



**Proceedings of the Sixth Session of the Second Assam Legislative  
Assembly assembled under the provisions of the Government of  
India Act, 1935, as adapted**

The Assembly met in the Assembly Chamber, Shillong at 10 A.M. on Tuesday,  
the 22nd March, 1949.

**P R E S E N T**

The Hon'ble Mr. Lakshesvar Borooah, Speaker, in the Chair, the eight  
Hon'ble Ministers and forty-nine Members.

**QUESTIONS AND ANSWERS**

**STARRED QUESTIONS**

(To which oral answers were given)

**Police atrocities in Goalpara District**

**Maulavi Md. NAZMAL HAQUE** asked :

\*5. (a) Have Government received a representation in August last signed  
by Yasin Sarcar, Taseruddin, Insabali and Manik Fakir of North Salmara  
Police Station, Goalpara, against the atrocities of Police ?

(b) If the answer to Question (a) above is in the affirmative, will Gov-  
ernment be pleased to state what steps have been taken against the  
Police ?

(c) Is it a fact that the signatories of the representation referred to  
in Question (a) above have been appointed special constables ?

(d) If so, why ?

**The Hon'ble Srijut BISHNURAM MEDHI** replied:

5. (a)—No.

(b) to (d)—Do not arise.

**Maulavi Md. NAZMAL HAQUE:** Will Government take it from me  
that a petition was submitted to the Subdivisional Officer, Goalpara, and a copy of  
which was forwarded to the Hon'ble Premier, Assam ?

**The Hon'ble Srijut GOPINATH BARDOLOI:** I can give the appro-  
priate reply because I caused an enquiry to be made and learnt that no such  
complaint had been received by the Superintendent of Police. He was again  
directed to cause another enquiry and the reply was that this would be done.

**Congestion in Classes II and III of the Assam Railway**

**Srijut SARAT CHANDRA SINHA** asked :

\*6. (a) Are Government aware that the passengers travelling in the  
Assam Railway are to undergo extreme hardship for want of sufficient accom-  
modation in Class II and Class III, specially in between Amingaon and  
Golaganj ?

(b) If so, what steps have been taken or proposed to be taken by  
Government in the matter to relieve the congestion ?

**The Hon'ble Srijut RAMNATH DAS** replied :

6. (a)—Accommodation in Class II and Class III on this Railway has not been up to full requirements consequent on depletion of rakes following partition and non-return of a large number of India allotted coaches from Pakistan. Another handicap is the inadequate provision of repair facilities necessary for mobilising the full holding of coaches for actual carriage

(b)—The following steps have been taken to relieve the congestion :—

(1) The question of return of India allotted coaches has been constantly brought up before E. B. Railway. At a recent Inter-Dominion Sub-Committee meeting held at Calcutta on the 8th February, 1949, it was decided that exchange of coaching stock should be completed by the 31st March, and details regarding this exchange were expected to be finalised at a special meeting convened for the 7th March, 1949.

(2) Arrangements are in progress for extension of Dibrugarh workshops to increase capacity of coaching out-turn. Plans for establishment of a separate full fledged Mechanical Workshop are also in hand.

(3) With regard to Section Amingaon-Golakganj, 2 Class III carriages are attached to each Up and Down trains between Amingaon and Golakganj. In addition, on and from the 1st March, 1949, one Class I, Class II and Class III combined coach has been arranged to run between Amingaon and Dhubri *via* Golakganj by the Assam Mails and connecting Golakganj-Dhubri passenger trains.

**Srijut BELIRAM DAS:** Is the Hon'ble Minister aware that there is no provision for water in the lavatories of the compartments of the Assam Railway?

**The Hon'ble the SPEAKER:** To which Question is this a supplementary?

**Srijut BELIRAM DAS:** The question of hardship is there, Sir.

**The Hon'ble the SPEAKER:** Not 'hardship', but 'handicap'.

**Srijut BELIRAM DAS:** It is also a question of hardship, because there is no water in the lavatories of the compartments.

**The Hon'ble Srijut RAMNATH DAS:** It is not known to me, Sir, but I will enquire about it. But I cannot give any assurance to the fact that even after enquiry I shall be able to effect any improvement. The Railway Authorities say that till they establish their own workshop, repairs of some coaches cannot be undertaken.

**Srijut BELIRAM DAS:** Supply of water does not require any workshop, it depends upon the will of the management.

**The Hon'ble Srijut RAMNATH DAS:** There may be damages requiring thorough repair also. I will look into this matter and request the Railway Authorities to do what they can.

## UNSTARRED QUESTIONS

(To which answers were laid on the table)

## Home Guards stationed in Naojan Area

**Prof. P. M. SARWAN** asked :

45. (a) Are Government aware that a complaint was made by the Raiyats of Naojan area, Golaghat Subdivision, against the Home Guards stationed in Naojan Area, to the Subdivisional Officer, Golaghat and Deputy Commissioner, Sibsagar in October last year ?

