, it is the irresistible fascination of the Police to be in those shops.

MR. M. SIVATHANU PILLAI : Yes, Sir. Not only that. They are also seen quarrelling among themselves over a bit of beedi on thoroughfares. There is also the aspect of more fascination for broken beedies on the part of our Police.

PRESIDENT : All that is proof of economic deterioration of the country.

MR. M. SIVATHANU PILLAI : On another occasion, a short young man wanted to get into the Express Bus here in Trivandrum. There were innumerable people eagerly waiting to board the bus and preparing to fight for the accommodation. In the struggle for accommodation in the Express the young man with his weighty muscles was able to find his way into the bus. In that process the wrist chain of his wrist-watch got snapped. It had to be found out. Naturally he had to get out of the bus. There was no Police anywhere nearby. He came out of the bus in search of his wrist-watch. The result was that he not only lost his much coveted seat in the bus but also his valuable watch. It was a pitiable sight to see that young man completely frustrated. The one among the crowd that concentrated his attention more on the gold chain than on the struggle luckily discovered it for himself and bolted with it. I have often drawn the attention of the Police to these places of public resort in Committee meetings but of no avail. Advisory Committee members like my honourable friend Mr. T. P. Velayudhan Pillai also reported his experience in similar matters and insisted that Police should be posted on duty in these important centres of Transport Service with no consequence. My experience shows that it will be most desirable to have constables posted on duty in centres where the crowd is likely to assemble in large numbers for the purpose of regulating them. There is absolutely no use of posting them inside a running bus. On the other hand, it will deprive the travelling public of two more seats which may be otherwise available for them.

PRESIDENT : The members may note that no final arrangement has been come to in this matter. It is for the House to remedy the admitted difficulty in the matter and arrive at a particular arrangement.

MR. M. SIVATHANU PILLAI : By all means let us have policemen, one in big centres such as Quilon, Kottayam, Nagercoil, Trivandrum, etc, at least to prevent these unseemly scenes and quarrels taking place caused by disappointment to passengers.

MR. N. NARAYANA KURUP : Will it not be advantageous to have Policemen at every bus stop?

MR. M. SIVATHANU PILLAI : No, not necessary; but only in very crowded centres. Otherwise the Police force would have to be considerably increased to meet the proposed arrangement. The assistance of the Police would be required in important centres so that rush could be

regulated and small thefts could be avoided. In the matter of getting tickets for passengers, the services of the Police could be utilised with advantage say in a proposed scheme of queue arrangement. Then, Sir, reference was made to increasing the numbers of passenger vehicles. The problem of meeting the demand for more vehicles by the travelling public is growing more acute. On the one hand, the vehicles are being reduced in number on account of difficulty to replace them. On the other hand, the public having more money in their hands take to avoidable bus travelling more than before. Naturally the question becomes more serious to solve. The Department has enough surplus to invest on new vehicles. The difficulty is to get them. It is a good augury to find that the Government of India have been pleased to sanction 15 new vehicles, of which 10 is proposed to be utilised in the Alwaye-Munnar line as lorry service for the transport of hill produce and the remaining to be used as passenger vehicles. There is thus scope for using the displaced vehicles as passenger vehicles as well. To a certain extent it may give relief. But I know it will not even touch the fringe of the problem of adequate number of vehicles. This naturally takes me to the consideration of the vehicles that are now in service, after considerable mileage of run. That is a word with regard to the question of the present buses being repaired. I do not know how far it will be appreciated by the honourable members of this House when I say that repairing has become almost an impossibility. I know that most of the buses have been dismantled and different parts from their engines fitted with some other engines in other buses. It is a fact that a great number of vehicles that were on service, for a considerable time are now out of service. The number of units have now become considerably reduced, in spite of ingenious departmental improvisations.

In this connection, the honourable members of this House should realise how far the operating and mechanic staff of the Department are put to difficulties of over work. They have to do a considerable amount of work both day and night. Mr. Velayudhan Pillai has referred to it. I must say that they are put to great and hard over-work in the matter of overcoming the present difficulties. I have seen the mechanics on the Trivandrum Nagercoil Workshops working not only day but even nights and actually sweating and completely exhausted.

MR. P. NARAYANA PILLAI (*Mavelikara cum Kunnattur*): Cannot the mechanic staff be increased?

MR. M. SIVATHANU PILLAI: Of course that can be done. But what is the pay that is offered. I know of a good fitter who was given Rs. 40. How much work can you expect him to do? How is it possible for a man to live on Rs. 40 in Trivandrum in these days of increased prices and of difficulty to get rice. Therefore he has gone to Nagercoil and the honourable members will believe me when I say he is getting Rs. 300 to Rs. 400 per month from a workshop of his own. He is running his own workshop.

MR. M. BHASKARAN NAIR (*Neyyattinkara cum Trivandrum*): May I know whether there are not a large number of breakdowns on the way?

MR. M. SIVATHANU PILLAI: That cannot be helped. I will not be surprised if all the buses including the Express Service buses come to a dead stop one day. There is not a single new engine which can replace the old. These engines have covered 50,000 to 60,000 miles some times even a lakh of miles. After all they are engines. They have served beyond their capacity. The result is that these engines require more of lubricating oil and petrol. To that extent the operating cost is increased. But for the fact that we are getting more profit by over-loading and increased fare, these buses would have been running at a loss. If these 15 units were not got down as a result of the great persuasion of the Head of the Administration, these Express services would have had to be stopped in the course of at the most two months because these buses cannot at all take the line without a thorough and successful over-loading. There is more consumption of lubricating oil and petrol in faulty running. So I wish to point out that however much the mechanics or the operating staff may work on full steam, surely there will come a time soon when the engines will not be able to cope with the situation. That is the position which the honourable members will have to bear in mind.

MR. KOTTALIL P. ABRAHAM: Are these mechanics paid anything extra?

MR. M. SIVATHANU PILLAI: Absolutely nothing.

It was suggested by the Director of Transport that these conductors and drivers because they were doing more work particularly on these rickety buses, and sometimes coming back very late at night on long routes, should be given a daily allowance of annas four. The Advisory Committee thought that four annas is insufficient and suggested eight annas instead, which was not sanctioned by Government. They allowed only four annas.

MR. P. NARAYANA PILLAI: May I know whether any remuneration is given to drivers in private buses?

MR. M. SIVATHANU PILLAI: I know that in a private workshop the foreman gets Rs. 150, the chief mechanic Rs. 100 and the assistant mechanic Rs. 75 per mensem. The mechanics in our workshop do not get so much. The fitters who attend to the rickety buses in the line are, I think, given only Rs. 20 or Rs. 30.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know whether the member is aware that the lowest pay in Hyderabad Transport Service for a foreman is Rs. 150 per mensem.

MR. M. SIVATHANU PILLAI: I take the information with thanks. I have no objection to even retrenchment being effected in the office establishment. But do appreciate the work of the operating and mechanic staff who work hard and make it possible for these buses to run. So it is highly desirable that the pitiable lot of these poor mechanics should be improved. It is these mechanics, conductors and drivers who are responsible for making these buses run which would have

been thrown away as scrap iron long ago. So it was thought desirable that they should be given a daily allowance of annas eight and the mechanics increased pay. It will give them so much encouragement to take the stunning difficulty with a certain amount of cheer and it will help them to pass the day without much pain of helplessness.

SADASYATILAKA T. K. VELU PILLAI (*Trivandrum Town*): How many times do these conductors and drivers normally take refreshment on the Trivandrum-Nagercoil line and how much will they have to spend on this account?

MR. M. SIVATHANU PILLAI: Very reasonably it will be more than four annas. I have seen drivers asking their own people to carry food for them in small vessels for the next meal, because they could not pay for food on the way.

Particularly in view of the large income which the Department is making, the Committee thought that the allowance of eight annas per day would be reasonable and should be granted forthwith, and the Government turned it down for reasons of their own.

Then with regard to the attitude that has been stressed by Mr. T. K. Velu Pillai towards the recommendation of the Committee. Sir, it is regrettable to find that Government do not act on the recommendations of the Advisory Committee in important matters. And to understand that the Government is too wooden to appreciate recommendations of a very simple nature but of considerable advantage both financially and otherwise. In these days when the prices of motor vehicles and spare parts are rocketing up beyond our imagination, should not the Director be given power to make purchases within a limit of Rs. 5,000 when occasion arises. The price quoted, today may not be the price quoted tomorrow. There would be others who would be prepared to pay double the price to meet their needs. By the time the Director waits and gets the sanction of the Government the articles to be got would have been purchased by some one else. So the Director should not be put to the necessity of getting previous sanction of the Government for purchasing articles as spare parts etc. Such necessity has arisen very often before and will arise very often. At least on the recommendation of the Committee the Director should have been empowered to spend amounts to the limit of Rs. 5,000 by way of purchases of articles as spare parts etc. Hence the Advisory body recommended such a course. But what was the reply that was given to the Committee. They were told that they should bear in mind that they were only an advisory body. What else did the Committee do, I ask? The Committee only recommended that the Director should be empowered to make purchases to the tune of Rs. 5,000 in emergent cases without previous Government sanction. But the Government turned it round and said "You Committee members! you are only an advisory body and you have to do nothing

[Mr. M. Sivathanu Pillai.]

else"? I admit, being a member in it, that we are an advisory committee. But we have got a right to advise. This ought not to have been the attitude of the Government particularly at these critical and unsettled days when immediate purchases will have to be made. I cannot understand the difficulty in allowing such a power to the Director particularly on the recommendation of the Committee. We do realise our limitations. We also can understand English language correctly defining the functions of the Committee. It has been conceded that the Committee's functions have been defined to be purely advisory. We are really an advisory body. We are told in reply by Government "You Committee Members! take care, bear in mind, you are only an advisory Committee". What does this mean, any thing else other than an insult to them, I ask.

MR. N NARAYANA KURUP : May I know whether any reduction in the staff in proportion to the reduction of the number of buses has been made?

PRESIDENT : The Head of the Department should be allowed 15 minutes to speak. Otherwise he will not be able to find time to meet all the points raised.

I will refer to another matter which has been referred to by Mr. T. P. Velayudhan Pillai and that is with regard to the disposal of old, rotten goods. We find that there is a sudden enthusiasm on the part of various Government departments to sell parts of houses. I used to get recommendations from various District officials stating that particular buildings should be dismantled and sold because they are falling down. The dismantling would cost Rs. 100 and the amount that would be realised by way of auction sales would be Rs. 50 so that the balance to the credit of Government would be Rs. 50. Wherever there is an old Government building suddenly it is found to be of no use and it has got to be auctioned. I do not want to impute motives to any of our officials. With regard to Government properties I have passed a rule that throughout the State, unless the Dewan personally gives his signature, no auction sales should take place. The reason for that order is this. Any article or material, however useless to one department, may be of some use to some other department. The use of such articles to those departments should not be prohibited. If any material is found to be useless for any particular department, other departments should be consulted with regard to the utilisation of those articles and it may be found to be of use to them. For instance, iron scrap, waste paper and all sorts of apparently useless things may be made use of by some department or other. So it has been decided that throughout the State, unless Government make up their mind, no auction or sale should take place. It was found thoroughly unsuitable. Therefore some of the properties were ordered to be sold.

MR. M. SIVATHANU PILLAI : Of course, the Superintendent, Workshops, can be referred to in the matter and then the articles may be disposed of.

MR. E. G. SALTER: Sir, the criticisms in connection with the budget proposals of the Transport Department can be briefly summarised under two main heads, "Overloading" and "breakdowns".

I was rather impressed by the remarks of one of the honourable members, who, in relating his experiences of a particular bus journey, constantly made use of the "first person". The honourable members will remember his statements to the effect that "*we* had to fight our way into the bus" and "*we* pushed our way through the crowd" and then his condemnation of the conditions under which the bus was loaded. I am sure the honourable member will not take offence when I say, if the elected representatives of the public enter into forceful competition with their own constituents in order to secure preference in a public service vehicle, what hopes has Government? What hopes has the Transport Department in effecting improvements? I suggest, with due respect that the honourable members of this House would be performing an infinitely greater public duty if they were to endeavour to educate their constituents into their civic responsibilities rather than to lay the blame on Government or the Transport Department. I can assure the House that the officials of the Department are doing their utmost. Suppose any member of this House is man-handled by any of the officials of the Department if he endeavours to enter a fully loaded bus, what will he do? He will insist that the Head of the Department should dismiss that man. A few days ago when I was passing the bus station I saw about 20 people rushing altogether to get into a bus and I saw a woman with a little child being crushed in the midst of the hooligans. I immediately got out of my car and forcibly ejected those, who by brute strength alone had succeeded in forcing their way in and then, I allowed the people to board one at a time, women and children first. They took it from me—they may take it from a Police Officer, but what would have happened if the conductor or an inspector had adopted similar measures? If the public would only realise their civic responsibility it would not be necessary for me or any member of the Department forcibly to eject them from the buses. Let them know that by rushing like this they are injuring their own people. The Department as I said before, is doing its utmost. The vehicles are running under conditions the like of which have never been known before, in any public transport in India. Therefore, we in turn ask for your assistance, the assistance of every non-official member of this House. That assistance can be rendered in educating the public and not by criticising the humble efforts of the Transport Department.

MR. M. R. NARAYANA PILLAI: Is not the over-crowding merely due to the fact that the passengers have to wait for an inconsiderably long time for buses to arrive at the bus stand?

MR. E. G. SALTER: No, Sir.

The total number of passengers carried in 1116 was a little more than six millions, in 1117 it was more than eight millions. This has been done without any increase in the vehicles. The trouble of

[Mr. F. G. Salter.]

over-crowding is entirely due to the very serious reduction in other forms of transport. People who hitherto enjoyed travelling in their own cars are now forced to the necessity of using public transport vehicles. The accommodation on the railways—although there is only one line in the State—has been very considerably curtailed. It is for that reason that the Department is forced to carry more passengers and that at a time when it cannot get spare parts or additional buses. Honourable members will be interested to know that due to the freezing by the Government of India the Department has not been able to purchase Chevrolet or Ford parts between December last year and May this year. It is due to the efforts of the Dewan-President, followed by my humble efforts while I was recently in Delhi that we have now received a small consignment.

That brings me to the second point, *viz.*, break downs. As I said, we could not buy new buses. The Department has made its own pistons during the last six months. I may say that the pistons made by us are working very well and compare very favourably with the pistons made by the General Motors in the United States or by the Ford Motor Company. We are now making locally everything that can be made. The honourable members will realise the significance of what I have said. We are making almost all spare parts. I think I am right in saying that there are only about two components in the whole of the vehicles which are not now made in the workshops of the Transport Department. Is it to be wondered at that vehicles which have operated for 375000 miles for which we have made spare parts from odd pieces of iron and steel or from other worn out or broken parts, is it to be wondered at that such vehicles sometimes break down? I should like to take this opportunity of making a public pronouncement that the mechanical staff of the Transport Department is deserving of the utmost praise for keeping the vehicles going under conditions which in normal circumstances one could never dream of doing. Therefore, let us realise the difficulties under which the Department is working. The public have imposed an increased load on the Department of 30 per cent. while the exigencies of the war have necessitated a reduction in the number of vehicles by 15 per cent. That is the position today. In spite of these conditions although buses might break down or roofs might leak, the Department had carried eight million passengers last year. To that extent I think the honourable members would agree with me that Travancore can be proud of the fact that in spite of difficulties of most alarming proportions, the Transport Department carries on.

I agree with the remarks of a previous speaker that the control of passengers or would-be passengers should be outside the vehicle and not inside it. A scheme is in course of preparation which, it is hoped, will decrease the evils now noticed at important bus stops, whereby police officers will assist in controlling the crowds awaiting to board buses and to stop the scenes of hooliganism now so unfortunately prevalent.

I would like to take this opportunity of expressing my appreciation of the remarks of Mr. Jebamony Nadar for his constructive suggestions in regard to the problem of change. Every one recognises the difficulty of obtaining change. He has made suggestions which would go some way to solve that problem. The suggestions will be carefully considered and if practicable will be introduced.

Finally, I would also like to inform Mr. Kochu Kunju that we have not forgotten the members of the minority communities in regard to the recruitment of staff. We have relaxed the rules in their case. That is to say a member of the minority community is not expected to have passed the School final Examination. As long as he is able to do a set of questions in simple arithmetic he is selected as a conductor. But the honourable member should not lose sight of the fact that due to shortage of vehicles, additional staff is not necessary. At present no member of the minority community is being recruited for the simple reason that nobody else is being recruited. There are no vacancies. With these remarks I trust the honourable members will pass the budget in the manner in which it has been presented.