(b) If so, will Government be pleased to state whether an enquiry was made by the Subdivisional Officer, Golaghat, with regard to the above complaint ?

(c) What orders have been passed on the above complaint ?

(d) Why the Raiyats were not informed of the action taken by the Subdivisional Officer or the Government ?

**The Hon'ble Srijut BISHNURAM MEDHI** replied :

45. (a)—Yes.

(b)—An enquiry was held by a Magistrate.

(c) & (d)—The Magistrate's report has just been received and is still under consideration.

**Prof. P. M. SARWAN:** With regard to (b), (c) and (d) may I know when was the enquiry held by the Magistrate ?

**The Hon'ble Srijut BISHNURAM MEDHI:** The Magistrate started his enquiry towards the end of October, 1948, completed it on the 9th of February, 1949 and submitted his report to the Subdivisional Officer. The report was then sent to the Deputy Commissioner and it has been received here on the 12th March, 1949.

**Prof. P. M. SARWAN:** This particular Magistrate seems to be very lazy.

**The Hon'ble Srijut BISHNURAM MEDHI:** This is a question of opinion. The Magistrate had to issue notices to the parties and call witnesses to appear before him. On the failure of the witnesses to appear he had to give several adjournments for the benefit of my friends, the so-called helpless labourers. If he had submitted a report without giving them an opportunity to adduce their evidence, they would have criticised the report on that account. The Magistrate therefore gave the fullest opportunity to those who made the allegations to prove their allegations.

## Appointments to Senior and Junior Assam Civil Services

**Shri DHARANIDHAR BASUMATARI** asked :

46. (a) Will Government be pleased to state whether the appointments to Senior and Junior Assam Civil services are made on communal or population basis ?

(b) What are the names of persons appointed in both the services from among the plain Tribals ?

**The Hon'ble Srijut GOPINATH BARDOLOI** replied :

46. (a) —Permanent appointments to the Assam Senior and Junior Civil services are made on the basis of the total population of the communities in the province, provided suitable candidates are available. Some temporary Lawyer Magistrates have, however, been taken to the Assam Civil Service strictly on merit and on the Commissioner's recommendations and without any communal consideration.

(b) —The names of the plains tribals recruits to these services are given below :—

#### ASSAM CIVIL SERVICE

1. Babu Janmejy Barman Rajkowar.
2. Srijut Heramba Nath Borah.
3. Mr. Lawrence Singh Ingty.

#### ASSAM JUNIOR CIVIL SERVICE

1. Srijut Boloram Neog Thengal.
2. Srijut Ajoy Kumar Mech.
3. Srijut Babul Chandra Borah.
4. Srijut Promode Chandra Brahma.
5. Mr. Surath Chandra Daolagupu.
6. Srijut Bidyadhar Sonowal.
7. Srijut Mohan Chandra Miri.
8. Srijut Robindra Chandra Choudhury.
9. Srijut Keshab Chandra Das.

**\*Maulavi ABDUL HAI:** Is it a fact that some temporary Lawyer Magistrates were appointed batch by batch ?

**The Hon'ble Srijut GOPINATH BARDOLOI:** I think, Sir, there were three batches, one during the time of the last Government just with the beginning of the war, another during our time and the third was taken about a year ago.

**\*Maulavi ABDUL HAI:** Was there a Commissioner at the time of recruiting the last batch ?

**The Hon'ble Srijut GOPINATH BARDOLOI:** All these appointments were made on the recommendation of the Public Service Commission. The word 'Commissioner' in the answer means the Public Service Commission.

**\*Maulavi ABDUL HAI:** May I know why the communal representation was not considered at the time of such appointments ?

**The Hon'ble Srijut GOPINATH BARDOLOI:** Firstly because, they were temporary appointments. Secondly, they were also very emergent appointments.

**\*Mrs. BONILY KHONGMEN:** Does the list include persons belonging to the Hill tribes ?

**The Hon'ble Srijut GOPINATH BARDOLOI:** This does not include Hill tribes at all.

**Space-difficulty in Steamer and Railway Wagons**

**Maulavi MUHAMMAD ABUL KASHEM** asked :

47. Are Government aware that space in the Steamer and the Railway wagons becomes unavailable while Government want to transport commodities and not while individual dealers import or export those ?

**The Hon'ble Srijut RAMNATH DAS** replied :

47.—No.

**Srijut SARAT CHANDRA SINHA**: May I know whether individual dealers enjoy any opportunity of exporting their commodities by Steamer or Railway ?