PRESIDENT : Before the question is put to vote, I should like to make one observation with regard to what was said about the Advisory Committee. As honourable members know very well this Government attach very great importance to those Committees. I want that it should be fully understood that it is not lightheartedly that the Government does not accept or delay the recommendations of these Committees. The general rule has been and will be that these recommendations will be implemented. If there are over-mastering considerations arising out of what may be called public requirements or general public policy, those will be the main obstacles that will stand in the way of individual recommendations of Committees being carried out. Otherwise, Government will give the weight that the Committee system requires and demands. That will be the policy of the Government.

The question that Government be granted a sum of Rs. 32,21,863 under Demand IX—State Transport—was put and carried.

DEMAND X—CLAY REFINING AND PORCELAIN FACTORY—Rs. 4,36,300.

MR. K. N. MADHAVA PANICKER (Ceramic Expert) : Sir, I beg to move for a grant of Rs. 4,36,300 under Demand X—Clay Refining and Porcelain Factory.

Motion No. 120.

MR. K. P. KOCHUKORA THARAKAN (Kunnatnad cum Parur) :
സർ, സെറാമിക് ഫാക്ടറിയിലേക്കു നീക്കിവെച്ചിട്ടുള്ള രൂ. ൩൩,൩൦൦
രൂപായാൽനിന്നും ഒരു രൂപാകരണമെന്നുള്ള ഉപകരണം ഇവിടെ
അവതരിപ്പിച്ചുകൊള്ളുന്നു.

PRESIDENT : At present we are earmarking the whole of the factory produce to war purposes. As soon as the war is over we have to make use of it for other purposes.

MR. K. P. KOCHUKORA THARAKAN : ഇതിനെപ്പറ്റി എനിക്കു പഠയാനുളളതു് ഈ ഫാക്ടറിയിലുണ്ടാക്കുന്ന സാമാനങ്ങൾ ജനങ്ങൾക്കുടേയും മതിയാകാതെയാണിരിക്കുന്നതു്. അതുകൊണ്ടു് ഓവർസൈം വെച്ചുകിടക്കുക പാത്രങ്ങൾകൂടി ഉണ്ടാക്കേണ്ടതാണു്. അന്യരാജ്യങ്ങളിൽ നിന്നും വന്നുകൊണ്ടിരിക്കുന്ന ഭരണി, പിത്താൺ മുതലായ സാമാനങ്ങൾക്കു തന്നെ മുൻപിലുത്തേതിൽ ഞാലും, അഞ്ചും ഇരട്ടി വില കൊടുക്കേണ്ടിയിരിക്കുന്നു.

PRESIDENT : With a view to remedy that partly, the Government gave certain facilities for another concern to come into existence. Government made up their minds that the China Clay that is produced in the State should be State property. But there is a great deal of scope for cottage industries in regard to pottery and its utilisation. As a matter of fact, I have been considering recently the question of starting some of these things on a cottage industry basis on an extensive scale. But apart from that there is another institution which is coming into existence and which will mainly concern itself with porcelain production. So far as the present factory is concerned, my idea is that it should first of all serve war needs; and after war needs are dealt with, the needs of the Government Departments, such as the Sanitary Department and the P. W. D. should be attended to, and then the needs of the public. But I fully realise what is passing through the honourable member's mind and I will look into that matter.

MR. K. N. MADHAVA PANICKER : Sir, it so happens that, at times we get certain articles which conform to the domestic use of the public. It is not unusual that merchants come to the Factory and purchase them.

MR. K. P. KOCHUKORA THARAKAN : ഇപ്പോൾ വല്ല പാത്രങ്ങളും ഫാക്ടറിയിൽ ഉണ്ടോ?

MR. K. N. MADHAVA PANICKER : Yes, we have got certain items.

PRESIDENT : Perhaps the best plan would be that wherever there are these items, some kind of information might be circulated in the various commercial centres so that people might know what you have got.

MR. K. N. MADHAVA PANICKER : Yes, Sir, we are thinking of advertising in the papers.

SADASYATILAKA T. K. VELU PILLAI : May I ask if night work is being done in the Factory now?

MR. K. N. MADHAVA PANICKER : No, Sir. But some departments such as the Firing Department, which we cannot close, have got night shifts also.

DEMAND XI—GENERAL ADMINISTRATION—EXCLUDING FINANCIAL SECRETARIAT, ACCOUNTANT—GENERAL'S OFFICE, ETC. 497

SADASYATILAKA T. K. VELU PILLAI: Can the Plant bear the strain of this overtime work?

MR. K. N. MADHAVA PANICKER: Yes, Sir.

MR. K. P. KOCHUKORA THARAKAN: ഞാൻ ഈ ഉപയോഗം പിൻ വലിക്കുന്നു.

The motion was, by leave, withdrawn.

The question that a sum of Rs. 4,36,300 be granted under Demand X—Clay Refining and Porcelain Factory—was put and carried. The grant was made.

DEMAND XI—GENERAL ADMINISTRATION—EXCLUDING FINANCIAL SECRETARIAT, ACCOUNTANT GENERAL'S OFFICE, LEGISLATIVE BODIES AND LOCAL FUND AUDIT DEPARTMENT—RS. 3,69,385.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI. (Chief Secretary to Government): Sir, I move for a grant not exceeding Rs. 3,69,385 under Demand XI—General Administration excluding Financial Secretariat, Accountant-General's Office, Legislative Bodies and Local Fund Audit Department.

Motion No. 125.

MR. K. KUNJU PANICKER: Sir, I move the following Motion:

To reduce the allotment of Rs. 10,980 for Shorthand Reporters by Rs. 600.

This is intended to point out the unnecessary nature of the new recruits to the posts of shorthand reporters. Sir, I may be permitted to speak in Malayalam.

PRESIDENT: Yes. I never knew that stenography was so popular.

MR. K. KUNJU PANICKER: സർ, സെക്രട്ടറിയേറ്റിലേയ്ക്കും രണ്ടു ഷർട്ടഹാൻഡ് റിപ്പോർട്ടേഴ്സിനെ, ൧൦൦ മുതൽ ൧൦൦ വരെയുള്ള സ്കൂളിൽ, നിയമിക്കുന്നതിനായുള്ള പ്രൊപ്പോസൽ ഫിനാൻസ് കമ്മറ്റിയിൽ കൊണ്ടുവരികയും, ഈ സ്ഥാനങ്ങളിലേയ്ക്കും സർവീസ് കൂട്ടിയവരെ നിയമിക്കുകയും, അവസാനശ്രീമതിൽ വേണം പുതിയ നിയമനം നടത്തേണ്ടതെന്നു മെമ്പർമാർ അഭിപ്രായപ്പെടുകയും ഉണ്ടായി. എന്നാൽ അത് ബഡ്ജറ്റിൽ വന്നപ്പോൾ ഈ സ്കെയിലിൽ രണ്ടു പുതിയ നിയമനമാണ് ഗവണ്മെന്റ് നടത്തുന്നതെന്നു കാണുന്നു.

MR. KANNANTHODATH JANARDANAN NAIR : ഈ നിയമനങ്ങൾ പബ്ലിക്സർവീസ് കമ്മീഷണർലേ നടത്തേണ്ടതു്?

MR. K. KUNJU PANICKER : അദ്ദേഹത്തിന്നു നിയമിക്കാം. എന്നാൽ ഇവിടെ ഗവണ്മെൻറു നേരിട്ടു നിയമിക്കുന്നതായിട്ടാണു കാണുന്നതു്.

സർ, മറ്റു ഡിപ്പാർട്ടുമെൻറിൽ അണ്ടർഗ്രാഡ്‌വേറിൻ ൨൦ മുതൽ ൪൦ വരെപ്പോലും! പബ്ലിക്സർവീസുകമ്മീഷണർ ആദ്യരക്രമം ടൂമെൻറിനു നരുകുന്നില്ലെന്നു വെച്ചിരിക്കുമ്പോൾ ഇവിടെ ൧൦൦ മുതൽ ൧൨൦ വരെ അണ്ടർഗ്രാഡ്‌വേറിൻ ആദ്യമേതന്നെ കൊടുക്കുക എന്നുവന്നാൽ അതു അവരെ സംബന്ധിച്ച് ഒരു ന്യായരഹിതമായ അസാധാരണപരിഗണനയായി വന്നുചേരും. നേരേമരിച്ചു വൈദഗ്ദ്ധ്യമുള്ള ഗ്രാഡ്‌വേററിപ്പോർട്ടറന്മാരെ നിയമിക്കുന്നുവെങ്കിൽ അതു അല്പം ന്യായമെങ്കിലും ഉള്ളതാണെന്നു പറയാനുണ്ടായിരുന്നു. ആയതുകൊണ്ടാണു ഫിനാൻസുകമ്മറിയിൽ അതിൻ എതിരഭിപ്രായം ഉണ്ടായതു്. ഇവിടെത്തന്നെ ൧൦-൨൦ കൊല്ലം സർവ്വീസുള്ള മലയാളവും ഇംഗ്ലീഷും റിപ്പോർട്ടറന്മാർ ഉണ്ടു്. അവരെ പ്രമോട്ടുചെയ്തിട്ടു് ആ വേക്കൻസിയിൽ പുതിയ നിയമനം നടത്തിയാലും തരക്കേടില്ലായെന്നു.

MR. M. L. JANARDANA PILLAI : പുതിയതായിട്ടു നിയമിക്കപ്പെടുന്നവർ ഇവിടെയുള്ളവരേക്കാൾ പരീക്ഷായോഗ്യതയും സാമത്രിയും കൂടുതൽ ഉള്ളവരാണെങ്കിലോ?

MR. K. KUNJU PANICKER : ഏതു ഭാഷയാണോ ഒരു റിപ്പോർട്ടർക്കു കൂടുതൽ പഴക്കമുള്ളതു് ആ ഭാഷയിൽ അയാൾ സമർത്ഥനായിരിക്കും.

MR. M. L. JANARDANA PILLAI : ബി. എ-ക്കാരേക്കാൾ ഭംഗിയായി ഇംഗ്ലീഷ് എഴുതുകയും സംസാരിക്കുകയും ചെയ്യുന്ന അണ്ടർഗ്രാഡ്‌വേററുകൾ ഉണ്ടെന്നുള്ളതു മെമ്പർക്ക് അറിയാമോ?

MR. K. KUNJU PANICKER : അങ്ങിനെയുള്ളവർ ഒരു വ്യത്യസ്തനിലക്കാരാണു്. ഇവിടെ സാമാന്യരീതിയെ അടിസ്ഥാനപ്പെടുത്തിയാണു് അസാധാരണമായ വ്യത്യസ്തനിലവച്ചല്ല പറയേണ്ടതു്. പേപ്പറിലും മറ്റും പരസ്യപ്പെടുത്തി അണ്ടർഗ്രാഡ്‌വേററിനെ ക്ഷണിക്കുന്നതാണു് ഈ കാര്യം. സർവീസു കൂടിയവരുടെ ന്യായമായ പ്രമോഷൻറെ അവകാശം പരിഗണിക്കാതെ ഇതമാതിരി നിയമനങ്ങൾ നടത്തുന്നതു് അനുയോജ്യമല്ല.

MR. KOTTALIL P. ABRAHAM : ഈ പുതിയ നിയമനങ്ങൾക്കായി സചെയ്യാലായിട്ടു വല്ല കെസുറും ഉണ്ടായിരുന്നോ?

MR. K. KUNJU PANICKER: ഒരു ഷാർട്ട്‌ഹാൻഡ്‌ടെസ്റ്റ് മുൻപരിക്ഷയ്ക്കു പുറമെ വേണമെന്നുവെച്ചിട്ടുണ്ടെന്നാണ് അറിവ്. റെറ്റപ്പരിക്ഷയ്ക്കു ടെയോ ഇരട്ടപ്പരിക്ഷയുടേയോ ടെസ്റ്റ് യോഗ്യതയെ നിശ്ചയിക്കുൻ പത്രംപുറപ്പെട്ടു. കേന്ദ്രം ജോലിചെയ്യാലേ യഥാർത്ഥ യോഗ്യത അറികയുള്ളൂ.

MR. K. R. NARAYANAN: ഇപ്പോൾ സർവീസിൽ ഇരിക്കുന്നവർക്ക് ടെസ്റ്റ് വയ്ക്കുകയും അവർ അതിൽ പാസാവുകയും, അവർക്ക് പുതിയ സകെയിൽ കൊടുക്കുകയും മറ്റുള്ളവർ താഴ്ന്ന സകെയിലിൽ പ്രവേശിക്കുകയും ചെയ്യുന്നതിനെപ്പറ്റി വല്ല വാദതടസ്സവും ഉണ്ടോ?

MR. K. KUNJU PANICKER : അതിന്റെയുകുതി എന്താണെന്ന് എനിക്കു മനസ്സിലാകുന്നില്ല. മുന്പേതന്നെ ജോലിയിലിരിക്കുന്നവർ എന്നും പരിക്ഷയിൽ ഇരിക്കുകയാണല്ലോ.

SADASYATILAKA T. K. VELU PILLAI : I wish to know whether any appointment has been made to these posts.

MR. K. KUNJU PANICKER : എനിക്കു അറിഞ്ഞുകൂടാ.

MR. KANNANTHODATH JANARDANAN NAIR: Sir, I want to know whether the appointments were made by the Public Service Commissioner.

MR. K. KUNJU PANICKER : പബ്ലിക് സർവീസ് കമ്മീഷണറാണ് സാധാരണ ആദ്യനിയമനം നടത്തേണ്ടത്. ഇതിങ്ങിനെയാണോ എന്നു സൂക്ഷ്മവിവരം അറിഞ്ഞുകൂടാ.

PRESIDENT : The Chief Secretary will be able to answer that question.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI : Sir, I may at once say that there is no ground for entertaining such apprehensions. No rule has been enunciated by the Government with regard to the recruitment of these two additional hands with a view to supersede existing hands. On the other hand this was merely a question of recruitment by an efficiency test which was open to members of the establishment here—and not only here but throughout the State who are supposed to be shorthand writers as well as others.

MR. M. R. NARAYANA PILLAI : Was there any advertisement inviting applications?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI : Yes, there was the widest advertisement.

MR. KANNANTHODATH JANARDANAN NAIR : May I know whether the test was conducted by or under the auspices of Government?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI : It was not conducted directly by Government but it was conducted under the auspices of the Travancore Shorthand Writers' Association which has been recognised by Government as an institution which will function for such purpose.

MR. K. KUNJU PANICKER : അതുകൊണ്ട് സർവീസിൽ ഇരിക്കുന്നവർക്കു ഈ ഉയർന്ന സ്ഥാനം കൊടുക്കുകയും അതിനു താഴെവരുന്ന ഒഴിവുകളിൽ പുതിയ ആളുകളെ നിയമിക്കുകയും ചെയ്യണമെന്നാണ് എന്റെ അഭിപ്രായം.

ഇപ്പോൾ സർവീസിൽ ഇരിക്കുന്നവരുടെ ന്യായമായ സീനിയർട്ടിയെയും എഫിഷ്യൻസിയെയും പരിഗണിച്ചു പ്രമോഷൻ കൊടുക്കാതെ പ്രത്യേകം ഒരു പരീക്ഷവെച്ചു നിയമനം നടത്തണമെന്നാണോ സ്റ്റേഡിതൻ ചോദിച്ചതെന്ന് എനിക്കറിയാൻ പാടില്ല. ഏതൊരു ഡിപ്പാർട്ടുമെന്റിലായാലും അവരുടെ ജോലികളെപ്പറ്റി പരിചയമുള്ള മേലുദ്യോഗസ്ഥന്മാർക്കു ജോലിക്കാരിൽ ഇന്നയാളിന് എഫിഷ്യൻസി ഉണ്ടെന്നു ബോധ്യമുണ്ടായിരിക്കും. അപ്രകാരമുള്ള എഫിഷ്യൻസി നോക്കാതെ പുറമേനിന്നും ഒരു പരീക്ഷവെച്ച് ആ പരീക്ഷയിൽ മാത്രം ജയിച്ചവെണ്ണുള്ള കാരണത്താൽ ഉന്നതസ്ഥാനത്തേയ്ക്കു നിയമനം നടത്തുന്നതു യുക്തമല്ല. ഇപ്രകാരമുള്ള പരീക്ഷ എപ്പോഴും ഒരു നല്ല ടെസ്റ്റ് ആണെന്നുള്ള പരമാർത്ഥംകൂടി ആലോചിക്കുമ്പോൾ പത്തിരപതു കൊല്ലത്തെ പഴക്കംകൊണ്ടു തന്നെ യോഗ്യതയുള്ള ആളുകളുടെ മുകളിലായി, അവരേക്കാൾ ഉയർന്ന ഗ്രേഡിൽ പുതിയവരെ നിയമിക്കുകയെന്നുള്ളത് ഒരു നല്ല കാര്യമല്ലെന്നാണ് എന്റെ അഭിപ്രായം. ആദ്യമായി ഉണ്ടാകുന്ന നിയമനം ഏതായാലും താഴ്ന്നപടിയിൽ ആയിരിക്കണം.