**\*The Hon'ble Srijut RAMNATH DAS**: Yes, Sir.

**Srijut SARAT CHANDRA SINHA**: Sir, in view of the transport difficulties do Government propose not to allow the transport facilities to individual dealers?

**\*The Hon'ble Srijut RAMNATH DAS**: No, Sir.

**Labourers of the Assam Oil Company**

**Maulavi ABDUL HALIM** asked :

48. (a) Are Government aware that discontentment among the labourers of the Assam Oil Company, Digboi, are spreading day by day due to the illtreatment of the Company towards the labourers in discharging a large number of them daily from service without assigning proper reasons ?

(b) If so, what action has been taken by Government to stop such discharge ?

(c) If not, do Government propose to enquire into the matter and take necessary steps ?

(d) Are Government aware that there is a recognised Labour Union at Digboi ?

(e) If so, do Government propose to take their evidences also at the time of enquiry ?

**The Hon'ble Srijut OMEO KUMAR DAS** replied :

48. (a)—Government have received occasional reports of industrial disputes in the Assam Oil Company, Digboi.

(b),(c)—Oil-Field labour being under the Central Sphere this Government cannot intervene in these matters. But these disputes have been brought to the notice of the Central Government from time to time. It may be mentioned for the information of the hon. Member that the Central Government set up an Industrial Tribunal in August 1948 to adjudicate on these disputes. The Tribunal has since given its award which is being republished in the *Assam Gazette* of 23rd March, 1949.

(d)—Yes.

(e)—Does not arise.

**Maulavi ABDUL HALIM:** Sir, 23rd March is tomorrow. May I know whether these illegal discharges were considered by Tribunal or not ?

**\*The Hon'ble Srijut OMEO KUMAR DAS:** By illegal discharges does the hon. Member mean those after the award is published ?

**Maulavi ABDUL HALIM:** Sir, May I know what is the award ?

**\*The Hon'ble Srijut OMEO KUMAR DAS:** It is not within the sphere of the Provincial Government.

**Srijut BELIRAM DAS :** The Hon'ble Minister's reply is that the Tribunal has since given its award which is to be published in the *Assam Gazette* of 23rd March, 1949. Sir, what is the harm in letting us know about the award ?

**\* The Hon'ble Srijut OMEO KUMAR DAS:** I cannot give it just now. When it will be published, you may put another question.

**Srijut BELIRAM DAS:** Is not the Hon'ble Minister in possession of facts ?

**\* The Hon'ble Srijut OMEO KUMAR DAS:** I have not followed the details of the award. It will be published.

**Maulavi ABDUL HALIM:** Will Government draw the attention of the Central Government in this matter particularly?

**\*The Hon'ble Srijut OMEO KUMAR DAS:** I have nothing to add. ✓

#### Demands for Grants

**Srijut BIMALA PROSAD CHALIHA (Parliamentary Secretary):** Mr. Speaker, Sir, I may kindly be permitted to speak a few words about certain reference made in connection with the discussion of Grant No.31 yesterday.

**The Hon'ble the SPEAKER:** About what matter ?

**Srijut BIMALA PROSAD CHALIHA (Parliamentary Secretary):** Certain reference was made about Mr. Hayley, yesterday, by hon. Member Dr. Emran Husain Choudhury.

**The Hon'ble the SPEAKER:** (To Dr. Emran Husain Choudhury) Mr. Chaudhury, any objection to the statement being made by Mr. Chaliha?

**Dr. EMRAN HUSAIN CHAUDHURY:** No, Sir.

**Srijut BIMALA PROSAD CHALIHA (Parliamentary Secretary):** Sir, yesterday during the course of discussing Grant No.31, Dr. Emran Husain Chaudhury made certain reference about a discussion between him and Mr. Hayley who was the Deputy Commissioner at Jorhat at that time regarding distribution of corrugated iron sheets. I am sorry, Sir, that yesterday it was not possible to contact Mr. Hayley to ascertain the facts. I think it will be in fairness to the Officer, Mr. Hayley

to state what I am told by him. It was said Sir, that Mr. Hayley showed preference to Members, Legislative Assembly and Ministers in regard to allocation of corrugated iron sheets. The procedure followed by him was that after he got the news that the corrugated iron sheets were about to reach he used to inform the public and fixed dates for receiving applications. These applications then were placed before the Liaison Committee. Once an application from Hon'ble Srijut Ram Nath Das, reached him after the last date fixed for the receipt of applications. Although the application was received after the date, he considered the application as a special case, on the ground first, that Srijut Ram Nath Das was not in the know of the last date of receiving applications, secondly because Srijut Ram Nath Das was busy in works of State. Therefore on these two grounds he showed special consideration to him.

**The Hon'ble Srijut GOPINATH BARDOLOI:** What was the quantity of corrugated iron sheets ?

**Srijut BIMALA PROSAD CHALHA** (Parliamentary Secretary) : Four bundles, I suppose.

#### GRANT No. 34

##### (72.—Capital Outlay on Industrial Development)

**The Hon'ble Srijut GOPINATH BARDOLOI:** On the recommendation of His Excellency the Governor of Assam, I beg, Sir, to move that a sum not exceeding Rs. 1,69,00,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head "72.—Capital Outlay on Industrial Development." Sir, in this connection I beg to state that I promised a statement on the Industrialisation of the Province sometime before the House. I propose to do so now.

In reply to the Cut Motion I will make my statement in that behalf. I would like to point out that I may take about 20 or 25 minutes in doing so. There are only two cut motions and I hope this will allow not merely all Cut Motions to be discussed but also the presentation of the statement to be made.

\* **Babu KAMINI KUMAR SEN:** Would it not be better for the Hon'ble Premier to make the statement now ?

**The Hon'ble Srijut GOPINATH BARDOLOI:** I have no objection. This procedure is being adopted in other Houses. But I thought, Sir, that it is after hearing the criticism on the side of the Opposition that I would make my statement.

**The Hon'ble the SPEAKER:** Motion moved :

"That a sum not exceeding Rs. 1,69,00,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head '72.—Capital Outlay on Industrial Development'."

There are two Cut Motions.

**Maulavi Saiyid MUHAMMAD SAADULLA:** Mr. Speaker, Sir, I think, the suggestion made by my hon. Friend, Srijut Kamini Kumar Sen is very sound. We have 60 minutes for discussion and we may request the two hon. Members on this side of the House to cut short their speech in moving their Cut Motions, then we are prepared to give 35 minutes or half an hour to the Hon'ble Premier as he is making a general statement on Government Industrial Policy. I think he can make the statement now in which case after hearing the Hon'ble Premier, the two hon. Members may not feel like moving their cut motions.

**The Hon'ble the SPEAKER:** Will the Hon'ble Premier make his statement now ?



**Statement re: Industrial Policy of Government**

**The Hon'ble Srijut GOPINATH BARDOLOI:** Yes, Sir, I am making the statement.

Mr. Speaker, Sir, it may be recalled that the Industrial Policy of the Government was announced in a Press Communique, dated the 26th August, 1946. Under this policy a number of prospective industries were classified into state-owned and partially state-owned categories and the rest were left to private enterprise. Gradual nationalisation of the major industrial apparatus of production is the general trend in the progressive states of the world to-day and in seeking to promote a number of industries as state-owned concerns, the Provincial Government, have only fallen in line with them. Even in the sphere of fully state-owned and partially state-owned categories, the policy offers wide scope for private initiative and enterprise in the form of Managing Agency. In regard to some of the industries taken up by the Government for either state-ownership or participation, such as, cotton textiles, sugar, paper, paints and varnishes, the Industrial Pannels appointed by the Government of India have in their reports recognised Assam as a suitable region and have recommended the allocation of production quotas to it. The general economic soundness of starting these industries in Assam has thus been established on good authority.

It is, however, worthy of mention that it was at the middle of 1948 the Industrial Policy of Government of India was also announced. This policy, it will be seen, is not different in fundamentals, from the one pursued by us, although greater encouragement is proposed to be given to Private Industries. Importance of an All-India Policy regarding production and distribution is always great; but since after the partition, it has become essential. Certain raw material and finished products are now distributed in the two Dominions in such a way that the over all industrial policy, in the matter of production and distribution has to undergo a change, *e. g.*, sugar production has become at present in excess of requirement of Indian Dominion, while Pakistan has been compelled to import cheaper sugar from Java. On account of shortage of raw jute, the jute mills in Calcutta are given to serious thinking out what would happen to them when Pakistan gets their own mills. Raw cotton is short in India; but for an Inter-Dominion Agreement ensuring supply of raw cotton from Pakistan some of the mills would have to close down. In this context whether there would be any reduction in some of the units or how they would be run has been a big question. But I would like to give it for the information of the House that any change of policy of Government of India would not affect their past commitment at any rate such industries as have been or are being started.

This is in short is the general policy and the way in which that policy going to be implemented.

**Dr. EMRAN HUSAIN CHAUDHURY:** Mr. Speaker, Sir, before I am ultimately forced to withdraw my Cut Motion, I beg to move that the total provision of Rs. 1,69,00,000 under Grant No. 34, major head—72.—Capital Outlay on Industrial Development, at page 278 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs.1,69,00,000 do stand reduced by Re.1.

My object in moving the Cut Motion is to criticise Government's Industrial policy.