അതുകൊണ്ട് പുറമേനിന്നുള്ള പരീക്ഷ ഒരു രൂളായിട്ടുവെച്ച് സർവീസിൽ ഇരിക്കുന്നവരുടെ സീനിയർട്ടിയെയും യോഗ്യതയെയും അവഗണിച്ചു പുറമേനിന്ന് ഒരാളെ അവരേക്കാൾ ഉയർന്നസ്ഥാനത്തേയ്ക്കു കൊണ്ടുവരുന്നത് ഒരിക്കലും നന്നല്ല. ഇപ്രകാരമായാൽ ഇവിടെ മാത്രമല്ല മറ്റു ഡിപ്പാർട്ടുമെന്റുകളേയും ക്രമേണ ഈ എഫിഷ്യൻസി ടെസ്റ്റ് ബാധിക്കുമെന്നുള്ളതനാൽ പബ്ലിക് സർവീസിന്റെ എഫിഷ്യൻസി ക്കും ഇതു ഒരു തടസ്സമായി വരുമെന്നാണ് എന്റെ അഭിപ്രായം. ഇത്രയും പ്രസ്താവിച്ചുകൊണ്ട് ഞാൻ ഈ പ്രമേയം അവതരിപ്പിച്ചു കൊള്ളുന്നു.

PRESIDENT : What test would the honourable member recommend for a shorthand reporter?—that he should take down speeches in shorthand, I suppose.

MR. KUNJU PANICKER : സ്വീച്ചുകേട്ടാൽ അതു ഉടനെ ഏഴതിനൂറ്റത്തു കൈപ്പയ്യയെന്നുള്ളതാണ് ടെസ്റ്റ് എന്നു ഞാൻ വിചാരിക്കുന്നു.

PRESIDENT : Are they not having what may be called an hourly or daily test examination? Is it not like our lawyer's profession, with

an examination almost every day? May I take it that the honourable member would be willing that the services of the persons who are unable to take down what is spoken should be dispensed with? Will the honourable member consent to that? If that is the general sense, that will be applied, but I may tell you it will not be very wholesome. But as a matter of fact, I have found progressive deterioration in the shorthand writing standards here.

MR. KANNANTHODATH JANARDANAN NAIR: I support the motion. In doing so I am not concerned with the appointments made now. I have only congratulations to offer to those individuals who have qualified themselves in the test and secured to themselves the posts. But what I oppose is the method of the appointments and the principles involved. Sir, the honourable Chief Secretary was telling the House that the test was conducted by an organisation approved by Government and that on the recommendation of that organisation two individuals were appointed in those places.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: May I just point out that that association or institution has only recommended to Government four names out of whom the Government were to select two.

MR. KANNANTHODATH JANARDANAN NAIR: Yes, Sir. I will correct myself. So that organisation recommended four names out of which two were to be selected by Government. The question is on a purely technical matter and so the recommendations of the association were attended to. There are other departments where we might say this principle will apply. For example, take the Education Department, where sewing mistresses, Bhagavathars, Drill Masters and people with similar technical skill are appointed. There are some associations and training schools for such people. If these technically skilled people form themselves into associations and get the recognition of Government, each of these associations, according to this principle would be able to recommend people for appointments.

PRESIDENT: Just so. The Government of Madras and the Government of India nominate their Physical Instructors on the recommendations of the Y. M. C. A. School of Physical Education. Similarly with regard to various other departments like Survey, Engineering, Geology, Mining, etc., and similarly various non-official associations are recognised by the Government of India and the Government of Madras.

MR. KANNANTHODATH JANARDANAN NAIR: If the organisation can send an Adviser to the Public Service Commissioner it would be all right. But to ask or to allow the association, whatever that association may be, to conduct a test and select four names and then to select two out of that, does not seem to be a good principle. I think it would in fact be a negation of the powers delegated to the Public Service Commissioner. With these words I support the motion.

MR. M. SIVATHANU PILLAI: Sir, with very great diffidence, I persuade myself to oppose this motion and I shall proceed straightaway to offer my reasons for such opposition, provided, you give me protection to have the privileges of a member.

MR. KANNANTHODATH JANARDANAN NAIR: Sir, it is an insinuation against other honourable members.

PRESIDENT: Every honourable member has the privilege to speak whatever he wants and not be assaulted.

MR. M. SIVATHANU PILLAI: I am afraid the assault may take another form in truncating my speech by the shorthand reporters whose work I intend to show presently is not satisfactory. But I shall presently go into the subject. I am always considered to be a frank and outspoken speaker. Taking advantage of that position I proceed to give my reasons.

I have been in the Legislature for the last so many years, the number of which I am not at present able to count. In fact, I am supposed by the other members to have grown grey in the service of the Legislature. In my early days I had very good experience of having my speeches reported almost correctly by the then reporters of the Legislature. And in those days I was supposed, and even granted by the reporters themselves that I was a very tempestuous speaker; so-much-so it was very difficult for them to report my speech in the shorthand script. Yet I found their reporting very satisfactory.

AN HONOURABLE MEMBER: Hear, hear.

MR. M. SIVATHANU PILLAI: Whatever the views of other honourable members be, as indicated by the "Hear, hear", the fact is when the speeches are presented to me nowadays for correction, they are usually in a bald or truncated form. Nowadays I am also developing a capacity to forget things then and there. Naturally, when the speeches are brought to me for correction, sometimes I growl at the reporter not being utterly unable to recall my speech. Then he would say, "After all what should I do? I cannot follow you. You will speak with a rapidity that will surpass the electric current." But all the same, they bring your speeches the next day as though it were the one delivered on the floor of the House.

PRESIDENT: I can assure the honourable member that it is a frequent practice.

MR. M. SIVATHANU PILLAI: It is, Sir. Sometimes I try by reading the report of the speech made by, say, Mr. Tolson, to refresh my memory on what he has spoken the previous day. Then also I feel "He never spoke like this. The speech appears in the report in an altogether different form from what I heard". That is the result of my comparison of the speeches of other honourable members.

I must truly admit, Sir, that our shorthand reporters' reporting is hopelessly below the mark perhaps with one or two exceptions. That I must confess. In fact, now, Mr. Kunja Panicker may turn round and ask me, "Why did not the member bring this to the notice of the Government before this time". I can only answer I am a person who is always after big games and not after small games. I am a believer in the principle of 'Live and let live' particularly in respect of Government employees with a salary of Rs. 200 and below.

MR. M. R. NARAYANA PILLAI: May I raise a simple matter? Some of us who are supposed to know English rather well, cannot easily follow the honourable member who speaks so fast, and can it not be the reason why the reports are not up to the mark?

PRESIDENT: Did not the honourable member listen to the honourable member's reference to a tempest? I lay particular stress on the word 'tempest.' (Laughter.)

MR. M. SIVATHANU PILLAI: Just the reverse of what the "hear, hear" implies. What I am saying is that the speeches as at present reported are not identical with that actually delivered and so the level of reporting in shorthand is not which I expect from the shorthand reporters. That must be admitted. It may be all right for those members who have got enough leisure so that they take home the reports, given by the reporters, and if the reports are absolutely useless, make whatever corrections they think are necessary. Sometimes, the corrected speech becomes an essay and not a speech.

MR. M. R. NARAYANA PILLAI: May I know whether it is allowed under the rules to change the speeches?

MR. M. SIVATHANU PILLAI: It may not be allowed under the rules, but we know we do it. I confess that I have myself done it, because there is no possibility of having a good report unless you do so. In my case, the memory also is short. Hence it is found my printed speeches sometimes may not be the real ones I delivered on the floor of the House. Perhaps the honourable member Mr. M. R. Narayana Pillai may not have the good fortune to get speeches re-written good and printed.

PRESIDENT: It was on one occasion remarked that the speech supposed to have been delivered by an honourable member of the Central Government was the speech that he intended to deliver, but not actually delivered; that he spoke only for about five minutes but that the speech as reported, occupied about eight or nine columns. It was pointed out, at that time, that it was a speech which he intended to deliver, but did not deliver actually. No definite answer was forthcoming, but it was assumed so.

MR. M. SIVATHANU PILLAI: That was only on one occasion. Sir, I shall take you into my confidence and confess.

PRESIDENT: All these outbursts of confidence are unnecessary. The honourable member may proceed.

MR. M. SIVATHANU PILLAI: That is a general policy adopted almost uniformly by the members here. That may be freely admitted. After all, there are not very many people other than ourselves who may carry all these outside.

PRESIDENT: But the honourable member ignores these benches occupied by the Press.

MR. M. SIVATHANU PILLAI: But they are not able to follow me.

There is no doubt that reporting at present, is bad here. If the ability to report correctly is the desideratum for a shorthand reporter's

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place, and if some of the present incumbents cannot be said to have that ability, what I would suggest is not to send them away but to send them from this sphere of activity to some other sphere where they will be found useful. Only those with those qualifications which will form the only criterion for the appointment of a shorthand reporter should find the legitimate sphere of work here. But at present it must be conceded that it is not up to the standard that we expect.

MR. D. C. JOSEPH (*Nominated*): May I know from the honourable member whether it may not be due to the fact that they are not able to hear what the members are speaking in this Hall?

MR. M. SIVATHANU PILLAI: There may be that difficulty also. They may be asked to take rotating seats just in front of the members here. Even then with the experience I have with the present day shorthand reporting, I cannot say, that I am satisfied with it.

PRESIDENT: As a matter of fact, I am glad that the question has been raised. I have been thinking for some time, having regard to the reports of the speeches I get, that it is very probable that the reporters are unable to hear the honourable members, and that is probably the real secret. As Mr. Sivathanu Pillai has suggested, a kind of rotating seat in the centre may be provided for the shorthand reporters.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: I may inform this honourable House, Sir, that this will be arranged.

MR. M. R. NARAYANA PILLAI: I had sent a chart of arrangements of seating accommodation, with the shorthand reporters' places right in the centre.

PRESIDENT: Quite right.

MR. M. SIVATHANU PILLAI: If a high level of shorthand reporting is necessary, I for one think that, in view of the level of reporting here, there must be a stringent test to test the capacity of the shorthand reporters. Why should we not allow shorthand reporters to be directly recruited after a severe and good test examination. How does this stand in the way of the so-called privileges of a Graduate of a University? Whether a man is a Graduate or Graduate-in-Law, what we want is only reporting in shorthand and that efficiently. We want only the capacity to report in shorthand. We do not want the man to recapitulate the whole of Bury's History of Greece. We want shorthand reporters to do reporting efficiently, to follow the speeches with electric rapidity. I, for one, would support Government in the matter of holding a test for recruiting persons directly. That is the first point.

The second point is this. I read the motion again. With the little knowledge of English I have, because I am not a Graduate I find in it the words "unnecessary nature of the recruits". If that is so, they should not be appointed. I want to elicit information from Government as to whether the recruits are good-natured or bad-natured. (Laughter.) If they are ill-natured, I do not want them. If their conduct is bad, they must be driven out. If, as a matter of

fact, there is some truth in the statement that the present reporting requires improvement, why should we not allow Government to take the responsibility for getting correct reports?

I have also another matter to bring to the notice of Government. I find no provision for Tamil reporting in this Legislature. A Tamil reporter of the Police Department is asked to come here and take down Tamil speeches. From my past experience, I can say that the report of my Tamil speeches are not at all correct. Competent Tamil reporters may, therefore, be recruited.

SADASYATILAKA T. K. VELU PILLAI: Sir, I also wish to speak on this very important motion because much depends upon the way in which speeches made in this House are reported and made available to us and to the outside world. My object shall be to smooth down the differences and to try to make an adjustment between destructive and constructive suggestions.

I happened to be the Chairman of the Shorthand Writers' Conference held in Trivandrum about seven years ago, in which you, Sir, were the President. I had then occasion to talk freely to several stenographers who came from different parts of the country. I found very able men and I also found indifferently able men; in the last class, I need not mention, there were very few indeed. The shorthand writer's work is, I need hardly point out, one of exceptional difficulty. Knowledge, patience, application, nerve, intelligence and a capacity to take an optimistic view—these are all required. I remember, Sir, that I stressed certain points on that occasion over which there was a dispute between the Chairman of the Reception Committee and the President. But, of course, the Chairman of the Reception Committee, though a man of experience, had very much less experience than the President.

Now, Sir, shall I be permitted to mention one or two matters? When I first became a member of the Legislature, I used the expressions: "Malik the weavers", "flying sentry-box", and "Prince Hussain's tapestry". Somehow, when these things were written down by the shorthand writers of that period, they came to me more than once with a very humble application for explanation of the language used by me. Such instances have occurred later too. In those days, shorthand writing was a very new occupation in this State. Now it is sufficiently popular and we have been greatly benefited by shorthand writers. I should not omit to mention on the floor of the House that we have among the shorthand writers attached to the Legislature men of very great application and very great ability. At the same time, Sir, while recognising the fact that they are doing well, that most of them do well, that they work under difficulties nowadays on account of the acoustic defects of this Hall—notwithstanding all that on the credit side, on their debit side, it is my duty to say that, I find deterioration in reporting in this Assembly.

Now, Sir, I am one who believes normally in the capacity of Graduates, and ordinarily I should advocate preferential treatment to be given to Graduates. But shorthand writing is a subject in which it

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is not History or Physics or Mathematics which will count as much as other qualities. I need not mention particularly the fact, Sir, that unless a shorthand writer is sufficiently educated, he will not be able to report speeches; he will mutilate words; he will destroy and murder ideas. So that for a shorthand writer the test whether he is qualified would be whether he is able to take down what has fallen from a man who speaks with a wealth of ideas and facility of expression. I know, Sir, some instances; but I am not going to mention the instances. I know of one particular gentleman who has got very great experience of taking down in shorthand faithfully and to his master's admiration, ideas and expressions and sentiments which come down with great rapidity and volume. That gentleman is not a Graduate. Now, Sir, what is it that shorthand writing is intended for? Encourage Graduates: I shall be the first to vote for it. But do not discourage others who are not Graduates. I am speaking with the permission of friends whose names I am not going to mention—one of whom I may say is looking west and the other is looking north in this very House. I have very often thought that though I claim to know a little bit of English, though I have tried to make myself familiar with English ideas and expressions, when these two or three gentlemen speak English, I always think that there are always people in this country who can talk English better, more fluently, more effectively and more soberly than I can do. Therefore, Sir, being a Graduate should not be the test. The test should be the other, namely, the ability to do reporting correctly. I do not want to take up the time of the House any more. Let me recognise once more, and give public expression to this sentiment, that if a Graduate, along with his being a Graduate, is able to be a good stenographer, who can correctly and faithfully take down speeches however fast and eloquent, by all means give him encouragement. But for the reason that one is not a Graduate, if he is really superior to the Graduate; the fact that he is not a Graduate should not go against him. That is my first suggestion.

The second thing is with regard to initial appointments. The rule must be that those who are in the service must be preferred. But when it has been stated here by certain of my friends, and it has also fallen from the Chair, that the standard of reporting requires a pulling up, it is not for me to offer any suggestion as to who should be appointed or should not be appointed. I have got a right and duty to say that we want the best shorthand reporter. If Government are satisfied, and if those who are conducting Government, especially the gentleman at the Head, who has had experience of shorthand writing in different parts of India and the world, if they say that a particular man is worth having, by all means appoint him. At the same time, give all encouragement to those who are in the service whether they are reporting in English, Malayalam or Tamil.

MR. K. S. SEBASTIAN (*Chengamacherry cum Peermade*): Sir, now that calm has come after the storm and tempest raised by Mr. Sivatharu Pillai, I want to say a few words in defence of the shorthand writers here. I should say that it is due to no fault on their part that some mistakes are creeping in. It is primarily due to the disadvantageous-seating position they are given at the extremity of the Hall from where they are not able to hear the words uttered distinctly. So I would suggest that the reporters must be asked to sit in a more convenient and central place from where the speeches would be more audible to them.