I just listened to the statement made by the Hon'ble Leader of the House. I can appreciate the difficulties that have been faced by the Government of India ever since the partition of the country. We have been following the papers in the past and we have seen that Pakistan has been compelled to import sugar from Java and other places and for the shortage of raw cotton and jute some mills in Calcutta have already been closed or are on the point of being closed down. After all in spite of what has happened and appeared in the papers, I am forced to bring to the notice of the House that the Assam Government have not yet done as much as they were expected to have done in the direction of industrialisation of our province. A country is known by the wealth it has. The development, progress and prosperity of the country are intimately connected with the industrialisation of the country. With the exception of a few major industries, the country remains predominantly agricultural—80 per cent. of the people being addicted to Agriculture. The few big enterprises that we have in the country belong to non-Indians. We are delighted to know that the India Government are making earnest efforts to industrialise India as soon as possible. But the Government policy of nationalisation of industries has set industrialists a thinking. Capital has become "shy in the money market". The Government are now hard put to it for money. As regards the dearth of capital you have but to look at the Presidential addresses of the Presidents of the different Chambers of Commerce and Industries. You have to see the joint statement made recently by the Presidents of three different Chamber of Commerce of Bombay, Madras and Calcutta. It was on March 3 last that in the course of the presidential speech before the Annual Conference of the Indian Chamber of Commerce and Industry, Mr. Lalji Mehrotra evinced special concern with regard to the Government's policy of nationalisation and industrialisation in India. A ten years period within which Government propose to keep their hands off does not seem to satisfy them. The *entrepreneurs* and capitalists show constant anxiety for their money. They do not want to invest capital in risky businesses which may be taken over by the Government after a decade or so. Pandit Nehru has administered a sharp rebuke to industrialists and capitalists generally for the obstacles they are placing in the path of industrial progress of the country. He has been followed by Dr. Mathai in warning capitalists as regards their unnecessary fears about their money.

I do not know what policy this Government is going to adopt but, at any rate, I draw the attention of Government to the fact that the development and progress of a country is intimately connected with industrialisation. A country is known by its wealth. Assam is known for its few industries—the oil industry, the tea industry and after that the agricultural industry. Last year Assam Government appointed an Industrial Adviser in the person of Mr. K. D. Guha, who was charged with the duty of making a survey and submitting a report on the possibilities of establishing industries in the province; he has submitted a report to the Government. In the report he has recommended a Five Year Plan for Assam. He has also recommended the setting up—rather immediately, I understand—of an Industrial Board. I think every hon. Member realises the importance and urgency of such a Board. Much could be done under the advice of such an important Board. But up till now we have not heard anything nor have we seen any communique issued by Government regarding the setting up of this very important Board. To this I would like to draw the pointed attention of Government especially of the Hon'ble Leader of the House. That is all I have got to say, Sir, with regard to the industrialisation policy of the Government.

With these words, Sir, I commend my Motion to the acceptance of the hon. Members of the House.

**The Hon'ble the SPEAKER:** Cut Motion moved:—

“That the total provision of Rs. 1,69,00,000 under Grant No. 34, Major head — 72 — Capital Outlay on Industrial Development, at page 278 of the Budget, be reduced by Re.1, i. e., the amount of the whole grant of Rs. 1,69,00,000, do stand reduced by Re.1”.

**Maulavi MUHAMMAD ABUL KASHEM:** Mr. Speaker, Sir, instead of moving the Cut Motion that stands in my name I would like to support my hon. Friend Dr. Emran Husain Chaudhury.

Sir, my object in supporting my hon. Friend is that we want to get further detailed materials regarding the working of this Department. The first thing we see here, Sir, is that one Director is maintained at Rs. 2,000 per month. (The Hon'ble Srijut Gopinath Bardoloi—It is not Rs.2,000 but Rs.1,700). There is also one Deputy Director, one Textile Expert, one Paper Expert and one Industrial Engineer. We should be glad, Sir, if we could know from the Government as to what kind of services do we get from these officers. Our complaint is that we are quite in the dark in regard to these matters.

Another thing, Government mentioned at the time of placing the Budget before the House that they are also going to appoint some Managing Agencies for the different industries they have contemplated to start in the Province. It would be better if a Province like Assam could have some Managing Agencies who could invest their own capital and purchase their own machineries as it would be very difficult at the moment for Government to take up all these industries. We agree, Sir, with the idea that some Managing Agencies should be appointed who can invest their capital and if they are allowed to start the industries on contract basis, the Government will also be gainer and in that case there would be no need for nationalisation of industries. So far as the paper industry is concerned, I know there are some Agencies who are prepared to take up this industry but they want an offer from the Government. They are prepared to bring all machineries at their own cost and manage by themselves. They want only some offers from the Government for contract but it is not known whether the Government have responded to that. I request the Hon'ble Leader of the House to inform us whether they have also received any offer in respect of Sugar factory and Textile mills. If so, and when these agencies have agreed to make contracts with Government to start these Industries, we shall be grateful to Government if the terms and conditions of the contracts are placed before the hon. Members of the House for their information and also by that the House may bring to the notice of the Government some defects relating to the contracts, etc.