Another point I want to suggest is with regard to the proposed recruitment. It is better that equal consideration is given to the service as well as to the efficiency test. Why not take in 50 per cent from the service and 50 per cent from the skilled hands? For this purpose an arrangement could be made with the Public Service Commissioner in consultation with the Shorthand Writers' Association. These are all the remarks that I have to offer.

MR. E. E. PANDARATHIL (*Travancore Jenries, South*): സർ, ഞാൻ ഇപ്പോൾ ഇംഗ്ലീഷിൽ സംസാരിക്കണമോ മലയാളത്തിൽ സംസാരിക്കണമോ എന്നു സംശയിക്കുകയാണ്. ശ്രീമാൻ കഞ്ഞുപണിക്കർ ഇതേ സംബന്ധിച്ചു പറയാനുള്ളതെല്ലാം പറഞ്ഞുകഴിയുമ്പോൾ വേണമെങ്കിൽ ഏതാനും ചോദ്യംകൂടി ചോദിച്ചു ഈ വാദപ്രതിവാദം അവസാനിപ്പിക്കുമെന്നാണ് ഞാൻ വിചാരിച്ചത്. അദ്ദേഹം ഇതു ചിന്താവിഷയമായി വിശദീകരിക്കുന്നു. എന്നാൽ പല മെമ്പർമാരും ഇതേപ്പറ്റി പറഞ്ഞുകഴിഞ്ഞു. അവർ പറഞ്ഞ കാര്യങ്ങളെപ്പറ്റി ഒന്നുംതന്നെ പറയാനാകാതെ ഞാൻ വിചാരിക്കുന്നില്ല. പക്ഷേ അല്പകാലമായിട്ടുണ്ടെന്നു വന്ന ഒരു പ്രശ്നം പല അവസരങ്ങളിലും എനിക്കു തോന്നിയിട്ടുള്ളതാണ്. റിപ്പോർട്ടു അപൂർണ്ണമായോ അസ്സപ്തമായോ ഇരുന്നാൽ ചോറ്റിൽ കല്ലുകടിക്കുന്നതുപോലുള്ള ഒരു അസുഖമാണ് തോന്നുക. അതുപോലെതന്നെ അവരാണ് പറഞ്ഞുകഴിഞ്ഞാൽ പിന്നെ ആ പ്രശ്നം രണ്ടാമതു തിരുത്തുന്ന കാര്യവും വളരെ വിഷമം. ഒരിക്കൽ ചെയ്ത പ്രശ്നം പിന്നെ ഒരിക്കൽ ഓർമ്മിക്കുകയെന്നുള്ളതു് വളരെ പ്രയാസമുള്ള ഒന്നാണല്ലോ. അവനവന്റെ ഓർമ്മ ശക്തിക്കുറവിന് റിപ്പോർട്ടറന്മാരോടു പരിഭവം തോന്നുന്നതിനുള്ള ഒരു വഴികൂടി ആയിരിക്കും അതു്.

സർ, ഒന്നാത്തരം റിപ്പോർട്ടറന്മാരുടെ ആവശ്യമുള്ള ഒരു സഭസ്ഥാനിതു്. ഇക്കാര്യം മി. കഞ്ഞുപണിക്കർതന്നെ സമ്മതിക്കും. മലയാളവും ഇംഗ്ലീഷും ഒരുപോലെ ഭാഗിയായതരത്തിൽ പ്രസംഗിക്കുന്ന ഒരു സമ്പ്രദായമാണ് അദ്ദേഹം. ഒന്നാത്തരം ബി. എ. ക്കാരെത്തന്നെ നിയമിക്കണമെന്നു അദ്ദേഹം അഭിപ്രായപ്പെടുന്നു. അങ്ങനെയുള്ള

[Mr. E. E. Pandarathil]

വരെ നിയമിച്ചാൽ ഒരുപക്ഷേ ഒരാൾ ആദ്യം പ്രസംഗിച്ചതിനേക്കാൾ കേന്ദ്രത്തിൽ നല്ല ഒരു പ്രസംഗം നമുക്കു തരമായിരിക്കും. എന്നാൽ അതല്ലല്ലോ വേണ്ടത്, ശരിയായ റിപ്പോർട്ടർമാർ ആവശ്യം. ഭാവി തലമുറകൾ നമ്മെപ്പറ്റി അറിയുന്നത് ഷാർട്ട് ഹാൻഡ് റിപ്പോർട്ടർമാരുടെ സാമർത്ഥ്യംകൊണ്ടായിരിക്കും. അതുകൊണ്ട് ഗ്രാഡുവേറോ അല്ലെങ്കിൽ ഗ്രാഡുവേറോ എന്നു നോക്കാതെ സാമർത്ഥ്യംമാത്രം നോക്കിയിരിക്കണം റിപ്പോർട്ടർമാരെ നിയമിക്കേണ്ടത്. അതുകൊണ്ട് എന്റെ പരാമർശമായ വിശ്വാസം, ഇപ്പോൾ ഗവണ്മെന്റ് ചെയ്തിരിക്കുന്നതു പോലെ ചില പ്രത്യേക സാങ്കേതികപരീക്ഷകൾ നടത്താൻ അതിലേക്കു നിയുക്തമായിട്ടുള്ള ചില സാങ്കേതികസംഘങ്ങളുടെ പരീക്ഷണത്തോടു കൂടി നല്ലതെന്നാണ്. ഗവണ്മെന്റിൽനിന്നും ഏതെങ്കിലും പരീക്ഷകൾ ഏർപ്പെടുത്തുന്നപക്ഷം ഇപ്പോൾ സർവീസിൽ മുത്തു മുടിച്ചിരിക്കുന്ന ആളുകളോട് ഏതെങ്കിലും ഓക്സിജനും കാണിച്ചുവന്നുവരും. ഇത്തരം സംഘങ്ങൾ പരീക്ഷിക്കുന്നപക്ഷം അത്തരത്തിലുള്ള യാതൊരു ഓക്സിജനും കാണിക്കുകയില്ല. ഇവർക്കു ശമ്പളകൂടുതൽ നൽകുന്നതിനെപ്പറ്റിയും മറ്റും എനിക്കു യാതൊന്നും പറയാനില്ല. ഒന്നാം തരം റിപ്പോർട്ടർമാരുടെ ആവശ്യത്തെപ്പറ്റി മാത്രമേ എനിക്കു പറയാനിട്ടുള്ളൂ. അതിനാൽ എനിക്കു മി. കുഞ്ഞുപണിക്കരുടെ ഉപക്ഷേപത്തെ എതിർക്കാനല്ലാതെ നിവൃത്തി കാണുന്നില്ല.

MR. M. L. JANARDANA PILLAI: Sir, the point that has been mainly advanced by the honourable member, Mr. Kunju Panickar, is that when there are able and efficient reporters in service they should be given encouragement and promotions and the necessity for the two new appointments would not arise. If the reporters now in service are found to be sufficiently capable to report the proceedings of this legislative body in the most efficient manner possible, I do not think the necessity for appointing two more men would arise. It was suggested that the acoustic defects of this hall are also partly responsible for bad reporting. I was a member even when the meetings of this House were held in the Victoria Jubilee Town Hall. The standard of reporting then also was not as good as one would wish. Personally speaking, I have had ample opportunities of knowing how shorthand reporting should be conducted. A good deal of reporting takes place in regard to various newspapers and such bodies like the Legislatures and private firms. A great deal of ability is required to handle the English language correctly and follow with quickness the speaker who is making speeches on the floor of the House. These are the main considerations which should weigh in the selection of any shorthand reporter who may be employed for the purpose of reporting speeches. Sometimes in the speeches we find many things reported which we never said at all. If by any oversight they are not corrected and they happen

to be published, what will be their effect? These difficulties will have to be overcome especially in these days when Legislative Councils have got to maintain their reputation. And when Travancore and its Legislature are coming into our legitimate reputation shorthand reporting has got its own functions to discharge. Therefore our reporters must have the requisite qualifications for reporting the speeches correctly. Correct language must be used in reporting and the reports should be correct. Is not the mere fact that the existing method now in vogue and which we have been accustomed to during these several years is faulty, sufficient justification for the appointment of persons who are more qualified and more competent than the men who are at the job now?

One other thing Mr. Kunju Panickar pointed out was that the new recruits are not University men. It has been very rightly pointed out by several other honourable members that University Degree alone is not the criterion by which the ability of a shorthand reporter has to be decided. If one would carefully go through the names of the various shorthand writers engaged in the Indian Legislative Assembly in Delhi, the Provincial Legislatures, or in the offices of newspapers such as the Times of India, Statesman and other newspapers, one would invariably find that it is not graduate shorthand writers who are able to do that work in a very efficient manner but in many cases probably the non-matriculantes. Sir R. S. Sarma, while speaking on the subject, pointed out that it is not the University Degree alone which should serve as the best test for efficiency but that there are many other tests as well. But the honourable member Mr. Kunju Panickar pointed out that University education ought to be the guiding factor in deciding the capacity of a man to be chosen for that particular place. We owe a great duty both to ourselves and to our posterity and, as was remarked by Mr. Pandarathil, posterity will necessarily go through the pages of the proceedings of this legislature. If they are very correctly reported and published, posterity, when they go through the pages of the proceedings, would know what we have been doing in these days. Judging from that standard we want very excellent reporters to take shorthand notes of the speeches that are made in this House. If the men now in service are alone given promotion, I am afraid, it is not likely to improve the standard that we have been experiencing in this House nor are they likely to acquire greater speed, knowledge or accuracy in such reporting merely because they are promoted. With these words, I very stoutly oppose Mr. Kunju Panickar's motion.

MR. C. JEBAMONY NADAR: When I read this motion I thought that the honourable mover meant that these appointments were unnecessary because the motion reads—"to point out the unnecessary nature of the new recruits to the posts as shorthand reporters." and the amount sought to be reduced is Rs. 600. But after hearing the mover I had to change that view as the mover attacks the principle of selection. Whenever a graduate gets an appointment, his mind seems to be working for getting a still better place and higher pay. So if a graduate-shorthand reporter is selected, his mind will be engaged mainly in that

[Mr C. Jebamony Nadar.]

direction. On the other hand if he be an undergraduate, he will think "I have no other go. I must prove that I am fit for the place." So he will work with all his mind and soul to give entire satisfaction. A shorthand-typist, in order to report a speech correctly, must have a very keen ear. He must also be smart. Some of the honourable members speak so fluently.....

PRESIDENT : And there are many interruptions.

MR. C. JEBAMONY NADAR : He must be smart and attentive to note all that. Then only could he be a successful shorthand writer. When a man remains in service for some years, his powers of hearing and writing would be declining. Again, there is another difficulty. So far as certain reporters are concerned, they more or less presume what the members are likely to say. So they report the speeches just as they presume. When they come up for correction we find that they are not at all our speeches. We, however have very often to adopt the shorthand reports as our speeches. In order to avoid such defects I think it is necessary to try new men. So I do not think that I could support the motion on any ground. I therefore oppose it.

MR. D. C. JOSEPH : In opposing the ~~ert~~ motion, I should say a word or two in defence of the Shorthand Reporters. Members on this side of the House are sometimes unable to hear even the ringing sound of the President. The poor reporters who are seated in such distant seats from here will not be able to hear clearly the speeches made by the honourable members. The fourth estate experiences the disabilities very much. The electric fans are mainly responsible for the dissipation of the sound. So, Government should make better arrangements for the proceedings to be reported correctly. They know how to deal with these shorthand reporters. I do not think that the existing reporters are not doing their work satisfactorily under the existing conditions. The proposal of the Government is very wise. It is in the interests of the Legislature as a whole. So I very stoutly oppose the motion.

PRESIDENT : We have practically spent nearly an hour over the question of shorthand reporters. We have got only an hour more for this Demand.

MR. K. R. NARAYANAN (Paikoni cum Kottayam) : സർ, മി. കൗൺസിലർമാരുടെ ഉപക്ഷേപം അദ്ദേഹത്തിന്റെ വാദത്തിൽനിന്നും മൂന്നു ഭാഗമായി എടുക്കാം. ഒന്നാമതു ഈ മാതിരി നിയമനം നടത്തുന്നതു സർവകലാശാലയിൽനിന്നും ഉള്ളവരെയായിരിക്കണം. രണ്ടാമതു ഇപ്പോൾ സർവീസിലിരിക്കുന്നവർക്കും പ്രോത്സാഹനം കൊടുക്കണം, മൂന്നാമതു ഈ നിയമനങ്ങൾ ഒന്നുതന്നെ പബ്ലിക് സർവീസിൽ ഉൾപ്പെടുത്തേണ്ടതുമാകട്ടെ. ഈ ഉപക്ഷേപത്തെ എതിർക്കുന്നതോടുകൂടി ഇവയുടെ ഓരോന്നിന്നും സമാധാനം പരയേണ്ടിയിരിക്കുന്നു.

രിക്കുന്നു. സർവകലാശാല ബിരുദധാരികളെ നിയമിക്കണമെന്നും മറ്റും പറയുന്നത് കേരംകുടവാൻ വളരെ മധുരമുള്ള ഒന്നാണ്. ചക്ഷു മരൊന്മാരുകാരുംകൂടി ഓർക്കേണ്ടതായിട്ടുണ്ട്. ഭാഷാ പാണ്ഡിത്യം എന്നും മറ്റും പറയുന്നത് സർവകലാശാലക്കാരെ സമ്പാദ്യമൊന്നുമല്ല. സർവകലാശാലയിൽനിന്നും പുറത്തു വരുന്നവരിൽ ചിലർ ഭാഷാപണ്ഡിതന്മാരും ചിലർ ആ വക കാര്യങ്ങളിൽ അതി നിപുണന്മാരുമായിരിക്കുന്നതുപോലെതന്നെ, മറ്റു ചിലർ വെറും നിർഭാഗ്യസന്താനങ്ങളുമാണ്. എന്റെ ബഹുമാന്യ സ്നേഹിതന്മാരായ ശ്രീമാൻ ശിവതാണപിള്ളയും, ശ്രീമാൻ എം. എൽ. ജനാർദ്ദനൻപിള്ളയും ഇവിടെ ചെയ്യാറുള്ള പ്രസംഗങ്ങളിൽ നദീപ്രവാഹം പോലെയുള്ള വാഗ്ധാരണികൾ നാം ശ്രവിക്കുന്നുണ്ടല്ലോ. ഇവർ ഇരുവരും സർവകലാശാലാ സന്താനങ്ങൾ അല്ലല്ലോ. മി. ശിവതാണപിള്ളയാണെങ്കിൽ പ്രതിയോഗി പറഞ്ഞുകൊണ്ടു വന്ന വാദമുഖങ്ങളുടെ ഓരോ വാദമുഖത്തേയും എതിർക്കാതെ കട്ട്മോഷനിലെ രണ്ടു ഘോരമാത്രം തിരഞ്ഞെടുത്തു് ഒരു കസർത്തു കഴിഞ്ഞപ്പോൾ രണ്ടു മണിക്കൂർകൊണ്ടു സാധിക്കാവുന്ന നിശിതവും നിർഭാഷിണ്യവുമായ വിമർശനമായി. അതുപോലെതന്നെ മി. ജനാർദ്ദനൻപിള്ള നിരൂപണം ചെയ്യുമ്പോൾ അതൊരു ഭംഗിയായിരിക്കുന്നു. ഭാഷാപാണ്ഡിത്യത്തെ സംബന്ധിച്ചിടത്തോളം സർവകലാശാലക്കാരായാലും അല്ലെങ്കിലും സാമത്ര്യാമുള്ളവരെ പ്രോത്സാഹിപ്പിക്കണം. ചീഫ് സെക്രട്ടറി അവർകൾ പറയുകയുണ്ടായി, പരീക്ഷ ഏർപ്പെടുത്തി വിജയികളാകുന്നവരെ നിയമിക്കുമെന്ന്. പുറത്തുള്ളവരെമാത്രമെ പരീക്ഷയ്ക്കു ചേരാൻ അനുവദിക്കുകയുള്ളുവെന്നില്ലല്ലോ. അങ്ങിനെയൊന്നെങ്കിൽ വളരെക്കാലം സർവീസിലിരിക്കുന്നവർക്കു ബാധകമാകാത്ത വിധത്തിൽ പരീക്ഷ ഏർപ്പെടുത്തിയാൽ മതിയാകുന്നതാണ്. അതുകൊണ്ടു ഇപ്പോൾ സർവീസിലിരിക്കുന്നവരേയും പുറത്തുള്ളവരേയും ഒരുപോലെ പരീക്ഷിച്ചിട്ടു സാമത്ര്യാമുള്ളവരെ നിയമിക്കണമെന്നുവെച്ചാൽ സർവകലാശാലക്കാരെയും അതു ബാധിക്കുന്നില്ല, അല്ലാത്തവരെയും അതു ബാധിക്കുന്നില്ല. എന്നൊരു മെച്ചമുണ്ട്. തമിഴിന്റെ കാര്യത്തെപ്പറ്റി ശ്രീമാൻ ശിവതാണപിള്ള പറഞ്ഞു. ഇംഗ്ലീഷിന്റെ കാര്യം മറ്റു പലയാളുകളും പറയുകയുണ്ടായി. എനിക്കു മലയാളത്തിന്റെ കാര്യമാണു പറയുവാനുള്ളത്. മലയാളഭാഷയുടെ പ്രയോഗം ഈ അസംബ്ളിയിൽതന്നെ വികസിച്ചുവരികയാണ്. മലയാളം റിപ്പോർട്ടർമാരെപ്പറ്റിയാണെങ്കിൽ എനിക്കു വലിയ പരാതിയൊന്നുമില്ല. എങ്കിലും ഒരു കാര്യം എനിക്കു പറയുവാനുണ്ട്. ഇംഗ്ലീഷ് റിപ്പോർട്ടർമാർ

[Mr. K. R. Narayanan.]

കുറേ പ്രായം മലയാളം റിപ്പോർട്ടർമാർക്കും കൊടുക്കണമെന്ന് എനിക്കു പ്രത്യേകം ഒരു അപേക്ഷയുണ്ട്. അതുകൊണ്ട് സർവ്വകലാശാലക്കാരായാലുംകൊള്ളാം, അല്ലാത്തവരായാലും കൊള്ളാം, സർവീസിയിരിക്കുന്നവരായാലുംകൊള്ളാം, പുറത്തുള്ളവരായാലുംകൊള്ളാം, ഈ മാതൃകയിൽ സാങ്കേതികവൈദഗ്ദ്ധ്യം ആവശ്യപ്പെടുന്ന സന്ദർഭത്തിൽ അതിലേക്കു പ്രത്യേകം പരീക്ഷ ഏർപ്പെടുത്തി വിജയികളാകുന്നവരിൽ പബ്ലിക് സർവീസ് കമ്മീഷണരുമായി ബ്രഹ്മചാരികൾ നിയമനങ്ങൾ നടത്തുന്നതു നന്നായിരിക്കുമെന്ന് ആണ് എന്റെ അഭിപ്രായം. അങ്ങനെ ചെയ്താൽ ഇത്തരം നിയമനങ്ങളെപ്പറ്റി ഓരോരുത്തർക്കും നോക്കുന്നവർക്കു യാതൊരു ആക്ഷേപത്തിനും പരാതിക്കും അവകാശമില്ല.

MR. N. NARAYANA KURUP : സർ, ഈ ഉപക്ഷേപത്തെ അനുകൂലിക്കുന്നില്ലെങ്കിലും ഇതിൽ അടങ്ങിയിരിക്കുന്ന തത്വത്തെപ്പറ്റി രണ്ടുവാക്കു സംസാരിക്കണമെന്ന് ഞാനും ആഗ്രഹിക്കുന്നു. തിരുവിതാംകൂറിലെ ഷാർട്ട് ഹാൻഡ് റിപ്പോർട്ടർമാരുടെ അയോഗ്യതകളെപ്പറ്റി ഇവിടെ ചിലർ പറയുകയുണ്ടായി. പക്ഷെ, ഇതിനു മുൻപ് ഈ ഷാർട്ട് ഹാൻഡ് റിപ്പോർട്ടർമാരുടെ യോഗ്യതകളെപ്പറ്റിയോ അയോഗ്യതകളെപ്പറ്റിയോ ആർക്കും സംസാരിക്കേണ്ടതായി വന്നിട്ടില്ല. ഇപ്പോൾ മാത്രം ഇവർക്കു് എന്തു അയോഗ്യതയാണ് ഉണ്ടായതെന്നു എനിക്കു മനസ്സിലാകുന്നില്ല.

MR. M. SIVATHANU PILLAI : മുൻപുണ്ടായിരുന്ന ഷാർട്ട് ഹാൻഡ് റിപ്പോർട്ടർമാരുടെ റിപ്പോർട്ടിംഗ് ജോലി ഏറ്റവും തൃപ്തികരമായിരുന്നുവെന്നല്ലേ ഇതിൽനിന്നു അനുമാനിക്കേണ്ടതു്?

MR. N. NARAYANA KURUP : റിപ്പോർട്ടിംഗിനു അന്നത്തേതിൽനിന്നു ഇന്ന് എന്തു വ്യത്യാസമാണ് വന്നിട്ടുള്ളതെന്നു എനിക്കു നിശ്ചയമില്ല. ഇപ്പോൾ ഷാർട്ട് ഹാൻഡ് റിപ്പോർട്ടർമാർക്കു് അസോസിയേഷൻ എന്ന് പുതിയ ഒരു അസോസിയേഷൻ ഉണ്ടായി. അതിനു ഗവണ്മെൻറ് റെക്കഗ്നിഷൻ ലഭിച്ചുകഴിഞ്ഞു. അതുകൊണ്ട് ഗവണ്മെൻറ് സർവീസിൽ ഇനിമേൽ റിപ്പോർട്ടർമാരായി പ്രവേശിക്കണമെങ്കിൽ അസോസിയേഷൻ മുഖേനതന്നെ വേണമെന്ന് നിയമമാക്കുന്നതു് ശരിയല്ലെന്നും ഒരു പ്രൈവറ്റ് സംഘടനയ്ക്കു് അപ്രകാരം അധികാരം കൊടുക്കുന്നതു് ന്യായമല്ലെന്നും ആണ് എന്റെ അഭിപ്രായം.

റിപ്പോർട്ടർമാരുടെ സാമർത്ഥ്യത്തെ പരിഗണിക്കുമ്പോൾ പരിതഃസ്ഥിതികളെക്കൂടി നോക്കേണ്ടതാണ്. ദിവാൻജി അവർകൾതന്നെ അവിടെനിന്നു പ്രസംഗിക്കുന്നത് ഞങ്ങളിൽ പലർക്കും പലപ്പോഴും ഇരിപ്പടങ്ങളിൽ കേൾക്കാൻ സാധിക്കാതെ വരുന്നുണ്ട്. ഇവിടെയിരിക്കുന്ന മെമ്പർമാരിൽ പലരുടെയും പ്രസംഗങ്ങൾ പലപ്പോഴും പലർക്കും കേൾക്കാൻ സാധിക്കുന്നില്ല. അങ്ങിനെയിരിക്കുന്ന ഈ ഘാളിൽ—ഈ ഘാളിന്റെ പണി അത്ര വിചിത്രമാണ്—ഈ റിപ്പോർട്ടർമാരുടെ സാമർത്ഥ്യത്തെ എങ്ങിനെ തുലനം ചെയ്യാൻ കഴിയും. അവരെപ്പറ്റി ആർക്കു് എന്തെങ്കിലും പരാതി ഉണ്ടെങ്കിൽ അതു് മെമ്പർമാർ പറയുന്നതിനെ അവർക്കു കേൾക്കാൻ നിവൃത്തിയില്ലാതെ വരുന്നതുകൊണ്ടാണ്. സർ, ഇപ്പടെ ഒരു ഷാർട്ട് ഹാൻഡ് ടൈപ്പിസ്റ്റർ അസോസിയേഷൻ ഉണ്ടായി. സമ്മതിക്കുന്നു. അതു് ഗവണ്മെൻറിന്റെ ആവശ്യപ്രകാരം ഉണ്ടായതാണോ? അതു് ഒരു ഗവണ്മെൻറു സ്ഥാപനമാണെങ്കിൽ തരക്കേടില്ല. അതല്ല, ഒരു വ്യക്തിയുടെയോ അല്ലെങ്കിൽ ഏതാനും വ്യക്തികളുടെയോ ആവശ്യപ്രകാരമാണ് ഈ അസോസിയേഷൻ ഉണ്ടായതെങ്കിൽ നിശ്ചയമായും സ്വാതന്ത്ര്യപരമായ ഉദ്ദേശമുള്ള ഒരു സ്ഥാപനമായിരിക്കും അതു്. ഈ അസോസിയേഷനെപ്പോലെതന്നെ ടെക്നിക്കൽ സ്വഭാവമുള്ള മറ്റു പല അസോസിയേഷനുകളും ഇവിടെ ഉണ്ട്. എന്തുകൊണ്ടു് അത്തരം അസോസിയേഷനുകൾക്കു് ഗവണ്മെൻറു റെക്കഗ്നിഷൻ കൊടുക്കുന്നില്ലാ? എന്റെ ചില സ്റ്റേഫിതന്മാർ ഇവിടെ പറയുകയുണ്ടായി. ഇത്തരം സാങ്കേതികകാര്യങ്ങളിൽ ബി. എ. കാർ കൂടിയേതീരുവെന്നു നിർബന്ധമില്ലെന്ന്. ബി. എ-ക്കാരല്ലാത്ത യോഗ്യതയുള്ള ആളുകളെ നിയമിക്കുന്നതിൽ എനിക്ക് ആക്ഷേപമൊന്നുമില്ല. പക്ഷെ ഈ നയം മറ്റു പല കാര്യങ്ങളിലും അംഗീകരിക്കേണ്ടതായിട്ടുണ്ട്. മി. ശിവതാണപിള്ളയും മി. ജനാർദ്ദനൻപിള്ളയും ബി. എ-ക്കാരല്ലെങ്കിലും ഒന്നാംതരം വാഗ്മികളാണ്. മി. കെ. ആർ. നാരായണൻ മലയാളം തിപ്പോരിപ്പോലെ പറയും. പക്ഷെ അദ്ദേഹത്തെ ഒരു മലയാളപണ്ഡിതനായി നിയമിക്കാമോ? അവിടെ ഒരു ക്വാളിഫിക്കേഷൻ ഉള്ള ആളിനെ അല്ലെ നിയമിക്കുന്നത്? അപ്പോൾ ഡിഗ്രിക്കും ഒട്ടൊക്കെ സ്ഥാനം കൊടുക്കണം. ഷാർട്ട് ഹാൻഡ് റൈറ്റേഴ്സിനെ നിയമിക്കുന്ന സന്ദർഭങ്ങളിൽ ഷാർട്ട് ഹാൻഡ് റൈറ്റേഴ്സ് അസോസിയേഷന്റെ നിർദ്ദേശങ്ങൾ ഗവണ്മെൻറു് അംഗീകരിക്കുവാൻ തയ്യാറാകുന്നത് നല്ലതാണെന്നു സമ്മതിക്കപ്പെടുന്നപക്ഷം സകലകാര്യ

[Mr. N. Narayana Kurup]

ങ്ങളിലും ഇതേ തത്വമനുസരിച്ച് ഗവണ്മെന്റ് പ്രവർത്തിക്കേണ്ടതാണ്. ഇവിടെ ഒരു അഡ്വക്കേറ്റർസ് അസോസിയേഷൻ ഉണ്ട്. മുൻസിപ്പൽ നാടം ജഡ്ജിമാരും ബാറിൽനിന്നും നിയമിക്കേണ്ടതായിവരുമ്പോൾ, അഡ്വക്കേറ്റർമാരോടൊന്നി കൂടുതൽ പരിചയമുള്ള ആ സംഘടനയോടു പേരു നിർദ്ദേശിക്കാനും ടി നിർദ്ദേശമനുസരിച്ച് നിയമനം നടത്താനും ഗവണ്മെന്റ് തയ്യാറാകുമോ? അങ്ങിനെ അവരിൽനിന്നു ഹൈക്കോടതി ജഡ്ജിമാരെയും ഡിസ്ട്രിക്ട് ജഡ്ജിമാരെയും മുൻസിപ്പൽ നാടരെയും നിയമിക്കുന്നതിനുള്ള നിർദ്ദേശങ്ങൾ ആവശ്യപ്പെടുവാൻ ഗവണ്മെന്റ് തയ്യാറാകുമോ? അതുപേലെതന്നെ; എഫിഷ്യൻസിനെ പറ്റിയാണെങ്കിൽ ബി. എൽ. ഡിഗ്രിയില്ലാത്ത നല്ല മുൻസിഫ് കോടതിവക്കീലന്മാരെ മുൻസിഫായി നിയമിക്കുന്നതിന് ഗവണ്മെന്റ് സന്നദ്ധമാകുമോ? മി. ടി. പി. വേലായുധൻപിള്ള ഒരു മുൻസിഫ് കോടതി വക്കീലാണ്. മുൻ പറഞ്ഞ തത്വം നോക്കുമ്പോൾ എന്തുകൊണ്ട് അദ്ദേഹത്തെ ഒരു മുൻസിഫായി നിയമിക്കാൻ ഗവണ്മെന്റ് തയ്യാറാകുന്നില്ല.

MR. K. R. NARAYANAN : ഈ മാതിരിയുള്ള സാങ്കേതിക കാര്യങ്ങൾക്ക് യൂനിവേഴ്സിറ്റി കോളിഫിക്കേഷൻ ആവശ്യമുണ്ടോ?

MR. N. NARAYANA KURUP : സാങ്കേതിക വിഷയം എന്ന് പറഞ്ഞുകൊണ്ടായില്ല, അങ്ങനെ നോക്കുമ്പോൾ ലാ, എന്ന് പറയുന്നതും ഒരു ടെക്നിക്കൽ സബ്ജക്റ്റിന്റേ ആകും.

MR. K. R. NARAYANAN : ഷാർട്ട്മാൻറ ഒരു സാങ്കേതിക വിഷയമല്ലെന്നാണോ മെമ്പർ പറയുന്നത്.

MR. N. NARAYANA KURUP : സമ്മതിക്കുന്നു. ഷാർട്ട്മാൻറ മുന്പും ഒരു സാങ്കേതിക വിഷയമായിരുന്നില്ലേ? പക്ഷെ, അന്ന് അസോസിയേഷനൊന്നും ഉണ്ടായിരുന്നില്ല. ഇന്ന്, അസോസിയേഷൻ ഉണ്ടായപ്പോൾ മാത്രം അതിന് എഫിഷ്യൻസി ടെസ്റ്റ് വേണമെന്നൊന്നും പറയുന്നതിന്റെ യുക്തിയാണ് എനിക്ക് മനസ്സിലാകാത്തത്. അസോസിയേഷൻ ഉണ്ടാകാതെയിരുന്നപ്പോഴും ഇവിടെ സ്റ്റേനോഗ്രാഫേഴ്സ് ഉണ്ടായിരുന്നില്ലേ? ഏതായാലും ഒരു പ്രൈവറ്റ് അസോസിയേഷൻ നിയമനകാര്യത്തിൽ ഉപദേശം ചെയ്യാനുള്ള അവകാശം കൊടുക്കുന്നതു ഈ രാജ്യത്ത് ആദ്യമാണ്. മറ്റുകാര്യങ്ങളിൽ ആ നയം തുടങ്ങാതിരിക്കുകയും ഇക്കാര്യത്തിൽ മാത്രം ആ നയം തുടങ്ങിയതും ന്യായീകരിക്കാൻ നിവൃത്തിയില്ല.

MR. M. SIVATHANU PLLAI: റെക്കർനിഷൻ കൊടുത്തതിൽ മാത്രമാണോ മെമ്പർക്ക് ഒബ്ജക്ഷൻ ഉള്ളതു?

MR. N. NARAYANA KURUP : എനിക്കു ഒന്നിന്നും ആക്ഷേപം ഇല്ല. ഈ മാതിരിയുള്ള പ്രൈവറ്റ് അസോസിയേഷൻ റെക്കർനിഷൻ കൊടുക്കുന്നതിൽ എനിക്കു വിരോധമൊന്നുമില്ല. പക്ഷേ ഇതേ തരം എല്ലാകാര്യത്തിലും അംഗീകരിക്കണമെന്നേ എനിക്കു പറയാനുള്ളൂ. ഒന്നിന് റെക്കർനിഷൻ കൊടുക്കാമെങ്കിൽ എന്തുകൊണ്ടു ഞാൻ മുമ്പു പറഞ്ഞ മറ്റു ചില അസോസിയേഷനുകൂടി റെക്കർനിഷൻ കൊടുത്തുകൂടാ? ഓരോ കാര്യങ്ങൾക്കും ഗവണ്മെന്റിനെ ഉപദേശിക്കാനോ അല്ലെങ്കിൽ ഗവണ്മെന്റു നടത്തുന്ന നിയമനങ്ങൾക്കു ഉപദേശം നൽകുന്നതിനോ അതാതു കാര്യങ്ങളിൽ സാങ്കേതിക വൈദഗ്ദ്ധ്യം ഉള്ള മറ്റു അസോസിയേഷൻ കാർക്കും അവകാശം കൊടുക്കേണ്ടതാണ്.