With these few words, Sir, I resume my seat.

**Prof. P. M. SARWAN:** Mr. Speaker, Sir, I must support this Cut Motion to criticise the expensive working of the Department falling within this Grant.

As I have already expressed my own opinion before this, I must say that the Government is not keeping complete control over the expenditure. Government is allowing money to flow out without consideration of the fact that after all this money has to be met by some sort of taxation. Now this expensive department is being supported by the people rather the poorest people, because it is they who actually do the work and not the few easy-going people holding zamindaries or people at the top of industries. It is not these who will ultimately pay for this taxation but the poor masses. One should not forget that the condition of these people is very bad at present and more money should rather be spent ameliorating the condition of the people than bringing in more and more expensive schemes. That is my opinion, Sir, and I know it will be supported by the majority of the masses.

**Maulavi Saiyid MUHAMMAD SAADULLA:** Mr. Speaker, Sir, I have no quarrel with the policy of the present Congress Government, but my quarrel with them is that they have not given us sufficient materials to base our judgments on the huge Demands. In the present Budget Estimates for 1949-50 a sum of 1 crore 69 lakhs is going to be spent for industrialisation of the province. The industries which the present Government wants to start are the Textile industry, Sugar industry and Paper mills. All this is going to cost a huge sum of money to Assam and this House, I think, both Members sitting opposite as well as in the Treasury Benches would have liked more details on these schemes rather than the very bald statement, rather than the negation of statement, in the Budget Memorandum. In the estimates excepting bare figures we have nothing to go by. For example, whether Government has considered that this huge expenditure of money is going to earn a decent dividend to the provincial exchequer? So far as textile industry is concerned, it entirely depends upon the availability of the raw material, cotton. As everyone knows, cotton is not grown in sufficient quantity in the Dominion of India to meet the requirement of the mills of the Bombay Presidency alone. Before the partition of India on the 15th August 1947, India as a whole, had abundance of cotton from Punjab and Sind which provinces produced best quality and huge quantity of cotton that are needed in India. In those days, India could also export cotton, as those who follow the Press news may have noticed that before the war years Japan used to buy cotton from India and to sell or export manufactured cotton goods to India. What guarantee is there that the new textile mill to be established in Assam will get a regular flow of raw material, suitable cotton? Whether the Congress Government have got an assurance from the Government of India that whatever quantity of cotton they receive from Pakistan Dominion will be shared ratably by all the mills that are or will be existing in India? Whether, on the failure of getting sufficient quantity from the Dominion of Pakistan, the Central Government has given Assam any assurance that cotton will be made available either from Egypt or from America? This is a question which should require very close and earnest attention from those who sponsor the establishment of Cotton mill in Assam. Then again we should be alive to the fact that Japan, even under the grip of military autocrat, has found means to rehabilitate her cotton industries and has, in spite of tremendous odds, been exporting a very large quantity, to the extent of hundreds of million yard, of cloth to outside world. Whether, when normal time comes, the proposed Assam Cotton mill will be able to compete with the cheap cloth that is bound to come to India from Japan and other countries is a relevant factor.

I find from one little sentence at page 51 of the Budget Memorandum that the whole expenditure is to be financed by loans from the Government of India. We would have liked to know the rate of interest that the Government of India will charge Assam. Computing that it will be as low as 3 per cent. which I very much doubt, for it is already in the Press the other day that the Government of India themselves had to borrow from the international monetary fund at the rate of 4 per cent. (Dr. Emran Husain Choudhury: It is  $4\frac{1}{2}$  per cent.) Dr. Emran Husain is more conversant with the international day to day information. He is correcting me that the interest rate is not 4 per cent. but  $4\frac{1}{2}$  per cent. at which rate Government of India is going to borrow. It is quite clear that they cannot give us a loan at less than that rate of interest they pay. Now let us take into consideration what will be the interest that will be charged on the tremendous amount of loan that the Assam Government is going to borrow. This sum of one crore 69 lakhs is not all. I am perfectly sure that in the Budget of 1950-51 probably another sum of 2 crores will be required to complete the establishment of these industries in Assam under Government auspices. If we take that the total borrowing will be to the tune of 3 crores at the rate of 4 per cent., this Government shall have to pay 12 lakhs as interest annually on the loan, not to speak of the payment of the capital. Will the Assam Government by going into the details of the scheme