സർ, ലോവർഗ്രേഡിൽനിന്നും പ്രൊമോഷൻ കൊടുക്കുകയല്ല വേണ്ടതെന്നും ഈ അസോസിയേഷൻ റെക്കമെന്റു ചെയ്യുന്ന ആളുകളെ നിയമിക്കുക മാത്രമേ ചെയ്യാവൂ എന്നും പറയുന്നതു കേട്ടു. ഇവിടെ ഇപ്പോൾ ൪൦ — ൧൦ സ്റ്റേജിൽ ഇരിക്കുന്നവർ ൧൦ — ൧൦൦ ലേക്കും ൧൦൦ — ൧൨൫ ലേക്കും പ്രൊമോഷൻ കൊടുക്കണമെങ്കിൽ തന്നെ ഷാർട്ട്‌മാൻറു അസോസിയേഷൻ പരീക്ഷ ജയിച്ചാൽ മാത്രമേ ഒക്കുകയുള്ളവെന്നു പറയുന്നത് ഏതു ന്യായത്തിലാണ്. ഈ പരീക്ഷ നടത്തുന്നവർക്ക്, പരീക്ഷിക്കാനുള്ള യോഗ്യതയുണ്ടെന്ന് എങ്ങിനെ അറിയാം? അതിലെ അംഗങ്ങൾതന്നെ അപേക്ഷകരാണെന്നും, പക്ഷപാതബുദ്ധിയോടുകൂടി പ്രവർത്തിക്കുന്നെന്നും, അവർക്കിഷ്ടമുള്ളവരെ മാത്രമേ ജയിപ്പിക്കുകയുള്ളെന്നും ഒരു വർത്തമാനമുണ്ട്. കഴിഞ്ഞ ടെസ്റ്റിൽതന്നെ ടിവാൻജി അവർകളുടെ ഒരു പ്രസംഗമാണ് കൊടുത്തിരുന്നത്. ഇവിടെയുള്ളവർ ആ പ്രസംഗം കേട്ടും എഴുതിയും നല്ല പരിചയമുള്ളവരായിരിക്കും. അതുതന്നെ അവർ ആ പ്രാവശ്യം എഴുതിയും ഇരിക്കും. നേരെമറിച്ച് ആലപ്പുഴയിലോ അല്ലെങ്കിൽ മറ്റു ഭൂമണ്ഡലങ്ങളിലോ ഉള്ള പരീക്ഷയ്ക്ക് ടി പ്രസംഗത്തെപ്പറ്റി യാതൊരു പരിചയവും കാണുകയുമില്ല. പരിചയമുള്ളവർ വേഗം ചുരുക്കമൊ, ഷാർട്ട്‌മാൻറു എടുപ്പൊ തയ്യാറാക്കും. അവരുടെ മെമ്പറന്മാർ ജയിക്കും. ഇങ്ങനെ പ്രവർത്തനം നടത്തുന്ന ഒരു സംഘടനയുടെ ശുപാർശകളിൽ സ്വാതന്ത്ര്യമല്ലാതെ നടമാടുമോ?

MR. M. MAKKAR PILLAI : ഈ ടെസ്റ്റിൽ ലോകത്തുള്ള എല്ലാ റിപ്പോർട്ടന്മാരും ചേർന്നിട്ടില്ലെ?

MR. N. NARAYANA KURUP : അതു സംബന്ധമല്ല.

സർ, ശ്രീമാൻ കുഞ്ഞുപണിക്കർ അവർകളുടെ ആക്ഷേപങ്ങൾക്കു എല്ലാം സമാധാനം പറയണമെന്നു ഞാൻ വിചാരിക്കുന്നില്ല. ഗവൺമെന്റിനു ആവശ്യമുള്ള നിയമനങ്ങൾക്ക് ഈ മാതരി ശുപാർശചെയ്യാൻ പര്യാപ്തമായ എല്ലാ സംഘടനകളുടെയും ശുപാർശകൾ അംഗീകരിക്കാൻ ഗവൺമെന്റു തയ്യാറാകണമെന്നാണ് എനിക്കു പറയാനുള്ളത്. ഷാർട്ട് ഹാൻഡ് റിപ്പോർട്ടർമാരെ നിയമിക്കുമ്പോൾ ഷാർട്ട് ഹാൻഡ് അസോസ്യേഷന്റെ ശുപാർശകൾ കേൾക്കാൻ ഗവൺമെന്റു സമ്മതിക്കുന്നപക്ഷം ഡ്രിൽമാസ്റ്ററെ നിയമിക്കുമ്പോൾ ഡ്രിൽമാസ്റ്റേഴ്സ് അസോസ്യേഷന്റെയും മുൻസിഫന്മാരെ നിയമിക്കുമ്പോൾ അഡ്വക്കേറ്റുസ് അസോസ്യേഷന്റെയും ഡാക്ടർമാരെ നിയമിക്കുമ്പോൾ ഡാക്ടർമാരുടെ അസോസ്യേഷന്റെയും ശുപാർശകൾ അംഗീകരിക്കുവാൻ ഗവൺമെന്റു സമ്മതം തേടേണ്ടതാണ്. ഈ ശുപാർശകളിന്മേൽ കമ്മ്യൂണൽ റെഗുലേഷൻ അനുസരിച്ചുള്ള നിയമനങ്ങൾ മാത്രം നടത്തിയാൽ മതിയാകുന്നതാണല്ലോ. പക്ഷെ ഗവൺമെന്റ് ഇതൊന്നും സമ്മതിക്കുകയില്ലെന്നാണ് എനിക്കു തോന്നുന്നത്. ചൊതുവെ ഒരു നയം നവീകരിക്കാതിടത്തോളം കാലം, ഇപ്പോൾ, ഷാർട്ട് ഹാൻഡ് അസോസിയേഷനുമായും, ഉദ്യോഗനിയമനക്കാര്യത്തിൽ ഉപദേശാവകാശം കൊടുക്കുന്നതാശാസ്യമല്ല.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: Sir, I must confess that I did not expect that this matter will give room for such lengthy debate on the floor of the House. After having listened to the debate I can say that there is hardly any difference of opinion between the honourable members and the Government. In the matter of recruitment to these two additional posts on Rs. 100-125, Government will certainly take into consideration the efficiency of the candidates available, both among those who are already in service and those who have competed for the test.

I may be permitted to point out that there are at present a staff of shorthand reporters which consists of nine members, of whom there is one on Rs. 100-125, two on Rs. 75-100 and six on Rs. 40-70 including two Malayalam shorthand reporters. I may say for the information of the honourable member, Mr. Narayanan, that so far as the pay and prospects of the Malayalam Reporters are concerned, they have been brought to the same level as the English Shorthand Reporters and that they are on the Rs. 40-70 grade. Formerly, we had two Shorthand Reporters who were graduates, who filled the posts on Rs. 100-125. Two of them have gone out on other duty. They were very able and efficient men.

MR. K. KUNJU PANICKAR: Were they graduates?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: They were graduates in Law. Both of them have been promoted as Tahsildars; one of them is working as Tahsildar and the other is placed on other duty.

There is a rule, which I am sure the honourable members are aware of, and it is that under the Public Service Recruitment Rules, only graduates are eligible for places on Rs. 100-125 in the Secretariat and also in other departments. Among those who are left over after those persons left the Secretariat, there is not even one Graduate in the Rs. 75-100 or Rs. 40-70 scale who could be promoted to the grade of Rs. 100-125. The Government, therefore, found that suitable men could be obtained only if an attractive salary were offered. There are only two places in the scale of Rs. 75-100. Government considered that it might be useful to add two more places on Rs. 100-125 and it was the idea of Government to fill up these posts by competent persons who might prove very efficient for the discharge of the onerous duties of the Reporter. Those in service were also allowed to compete for the two posts referred to. I need hardly point out that this is a place which requires special skill and special knowledge. As I said, every opportunity was given to those in service and outside to compete for this test.

So far as the test is concerned, there has been some amount of misapprehension entertained by some of the members on the other side that it was conducted by an Association which was recognised by the Government for the purpose. It is unnecessary to remind the House that the complete responsibility in regard to the appointments or recruitment to these places rests with Government and Government alone; and they have only solicited the assistance of a body which, to all intents and purposes, may be regarded as competent to make a recommendation. The Government are not bound to accept their recommendation. But the Government must be assisted in this task by some other body or institution which may be regarded as competent to do so.

MR. KANNANTHODATH JANARDANAN NAIR: Did the Government seek their advice or the Association volunteered advice?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI: Their advice was requisitioned. The Shorthand writers' Association is a recognised body for the purpose of recruitment to the Public Service. This matter was placed before the Public Service Commissioner and the rules now provide that the Public Service Advisory Committee has to be told about it. It will be seen from the annual Administration Report of the Public Service Department that this particular institution has been recognised as a liaison institution for the purpose of making recommendations. If, as a matter of fact, we find that there are persons in service and who have put in long service and who are efficient and deserving of promotion, their cases will be considered and the recruitment will be made in the best interests of efficiency as well as service. On this assurance, I hope that Mr. Kunju Panickar will see his way to withdraw the motion.

PRESIDENT: Before this motion is put to the vote, as very wide issues have been raised, although I shall further trespass on the limited time which is available for this grant, I must say a few words. In the

[President.]

first place, with regard to the Government requesting the services of Associations like the Shorthand writers' Association, honourable members who speak on that matter evidently do not realise that every Barister-at-law is neither a graduate of a university nor is he other than a member of a private body. Each of the Inner Temples is a private body and every so-called Barrister-at-law is only a member of a purely private body recognised by the Government of England and entitled to advise them as to who should practise. And the Government of England and the Courts of England, from the Lord Chancellor downwards, allow, and for 800 years have allowed, the Barrister-at-law to practise. In England a man who has passed the M. L., LL. D., and other similar examinations is not allowed to practise, but a member approved by a private body, is alone allowed to practise in the Courts of Law. Similarly, in regard to the Association of Medical men in England which is a private body. It is only the examinations of private bodies that are recognised by Government. It is the private bodies which make recommendations to the Government in regard to appointments. So this is nothing new. As a matter of fact, in European and American countries, it is private bodies alone which make recommendation even to the biggest appointments of State. And examinations conducted by the Government are not regarded as of such value as those of responsible private bodies like the Inns of Court or the Zoological Society. No person will be appointed as the Superintendent of a Zoo unless he is a Fellow of the Zoological Society. Nobody will be appointed as a Professor of Astronomy unless he is a member of the Astronomical Society. Similarly with the Royal Society. The whole question, therefore is beside the point.

Government, as has been rightly pointed out by the Chief Secretary, merely ask the assistance of certain private bodies. They may ask the assistance of the Advocates' Association. I hope it may not be referred to—there are instances elsewhere in which the Advocates' Association has been asked to recommend persons for honours and titles, and such honours and titles have been conferred on the advice of the Advocates' Association and their Committees. That has taken place and I can say that from some experience. Where associations are of reputable character and really consist of specialists, their advice is asked for. That does not mean that the Government abdicates its responsibility. If, for instance, an association is misusing its authority, or is not equal to its responsibility, Government cannot accept what it says. For instance, there are the actuaries who are appointed in insurance companies and banks in India. Until recently, in the Government of India there were no actuaries. In the case of actuarial test or accountancy test there are no Government examinations. It is a private examination conducted by various Bankers' Associations of Europe. There is thus no point in decrying private associations as such. Whether a private association deserves the confidence reposed in it by Government is a very different question and must be dealt with on its own merits.

The other point, is after all, a small question. As the Chief Secretary pointed out, the Government will take the fullest responsibility. There are two new appointments brought into existence for the purpose of getting the best possible men.

One thing I must guard against. I know and I fully realise the difficulties of shorthand writers especially in regard to the transcription of speeches in this House, and I make the fullest allowance for that. When I said 'deterioration of standards', it may be that I was too hard on them. It may be that I have not made the fullest allowance for the difficulties, acoustic and otherwise. But the point is that the best standard of shorthand writing here is not equal to that elsewhere, and I very rarely give the second place to Travancore in any thing. But I must say with some experience that I have seen better stenography elsewhere than here. We are all anxious to improve the standards, and for that purpose to get the best men. If the local men are able to equal the best, by all means let them be appointed.

The last point—and that is the real question—is this. How are we to get over this difficulty of the acoustic problem? I am asking the sense of the House in regard to this. The honourable members are perhaps aware that only in the House of Commons every honourable member speaks from his seat. In every other House, in Europe and throughout South America, and in many of the legislatures, even in the United States, people speak from a particular place on a dais or in the centre. It is called the "Speaker's place." That is one method. Now, if honourable members think that a loud speaker is to be installed, say, in the centre of the hall and the honourable members speak from that in turn, and that such an arrangement will solve the problem better, I am perfectly willing to try that. Another alternative that if the shorthand writer is to be placed in the centre he will have better chances of hearing, can also be tried. It is entirely open to the members to decide which they would adopt. But it seems to me that something must be done to solve the acoustic difficulties of the hall.

SADASYATILAKA T. K. VELU PILLAI: The latter will be better, Sir.

PRESIDENT: Because in the other case interruptions will not be allowed frequently. Further, instances are not uncommon of people being drawn by their coat tails so that another member might take his place. I do not mean to suggest that that should be tried here. But the latter system is sanctified by the practice of the House of Commons.

MR. K. KUNJU PANIKKAR: സർ, ഷോർട്ട്‌മാൻഡു റിപ്പോർട്ടറന്മാരെ തെരഞ്ഞെടുക്കുന്നത് ഒരു പ്രത്യേക സംഘടനയിൽ കൂടിയാണെന്നുള്ളതിനെ സംബന്ധിച്ച് എനിക്ക് യാതൊരു ആക്ഷേപവും ഇല്ല. അതിനെ

[Mr. K. Kunju Panikkar.]

സംബന്ധിച്ച് ഞാൻ യാതൊരു എതിരഭിപ്രായങ്ങളും പറഞ്ഞിട്ടില്ല. ഇവരെ തിരഞ്ഞെടുക്കുന്ന സംഗതിയിൽ പ്രധാനമായി ശ്രദ്ധിക്കേണ്ടത് പഴക്കമുള്ളവർക്കും യോഗ്യതയുള്ളവർക്കും സന്ദർഭം കൊടുക്കണമെന്നും അവരെ പ്രോത്സാഹിപ്പിക്കണമെന്നും ഉള്ള സംഗതിയാണ്. എന്നാൽ ഇങ്ങനെ തിരഞ്ഞെടുക്കുന്ന അവസരത്തിൽ പബ്ലിക് സർവീസ് റെഗുലേഷൻ അനുസരിച്ചുള്ള റൊട്ടേഷൻ പ്രകാരം ഓരോ സമുദായക്കാരുടേയും അവകാശങ്ങൾക്കു, ഒരു പ്രത്യേക സംഖ്യയെ തിരഞ്ഞെടുക്കുന്നു എന്ന കാരണത്താൽ, വിചാരം നേരിടാൻ പാടില്ലെന്നുള്ള സംഗതിയും പ്രത്യേകം ഓർമ്മിക്കേണ്ടതാണ്. ഇതേ സംബന്ധിച്ച് എനിക്ക് ഇത്രമാത്രമേ ബോധിപ്പിക്കുവാനുള്ളൂ.

The motion was not pressed. The motion was, by leave, withdrawn.

Motion No. 136.

MR. P. NARAYANA PILLAI: Sir, I move

To reduce the allotment of Rs. 3,07,831 on the General and Revenue Secretariat by Rs. 15."