tell us about the probable income that they expect to get by starting this proposed Cotton Mill? The Assam Government must remember that there is a provision in the Draft Constitution which is going to be accepted by the Constituent Assembly most probably, that all provincial enterprises will be liable to pay income-tax to the Centre. The point that I want to emphasise before the hon. Members of this House is that after paying income-tax to the Central Government and after providing for a sinking fund for payment of interest and the capital whether there will be any appreciable income accruing to the Government of Assam by the establishment of this mill. When a private party or a Company of individuals want to set up any factory or any industry they generally issue a prospectus showing the probable cost of the enterprise and the anticipated income from it and the dividend that will be earned on the capital. Has the Government of Assam prepared any such prospectus? If so, I think every hon. Member would like to have a copy each. From these considerations which every hon. Member sitting on any side of the House must bear in mind and when our budgetary deficit is so high, to the tune of 2 crores, we should judge whether we should indulge in nationalising this or any other industry. Had the time been opportune I would have wished God speed to my Friends opposite. But the time being so abnormal I would request them to be very circumspect, and if orders have not yet been made firm with the manufacturing companies, they should keep their hands out from committing the province into this huge expenditure.

As regards Paper mill, I have not seen any report from the Paper Expert. I am not sure what raw material he is going to utilise. During my time when Assam was not partitioned, there was a proposal to start a Paper mill to utilise the vast and abundant forest produce in the Raghunandan hills of the Sylhet District which grow a peculiarly short and tender bamboo called Mulibas. The Titagarh Mill used to get their pulp made from the Mulibas that was exported to them from Assam. But since the partition that forest resource has fallen in the Dominion of Pakistan. I am not sure whether we have got such soft bamboo material to convert into paper pulp. The different varieties of bamboo that Assam Valley possess are not suited for paper pulp. The Bhaluka is as strong or half as strong as timber. It is entirely unsuited for conversion into paper pulp. Then we have got the Jati bamboo which we generally use for our houses. That is also not suitable or it will require such a large quantity of caustic soda to convert it into paper pulp that it would not be a paying proposition. Next we have the wild bamboo called Kakobas which is entirely unsuitable because it is full of knots and thorns that it cannot be converted into paper pulp. In other parts of the would there is a grass called Saboi grass from which paper is made, notably in the Punjab.

**\*Srijut BELIRAM DAS:** What about Taraibas which is plenty in Assam?

**Maulavi Saiyid MUHAMMAD SAADULLA:** I have not heard of Taraibas.

**\*Srijut BELIRAM DAS:** It grows in the Garo Hills and some parts of Goalpara District in abundance.

**Maulavi Saiyid MUHAMMAD SAADULLA:** I am told that this Taraibas which is now mentioned by my Friend Srijut Beliram Das is of the same variety as Muli. If it is soft then it is a source for our raw material for paper pulp. But such fine bamboo we know as Bijuli even is not so soft as Muli. So we are all groping in the dark: we have not got any

material before us to give a considered verdict on this demand which has been presented before us by the Hon'ble Premier. As I started by saying that I have no quarrel over the question of nationalisation of business. But the cavalier fashion in which the demand has been presented before the House does not give us the chance of knowing what it is for. This House has been asked to vote a very big demand, but we have not been given the details. We ought not to be treated like so many dumb driven cattle. I hope we are intelligent enough to find out for ourselves whether these enterprises are good for the country, but we lack data, we want information and if information is denied to us how can we consider the matter?

Lastly, Sir, the Sugar industry. I myself was very keen to start a sugar factory in Assam from the year 1934. One of the hon. Members who used to adorn this House, I mean Mr. Prabhudayal Himatsingka, and myself we two wanted to start a sugar factory in Assam in 1934. Sugar industry in India has been protected by the Central Government by putting up a very high tariff wall. We wanted to take advantage of that protection and we searched the entire land of Assam where to start a sugar mill. Later on my would-be partner found a better proposition and started a sugar mill in North Bengal. Therefore my connection with him ceased. By getting advantage of the presence in the province of one sugar expert from North West Frontier Province, a Hindu gentleman, I gave the idea to my son to form a company with one person from Assam, two outside Hindu gentlemen and they wanted to start a sugar factory in Assam. This company spent about Rs. 10,000, selected a site near about Dimapur and applied for settlement of the land with them when my friends of the Congress Ministry issued their scheme of nationalisation and I understand that an order was issued by Government to the Subdivisional Officer of Golaghat not to settle any land with that company. I am glad that the Government is going to start a sugar factory. But a sugar factory cannot be profitable unless the bye-products mollasses get a ready sale. On this account the location of a sugar factory is of paramount importance. The mollasses may be used for eating purposes or manufacture of country liquor. It can be converted into power alcohol, but the latter is a costly enterprise and the bye-produce of one middling factory would not give sufficient mollasses to embark on a fresh enterprise by Government to utilise them. The easiest and the best way to dispose of mollasses is to sell them to a distillery which will convert them into liquor. Sir, the other day I raised my voice against the apathy of the present Government as regards introducing prohibition of liquor in the province. I know their hands are full with opium prohibition policy. But it is no good trying to eradicate the opium evil from Assam if we allow the liquor consuming habit to grow.