My object is to point out the hardships experienced by the paddy and tapioca cultivators in this country, on account of the low prices fixed for those articles by Government. My request to Government is that the prices of these articles should be increased. One reason for increasing the price, is the high cost involved in the production of paddy. Now-a-days, it is very difficult to get manure and even if we are able to get manure, we have to purchase it at a high rate. Whatever that is obtained as manure is found to be quite insufficient to meet the demands. Till last year ordinary manure ashes was sold at Rs. 2/8 per 100 tins. For that, not less than Rs. 25 to 30 has to be paid in these days. Cow dung manure which was sold at 4 chuckrams per measure till last year is now sold at Re. 1. Such is the hard situation. Then, the wages of workmen have also increased. Now, a wage-earner has to be paid Rs. 1-4-0. And what was between 5 to 10 chuckrams last year, now stands at more than 1 rupee.

MR. KANNANTHODATH JANARDANAN NAIR: Is not such increase noticeable in the wages in kind as well?

MR. P. NARAYANA PILLAI: Yes. For a workman who was paid 5 chuckrams a day last year, we have to pay now about a rupee or a rupee and a quarter. Therefore it may be seen that the cost of production has increased all round.

MR. M. R. NARAYANA PILLAI: Does the honourable member mean that wages should be increased?

MR. P. NARAYANA PILLAI: Prices should be increased. To encourage the production of sufficient quantity of paddy, it is absolutely necessary to enhance the price of paddy and tapioca. Otherwise it will be a loss to the cultivators of those articles of food.

MR. VARKALA K. MADHAVAN : Is the price of tapioca controlled ?

MR. P. NARAYANA PILLAI : It is controlled at the rate of $2\frac{1}{2}$ lbs. per chuckram.

I cannot definitely say that. That is the very reason why I say that the price of tapioca should be increased, because there should not be any black market.

Another reason which I would suggest is the high prices of other essential articles. Paddy and tapioca cultivators have to purchase other articles of daily necessity. The price of pulses, of clothes, of medicines etc., is considerably high, and it is with the money that they get by the sale of paddy and tapioca that they grow, that these people have to purchase these articles. So also it is necessary to raise the price of these two articles.

Another reason is the higher price we have to give and do give for the rice imported from outside. One sack of rice imported from outside costs about Rs. 25-8-0. This is equivalent to 12 or 13 paras of paddy and this quantity of paddy produced in this country calculated at the rate of Re. $1\frac{1}{4}$ per para comes to value only about Rs. 15 or 16. Thus we see that we have to pay a higher rate for the imported rice than for the rice produced here. I think it is only just and proper that we pay the producers in our own country, a decent price.

A fourth reason that I would suggest is that it would considerably help in preventing black market. It is on account of the low price of paddy and tapioca that black markets exist now. And if the price is increased to the normal level, I do not think that people would naturally be inclined to resort to black markets. For these reasons, I suggest that the price of paddy should be raised to Rs. 2 per para and the price of tapioca at the rate of 1 lb per chuckram. With these words I commend my motion for the consideration of the house.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : May I know whether any recent proposals were submitted by the Economic Development Board?

MR. P. NARAYANA PILLAI : The Economic Development Board has passed a resolution wherein they have recommended a certain price.

PRESIDENT : Has the honourable member made any enquiries as to the actual price of paddy or rice on the other side of the border, say Aramboly side or Tenkasi side ?

MR. P. NARAYANA PILLAI : No, Sir.

SADASYATILAKA T. K. VELU PILLAI : I wish to place, as briefly as possible certain general principles which should be adopted in the fixing of the price of paddy that is grown in this country. I have come across many people who have pathetically told me that it is not worth their while to cultivate lands. It may appear paradoxical, for cultivation is useful whatever the nature of the harvest be. To have something is certainly better than to have nothing. But when we analyse the conditions we find, Sir, that manure is difficult to get, and for what we get, we have got to pay at extortionate rates. It is also

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common knowledge that wages have increased. So that with these uncertainties of a fluctuating price, if it is said that the cultivator shall have only so much and not more, and if at the same time, the rice purchased from elsewhere is sold in Travancore at a much higher rate, proportionately than the price of the rice grown here, Sir, I feel that I am justified in putting a plea for the agriculturists who have been suffering for many years past. Take the case of Nanjinad. I know myself a number of good families who have been impoverished by a succession of droughts. It is only for the last two years that there has been some relief. I feel it is my responsibility and a duty that I owe to the people that I should inform the House that in Nanjinad especially, important families have been impoverished because the conditions of agriculture change. In Kuttanad also the same is the condition. When, after being the prey of the tantalising sport of the seasons, after suffering so much for a series of years, just when you have the prospect of a little profit by a good harvest, you find that Government steps in. It is disappointing. But it may be right taking into consideration certain other factors. But let these agriculturists have a little higher price, is my supplication before the House.

The second point which I wish to stress in this connection, is, in regard to the information which must be made available to government. And I say it is a fact - I hope to be forgiven for saying this - that most of the officers, high and low, who are charged with the duty of formulating proposals in the first instance are, at least most of them, unfit to do it, unfit to perform those duties. They cannot understand general principles, economic principles, principles of demand and supply, laws of agriculture, laws of diminishing returns, etc. I know many of these officers personally, but I cannot give their names now. There is a feeling of security in the minds of the officers in this country. In the administration of the Revenue Recovery Act, the Tahsildar feels quite secure. I have seen officers in other parts of India and they seem to have an affinity of studying the laws of the country. If in this State, books and lawbooks have a function, if in this administration, people are allowed to look into the future, and if in this administration, the people are also allowed to enjoy a kind of security, in the routine of their work, I must say that the times are getting very bad. I want to mention two instances which have come to my notice. It is not a very happy memory. Even in the most trivial things, an officer or a head of a Department have to be consulted. When the head of the administration is the deciding authority, it is very important that wisdom and advice must flow.

PRESIDENT : If possible.

SADASYATILAKA T. K. VELU PILLAI : I say this because I think it is possible. I was present in a certain educational institution, when on account of trouble among the boys, the head of that institution was phoning up to Bhakthivilas to take instructions as to how he should treat one particular boy.

On another occasion I found a Police Officer, about four years ago, who told me—I was taking a walk round—"All this has happened now. So long as I was here, there was no trouble. But the Dewan visited the place and five minutes afterwards there was hooting in the College." I do not want to be a mentor of these people. But I do want to say this. And I say that with all the emphasis that I can put in my words, that, an officer who is charged to perform an important duty should do so with a sense of responsibility.

PRESIDENT: But might it not also be the fault of the Dewan in interfering too much?

SADASYATILAKA T. K. VELU PILLAI: No, no, Sir. If a Dewan is generous enough and is prepared to help anybody, we cannot say it is interference. For instance, when a man comes and says, "I have no brains. Please supply me with brains", it is quite right then that the Dewan should help him. Therefore I say that an officer should take it upon himself as a duty to look into related things and himself find out the fact, himself understand the inter-connection of forces, and place proposals with regard to the price of paddy to be paid for, and so on with the Government as the ultimate arbiter, the deciding factor, in all these cases. If that is done, I am quite sure that much of the difficulties will be removed.

MR. M. SIVATHANU PILLAI: Sir, in supporting the motion, I propose in my own way, to answer an inspiring question that cropped up in the course of discussion today. A question was asked how the price of paddy in the neighbouring frontier parts in Tinnevely compares with the price for paddy demanded here. I really appreciate the implication of that question. Sir, for your information as well as for the information of honourable members I may say that I have collected information on that point. I am very much interested in the paddy question, because I am very much interested in the paddy cultivation and I am an agriculturist. I have compared the price there with that of our Government control price. I had been to Madras very recently, and on my way back, I ascertained the price of rice at Trichinopoly. For 1 rupee 2 to 2 1/8 measures can be purchased. When you come to Tinnevely, it ranges between 1 7/8-2 measures. The price is all for the British measure and this was the price that I gathered just two days ago. Let alone that price for a moment. It may be argued that because, in Tinnevely rice is sold at 2 measures for a rupee, why should not the same rate be adjusted in terms of our measure in our State being the border-land of these British districts. I have no objection provided the conditions for paddy production remain the same. Some time back, when I wanted the Government to compare the British Indian price of paddy when it was much higher, the Government said, that that was not to be thought of. Now the Government asks me to do it, as I wanted them to do before. Well I shall, in fairness do it. Now what are the charges for agricultural labour in British Districts and say for example Nanjinad. In Nanjinad, rate of wages has arisen to 8 and 9 1/2 fanams in these days for a male labourer. If kanji is given to a cooly, he will be satisfied with 5 1/2 to

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6 1/2 fannams per day. In former times, the charge was only 6 chuckrams for a female per day, now the rate is 5 fannams. For a male it ranges from 1 rupee upwards. So much with regard to agricultural labour charges. But what is it in Tinnevelly? The rate has never gone beyond 8 annas per day for a male and 4 annas for a female labourer.

MR. D. C. JOSEPH : Is not increase in wages due to rise in the price of paddy?

MR. M. SIVATHANU PILLAI : Yes. Second point is rate of taxation. Tinnevelly has only half the rate of average taxation of Nanjinad. The leader of the United party Mr. Velu Pillai was saying that necessary manure should be supplied from the Agricultural Department. But how much could they supply and wherefrom could they supply I ask? It is a fairly well-known fact that fertility in Nanjinad chiefly depends on fertilisers and over-dosing of manures, as the soil has become considerably deteriorated by twice cultivation in a year. From where are we to get them? Fertilisers and manures as ground-nut cakes etc., have got to be imported from British India as usual which is now prevented by them. Government have asked us to depend upon compost-manure. Yes, we shall. But where is it? It is not available anywhere in large and sufficient quantity. Whereas in Tinnevelly, the conditions are different. Organic manure and fertilisers are sold at Rs. 4/12 per bag of 112 lbs. That was the price prevailing at Nagercoil, rather in Nanjinad, some time back. Even for 12 Rs. per bag, it is not available. There is surplus cheap manure in Tinnevelly. Now that is not so here. There is no manure here apart from the exorbitant price of it. In Tinnevelly fertility is double that of Nanjinad soil. Then there is the question of getting of plough cattle for cultivation. Here also, at a prohibitive cost you have to purchase them. Such cattle could be had in the neighbouring parts of Tinnevelly for a much cheaper rate. We depend upon the import of cattle. That door is closed now. Plough cattle is not available in our parts. Usually they are imported from British parts. Even the cattle Nanjinad had till recently have now become completely wiped out by the recent and still spreading anthrax and rinder-pest. These things have to be considered in the matter of the cost of production of paddy in these two places.

Let me dwell on another aspect of the matter. As a result of the serious economic depression which was prevailing for a period of years, the agriculturists of the country were hard hit. To relieve their hard lot, His Highness the Maharaja's Government enacted a law to benefit the agriculturists to some extent by means of the Debt Conciliation Act. Then certain other early remissions of tax were extended to the ryots. The legislature of the country also thought it fit to help the ryots to get over the stunning difficulty of agricultural debt by means of the Debt Relief Act passed recently. The economic inquiry committee fixed 25 crores as this agricultural debt. All these would show that the benign Government of His Highness were alive to the facts of the matter and tried to extend their helping hand. And in the case of Nanjinad, the excessive tax though I will call it illegal tax, was

reduced by 20 per cent by your sympathetic consideration of the question and the G.O. concerned has also been extended until further orders. Here I wish to place on record, on behalf of the Nanjinad agriculturists their feelings of grateful appreciation of your noble and generous treatment of their reasonable case in the matter of taxation in Nanjinad. Sir, I was saying that 25 crores of agricultural debt can be faced by them with advantage in these days of good prices for produce.

PRESIDENT : All these figures will have to be revised.

MR. SIVATHANU PILLAI : By all means let that be done, but there is no denying the fact that a terrible debt still faces the agricultural community. The agricultural operations are being much handicapped in these days on account of these causes. That nobody can dare challenge. As I pointed out there is the question of manure and plough cattle to be procured, to have a fairly good cultivation. It has become increasingly difficult to get at them. When such is the situation, it is not proper for you, Sir, to ask me to compare the price of paddy in Tinnevelly with that of Travancore. I am just putting all the difficulties openly to you, Sir, so that you may not be misguided. After all, what I ask for is to remove the disadvantages of the agriculturists here, before I am asked to compare the prices of paddy here and elsewhere. Give at least a fair price for their paddy taking into reasonable consideration of the different conditions in the State. So far as Nanjinad is concerned, there is no other cash crop. They depend entirely and solely on paddy cultivation. Out of paddy, they have to purchase cloth as everything else. Let us now examine the price of cloth. There is no comparison between Tinnevelly and Nanjinad.

PRESIDENT : I am glad to inform the honourable members that the first consignment of standard cloth is arriving shortly and naturally the price of cloth will go down a little further.

MR. M. SIVATHANU PILLAI : That relates to futurity. But what steps have been taken by Government to improve the lot of the agriculturists? Has anything been done to increase the yield in paddy. So far absolutely nothing in an adequate measure. It might be said that I am a paddy producer and therefore, I am naturally interested in the price of paddy and the problem of its production. I do not view the question in that light. I am viewing the question from a non-agriculturist's broad point of view. Government must be prepared to confess the actual difficulties experienced by the ryots and seek a remedy to improve them and not certainly to find out arguments against facts. Facts should be faced. Circumstances change from place to place and do change rapidly in these days. The rate for paddy should be fixed in consonance with the necessary conditions to grow paddy here. I maintain, Sir, that it is misleading to compare Travancore with Tinnevelly with its most favourable conditions to grow paddy in the matter of price for paddy to be fixed. Perhaps the Government may not be aware how far the question of fixing the price of paddy still

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agitates in the minds of honest cultivators. I do concede that there are avaricious and speculative agriculturists among them. But to point to them as a justification for not revising the control rate is no answer to me and it is beside the point.

MR. D. C. JOSEPH: Will not increase in the price of paddy make the situation further worse?

MR. M. SIVATHANU PILLAI: No. So long as the wages have gone up, even if you put down the price of paddy, that will not augment production of paddy. Because, the increased cost of cultivation will not be affected by this method.

MR. D. C. JOSEPH: How does the member account for the increased price of paddy up to Rs. 20 from the low level of price obtaining a few months back?

MR. M. SIVATHANU PILLAI: The attempt of Government was to fix a rate of price for paddy after control was put on free transport of paddy. It is a natural reaction that, when a certain thing is kept in a compressed condition for a time and then released, it will shoot out with some force, for a time. But afterwards, it will assume normality. In that way alone, the high level of price reached sometime back, could be explained. At first Government themselves fixed a price for paddy *v. e.* 1 Re 4 annas per para. That was found to be not satisfactory. Then it was that Government called for an informal conference of both the Houses of Legislature which was asked to advise the Government generally on the question of control including the rate to be fixed for paddy and also the question of selling paddy to Government by the producers. In that conference it was decided among other things that the rate for paddy should be at least 1 Re 8 annas per para leaving it to be judged and fixed by Government above that rate and also the method of collecting paddy for sale from producers with a gliding scale, allowing the minimum to be fixed by Government. The result was that the Government did not revise the price as fixed by them but accepted the proposal in the matter of purchasing scheme, they accepted the principle which was embodied in a Government order. Now this Government order has also been modified and the basis of *pattom* assessment in settlement days, has been adopted in the matter of paddy sale to Government by the people excepting owners or cultivators of Kayal lands and Pazhanilom lands in North Travancore. This modification operates as a great hardship at any rate in the case of Nanjinad ryots where the land assessment is admittedly excessive and illegal. Coupled with this the present rate for paddy if insisted upon, I am afraid, will react upon the incentiviveness adversely, in the agriculturists to produce more food. Thus the very laudable object in the 'grow more food' campaign as wanted by Government may not be achieved more successfully. On the other hand, the incentive to grow more, will be defeated if not frustrated. All these very relevant and important aspects should be envisaged, before rate of paddy and method of collection is decided upon. Producer needs further encouragement and more facilities for advantageous production.

MR. N. VELU ACHARI (*Nominated*) : ആഹാരസാധനങ്ങളുടെ വിലയെ സംബന്ധിച്ചിടത്തോളം ഒരു ആലോചനാക്കമ്മിറ്റിയുടെ നിശ്ചയം അനുസരിച്ചല്ല ഈ വില ക്ലിപ്തപ്പെടുത്തിയിട്ടുള്ളതു്.

MR. M. SIVATHANU PILLAI : It is said like that in the Government order concerned and recently issued. But certain members of the committee were heard here to say that that was not the general decision of the committee as made out by Government notification. That is, the Government view of the committee proceedings, was called in question here by some members of the said committee.

I am thankful to the honourable member for his interrupting information. Honourable members might remember that certain members of the committee proposed Rs. 2 per para. Somehow the suggestion to fix the price of paddy at Rs. 2 was ignored; and is now found to have been not voted upon by the committee. And that is what is contained in the present G. O. which says that the general sense of the committee was in such and such a way. In this connection I may point out that the recommendations of the E. D. Board were for fixing the price at Rs. 2. Agricultural situation has been clearly explained to the House. Lastly, I warn Government that if they are not prepared to come to the rescue of the agriculturists of the present day who, it may be conceded, are actuated also by a sense of bona fide and legitimate return for their labour as well, the problem of food supply would lead us to more difficulties. It is human nature that whenever one gets some advantageous circumstance, it is natural to utilise that position. If that is considered by any responsible Government for determining the price of paddy, they have to consider the question whether the present rate of paddy after all is justifiable or not. In view of the fact that the prices of necessary articles such as manure and plough, cattle needed for agriculture have increased considerably, that circumstance must at least be taken into account, for enhancing the price of paddy. The Government should make it possible for the cultivator to till the soil with encouragement and hope from the next crop onward. Without sufficient encouragement in the price of paddy an agriculturist cannot have that enthusiasm in him to till the soil. Such is the hard situation he is groaning under. Under such a distressing situation, in fairness to the agriculturists, the Government should come to their rescue and enhance the price of paddy to a reasonable rate or they must be prepared to create conditions favourable to him, which, I know the Government can not do. With these words, I support the motion.

MR. K. P. KOCHUKORATHARAKAN . നെല്ലിന്റെ വില ഒന്നുകാൽ രൂപയിൽനിന്നു് രണ്ടു രൂപയാക്കി വർദ്ധിപ്പിക്കേണ്ടതു് ഇന്നത്തെ പരിതസ്ഥിതിയിൽ വളരെ അത്യാവശ്യമാണു്. കൃഷിയെല്ലാവരും അത്രയധികം വർദ്ധിച്ചിരിക്കുന്ന കാലമാണിതു്. കൃഷിയെല്ലാവരും വർദ്ധിക്കുന്നതനുസരിച്ചു് കാർഷികോല്പന്നങ്ങൾക്കു വിലക്കൂടുതൽ കൊടുക്കാതെ

[Mr. K. P. Kochukora Tharakan.]

യിരുന്നാൽ കൃഷിചെയ്യുന്നതിനോ കൃഷിക്കാരുടെ ദൈനംദിനാവശ്യങ്ങൾ നിർവഹിക്കുന്നതിനോ സാധ്യമല്ലെന്നുമാത്രമല്ല കൃഷിചെയ്യുന്നതിൽ കൃഷിക്കാരുടെ ഉത്സാഹം നശിച്ചു പോകുമെന്നുള്ളതും ഒരു പരമാർത്ഥം മാത്രമാണ്. ഗവണ്മെൻറു കൃഷിക്കാരെ പ്രോത്സാഹിപ്പിക്കേണ്ട അവസരമാണിത് എന്നു പ്രത്യേകം ഓർത്തിരിക്കേണ്ടതാണ്. ഉദാഹരണമായി ലമൺഗ്രാസ് ഓയിലിന് അതിന്റെ വില വർദ്ധിച്ച് ൧൨ ൦ രൂപാവരെ വന്ന സമയത്തു കുംഭം, മീനം ഈ മാസങ്ങളിൽ അതിന്റെ അരി പാകി കിളിപ്പിച്ചു വെള്ളം കോരി വളത്തി മുറിച്ചുവാറി തൈലം ഉണ്ടാക്കിക്കൊണ്ടിരുന്നു. എന്നാൽ അതിന്റെവില കുറഞ്ഞുവന്നപ്പോൾ അതു അശേഷം പഠിച്ചുകഴിഞ്ഞു മറ്റുകൃഷികൾ ആ സ്ഥാനത്തു ചെയ്യേണ്ടിയിരിയ്ക്കുകയാണ്. അന്നു ആരുംതന്നെ ഈ കൃഷിയെ പ്രോത്സാഹിപ്പിക്കാൻ പ്രത്യേകം ശ്രമിച്ചതും ഇല്ല. എന്നാൽ അക്കാലത്തു നെൽകൃഷി സ്ഥലങ്ങൾപോലും ലമൺഗ്രാസ്കൃഷിക്കു ഉപയോഗപ്പെടുത്തിയിരുന്ന കാരണം എന്താണ്? കൃഷിക്കാരൻ ആദായം ഉണ്ടാക്കി മാത്രമേ അവൻ കൃഷിയിൽ താല്പര്യം പ്രദർശിപ്പിക്കുകയുള്ളൂ. ചുക്ക്, മരച്ചീനി മുതലായവ ധാരാളമായി കൃഷിചെയ്യുന്ന വടക്കൻതിരുവിതാംകൂറിൽ ഇന്നു അഭിലഷണീയമായ ആദായം ലഭിക്കുന്നു. ചുക്കിനു ഇന്ന് കണ്ടിക്ക് നാന്തററമ്പതോ അഞ്ഞൂറോ രൂപ വിലയുണ്ട്. ഒരേക്കർ സ്ഥലത്തുനിന്നും ഒരു കണ്ടി ചുക്ക് കൃഷിക്കാരൻ കിട്ടുന്നുണ്ട്. ഇന്നത്തെ ഗവണ്മെൻറുനിരക്കനുസരിച്ചു അവിടെ നെൽകൃഷിചെയ്യാൽ ഏക്കറിനു ൧൦൦ പഠനെല്ലു കിട്ടുമെന്നിരുന്നാൽതന്നെയും അതിന്റെവില ൧൨ ൦ രൂപ മാത്രമാണ്. അങ്ങനെ വരുമ്പോൾ ഇതിൽ ഏതു കൃഷിയാണ് അവർ ഇഷ്ടപ്പെടുന്നതെന്നു ആലോചിച്ചുനോക്കണം. ഞരൂപറ നെല്ലിനു അഞ്ഞൂറരൂപ കൊടുക്കണമെന്നു ഞാൻ പറയുന്നില്ല. ഒരു റീസണബിൾപ്രൈസ് കൊടുക്കണമെന്നു ഞാൻ വാദിക്കുന്നുള്ളൂ. ഒന്നേകാൽ ചക്രം വിലയുണ്ടായിരുന്ന ഇരുമ്പിനു ഇന്നു നാലോ അഞ്ചോ അണ കൊടുക്കണം. അതുപേലെതന്നെ ൧ ൦ രൂപയുടെകൊള്ളയ്ക്ക് ഇന്നു എഴുപതും എൺപതും രൂപ കൊടുത്താലും കിട്ടുകയില്ല. കൊച്ചിയിൽനിന്നു കന്നുകാലികളെ തിരുവിതാംകൂറിലേയ്ക്ക് കടത്തിക്കൊണ്ടുപോകുവാൻ പാടില്ലെന്നു കൊച്ചി ഗവണ്മെൻറു അധികാരികൾ തടയുകയും തിരുവിതാംകൂർ ഗവണ്മെൻറു ഇടപെട്ടു അതിനുവേണ്ട പരിഹാരം ഉണ്ടാക്കുകയും ചെയ്തതിൽ കർഷകർക്കു കറെ ആശ്വാസത്തിനു വകയുണ്ടെന്നുമാത്രമല്ല, കർഷകലക്ഷങ്ങൾക്കു വേണ്ടി ഞാൻ ഗവണ്മെൻറിനെ അഭിനന്ദിയ്ക്കുകയും ചെയ്യുന്നു. ഇന്നു

നാനാപ്രകാരത്തിൽ കൃഷിക്കാർക്ക് വിഷമതകളും ചെലവുകളും വർദ്ധിച്ചു കൊണ്ടാണിരിക്കുന്നത്. അതുകൊണ്ട് ബഹുമാനപ്പെട്ട ഗവണ്മെൻറിൽ നിന്നും നെൽ വില്പനകൊടുത്തുകൊടുക്കുന്നതിൽ മാത്രമേ കൃഷിയർക്കുകൊണ്ടു പോകുന്നതിനു സാധിക്കുകയുള്ളൂ. അപ്രകാരം ചെലുത്തുപക്ഷം ഒരു കൃഷിയും പ്രത്യേകിച്ചു നെൽകൃഷി വർദ്ധിക്കുകയില്ല. കൂലിക്കാർക്ക് ഒരു സ്ഥലത്തും കൺട്രോൾ അരി ആവശ്യത്തിനു ലഭിക്കുന്നില്ല. കപ്പ മുതലായ കിഴക്കുവശങ്ങളും സൂഗിരഡ് റൈസും ആണ് അവർ കിട്ടുന്നത്. കൺട്രോൾ അരി വല്ലപ്പോഴും കിട്ടുകയാണെങ്കിൽതന്നെയും നാഴിയൊ നാവുരിയൊ ആണ് കിട്ടിവന്നിരുന്നത്. ചില സ്ഥലങ്ങളിലെല്ലാം ഗവണ്മെൻറിൽനിന്നും കൊടുത്തുകൊണ്ടിരുന്ന കൺട്രോൾ അരിവില്പന നിർത്തൽ ചെയ്തിരിക്കുന്നതായി ഇന്ന് ആരോഴ്യ എഴുത്തുകൾ എനിക്കുതന്നെ കിട്ടിയിട്ടുണ്ട്. ഒന്നാം ഗ്രേഡിൽ നിൽക്കുന്നവരാണ് ഇന്ന് കൺട്രോൾ റൈസിന്റെയും മറ്റും ഗുണം അനുഭവിക്കുന്നത്. അവർ കൺട്രോൾ നെല്ലുവാങ്ങിയില്ലെന്നതായി-അതേ രൂപമാത്രം രൂപമാത്രം വിലയ്ക്കു വിൽക്കുന്നതായി-പരാതികൾ പോലും ഉണ്ട്. സാധുക്കൾക്കു അതിന്റെ യാതൊരു ഗുണവും ലഭിക്കുന്നില്ല. സാധുക്കളെ സഹായിക്കേണ്ടതിനുപകരം ധനാധിപന്മാരെ സഹായിക്കുന്നതുകൊണ്ട് യാതൊരു പ്രയോജനവുമുണ്ടാകാറില്ല. അവർ നെല്ലു ധാരാളം കൈവശമുണ്ട്. ഇല്ലാത്ത ധനവാന്മാർക്ക് ഏതു വിലയ്ക്കും നെല്ല് വാങ്ങാൻ സൗകര്യമുണ്ട്. സാധുക്കളായ കൃഷിക്കാരിൽനിന്നും ഒന്നേകാൽ രൂപാ വിലയ്ക്കു നെല്ലെടുത്തു പണക്കാരെ പലതേണ്ട ആവശ്യം ഗവണ്മെൻറിനുണ്ടോ എന്നു ഞാൻ ചോദിക്കുന്നു. നേരേമറിച്ച് കൃഷിക്കാരെയാണ് ഗവണ്മെൻറ് മനുഷ്യവം സഹായിക്കേണ്ടത്. അതുകൊണ്ട് ഞാൻ പറയുന്നതെന്തെന്നാൽ തിരുവിതാംകൂറിൽ നെൽ വിളവ് വർദ്ധിച്ചിരിക്കണമെങ്കിൽ കൃഷിക്കാർ അതിനു ഉത്സാഹിയ്ക്കണമെങ്കിൽ നെൽവില കൂട്ടുകതന്നെ വേണം എന്നാണ്. തിരുവിതാംകൂറിലെ നെല്ലിന്റെ വില നിയന്ത്രിച്ചുകൊണ്ടിരുന്നതു ബർമ്മാ നെല്ലും അരിയും ആണ്. ആ നെല്ലും അരിയും വരവില്ലെന്നായി. ഇപ്പോൾ തിരുവിതാംകൂറിലെ നെല്ലുവില നിയന്ത്രിയ്ക്കേണ്ടതു കൺട്രോൾ അരിയുടെ വിലയോടു താരതമ്യപ്പെടുത്തിയാണ്. സാധനങ്ങളുടെ വില വർദ്ധിക്കുമ്പോൾ സാധനങ്ങളും വർദ്ധിക്കുമെന്നുള്ളത് ഒരു പ്രകൃതിനിയമം മാത്രമാണ്. വില വർദ്ധിച്ചില്ലെങ്കിൽ സാധനവുമില്ല. ആകയാൽ ഗവണ്മെൻറ് നെല്ലിന്റെ വില രണ്ടുരൂപയായി വർദ്ധിച്ചിരിക്കണമെന്നു പ്രസ്താവിച്ചുകൊണ്ട് ഞാൻ ഈ ഉപക്ഷേപത്തെ അനുക്രമിച്ചുകൊള്ളുന്നു.

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI : I am very sorry to say that at present the price of paddy cannot be enhanced as the

[Rajyasevapravina G. Parameswaran Pillai]

price fixed is on a very reasonable basis, and the position was fully examined at the last meeting of the Food Advisory Committee where, as the honourable Mr. Kochukoratharakan might himself be aware, the general sense of the members was that the price was reasonable, and Government are committed to this principle.

MR. K. S. SEBASTIAN : Did I not argue for enhancement of the price then?

MR. M. SIVATHANU PILLAI : Was it voted upon?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI : No. But many of the honourable members expressed their opinions and they have been recorded. Whatever that be, the price of paddy fixed by the Government, which will be fixed from time to time, will bear a reasonable proportion to the cost of production and a reasonable margin of profit.

MR. M. SIVATHANU PILLAI : May I know when the price of paddy was fixed at Re. 1-4 as. per para for the first time? The date?

RAJYASEVAPRAVINA G. PARAMESWARAN PILLAI : I am not quite aware of the exact date, but I can say that it was somewhere in Kanni this year, 1118. Whatever that be, I may assure the honourable members that the price has been fixed in the interests of the poor and not of the rich. The quantity that we get is only 1/10th of the total production, and this 1/10th is being distributed among the poor and they will be benefited by this, because they can ill afford to purchase the rice imported from outside, at Rs. 25-8-0 per bag. Therefore I would ask the honourable members of this House not to press the motion.

PRESIDENT : The time for the demand having elapsed, the question before the House is that Government be granted a sum of Rs. 3,69,885 under Demand XI—General Administration—Excluding Financial Secretariat, Accountant-General's Office, Legislative Bodies and Local Fund Audit Department.

MR. M. SIVATHANU PILLAI : It may be voted upon.

MR. K. G. KUNJUKRISHNA PILLAI : When once the time has elapsed there is no question of a vote.

The motion was put and was lost.

The House demanded a poll.

Results of the poll.

AYES (21)

Sadasyatilaka T. K.
Velu Pillai
Messrs. M. R. Narayana Pillai
K. Kunju Panicker
Kochukora Tharakan
Baskaran Nair
Kochuthomman
Mathai Chemparathy
K. S. Sebastian
Dominic Joseph
G. Velu Pillai
M. Sivathanu Pillai

Messrs. K. R. Narayanan
Ramaswami Nadar
Adichan
Kottalil P. Abraham
Puliyoor T. P. Velayudhan
Pillai
Varkala K. Madhavan
P. Kunjukrishnan
S. Narayana Pillai
P. Narayana Pillai
N. Narayana Kurup

DEMAND XI—GENERAL ADMINISTRATION—EXCLUDING FINANCIAL 531
SECRETARIAT, ACCOUNTANT-GENERAL'S OFFICE, ETC.

NOES (24)

Rajyasevapravina
G. Parameswaran Pillai
Messrs. A. Lakshmi Narayana
Ayyar
K. G. Kunjukrishna Pillai
Rajyasevapravina K. Padmanabha
Menon
Messrs. C. Kumara Das
A. Gopala Menon
E. G. Salter
A. S. Damodaran Asan
C. P. Gopala Panicker
P. Sivasankara Pillai
Velloo Achari
Kaviyoor K. K. Kochu-
kunju

Messrs. C. Raman Kunju
T. T. Kesava Sastri
Mackar Pillai
M. L. Janardhanan Pillai
P. Sivarama Pillai
P. S. Mahomed
J. W. Tolson
Joseph Vithayathil
D. C. Joseph
E. E. Pandarathil
Chantamiah Sahib
Kannanthodathu Janardha-
nan Nair
S. Chattanatha Karayalar.

NEUTRALS-*Nil.*

The motion was lost.

The question that Government be granted a sum of Rs. 3,69,385 under Demand No. XI, General Administration excluding Financial Secretariat, Accountant-General's Office, Legislative Bodies and Local Fund Audit Department, carried to the poll was passed. The grant was made.

The House rose for the day at 6.10 P. M.

B. PARAMU,
Secretary to the Sri Mulam Assembly.