Have we got any detailed scheme about the Sugar Mill where it is to be located? I heard, probably in the speech of the Hon'ble Finance Minister introducing the Budget that their idea is to locate this Sugar Mill somewhere in the Golaghat Subdivision or near about it. I know that locality produces quite a big quantity of sugarcane but the difficulty will be in disposing of the mollasses. If a Sugar Mill is started somewhere in Jeypore area which is a sugarcane growing area of the Dibrugarh Subdivision, then the distillery of Srijut Chakravarty situated at Chabua some 20 miles away will absorb all the mollasses that the mill could produce.

Sir, I have taken a long time over it, because the Government have failed to produce every available factor and material for us to consider very deeply for voting a huge sum of this demand. I hope in his final reply the Hon'ble Premier, who has got 16 minutes more would give us all the available information that he has got on the points raised by me. He will also give us other data that he has to think that these enterprises will be good paying propositions.

**The Hon'ble Srijut GOPINATH BARDOLOI:** Mr. Speaker, Sir, as I said in the beginning that I had prepared a statement for presentation to the House with as much details as possible for me to give them within the short period that has been given to me. But before doing so, I propose to reply to one or two questions which have been raised by the hon. Friends from the opposite side and the Leader of the Opposition. And one fact which he mentioned is that more details were not given in the Budget, for expenditure in the schemes. This point was also raised by my hon. Friend Mr. Hardman in the last Assembly. But looking at the description that has been given in the Statement in the Budget, it will be clear that more clear account than what has been given is not possible to be given in the circumstances. Here we have shown all the undertakings that we are proposing to take up in the year, there are also the details, as far as can be now foreseen, put in the Budget. Here, *e.g.*, in the description about the Sugar industry all details have been given. Then it will be seen that for machinery an amount which has been determined after we have received various quotations from firms has been put down. It will be seen there are some variations between what was proposed last year and that proposed this year. Last year machineries for Sugar mill were not purchased at all. It seems now that in place of Rs. 31 lakhs we can do if we expend 23 lakhs. This has been possible to do on the basis of details of expenditure according to the latest information received. There are items for which the figures shown have undoubtedly been more or less general; but till the whole financial negotiations between parties, etc., have been completed, it is not possible to give greater details, that has been done. I believe that nothing better can be done in the circumstances. This very point raised by Mr. Hardman was very ably replied to by my Friend, our old Minister Mr. Mookerjee in the debate which I would like to repeat that under the circumstances that nothing better could be done. Then, Sir, some information in reference to the details of the Industry has been placed before the House by the hon. the Leader of the Opposition. I could give for the information of the House that all the facts that he has stated have also been matters of discussion between ourselves and the parties with whom we are negotiating. He has put some valuable suggestion with regard to the Sugar industry, *viz.*, that it should always be connected with Power Alcohol Industry in particular. This and other suggestion that he has made were considered by Government in their discussion with the experts and specialists.

Now, another objection that has been raised by some Friends from the opposite side is that the expenditure on officers has been heavier. I would, on the other hand say, Sir, that because of want of proper personnel in India today we have not been able to have as many officers as required for the purpose. It will be seen that the expenditure involved in the schemes will come to about 7 crores of rupees. Now any business firm which will be spending Rupees 7 crores will always take into consideration, the personnel that will be necessary for supervision and inspection, etc., before such big undertakings are taken in hand. I must say we are on the side of stringency rather than on the side of liberal expenditure in this account. Then one point, which has absolutely nothing to do in this connection is being raised in almost all the utterances by Mr. Sarwan in season and out of season, *viz.*, that there should be election. Well, I had no mind to reply to it. But it has been brought before the House almost *ad nauseam*, so much so, that it is necessary for me to speak a few words. A day or two ago he wanted that with the attainment of Independence things have changed and therefore there should be a fresh election. Sir, I claim to have some acquaintance with the working of democracy in other countries.

Judging by what other countries do in a matter like this we find that they take action on certain basic principles. They see the tone of the country before undertaking such an expensive operation like election. If they find that the tone of the country is really one which is not consistent with the spirit of the House they dissolve the House and take the vote of the people in a fresh election. What have we found here, Sir? There have been three bye-elections since August 1947, of which two were contested, and in all these bye-elections the candidates of the party now running the Government were returned. What is more, two members of the Opposition thought that the policy pursued by the Opposition at present were not such that they could remain with them, and they have accordingly changed sides and come over to us. If in spite of this my friend wants to live in a paradise of his own, I cannot help him. I cannot create a situation which he wants to bring about.

I shall now read out my statement for which, I hope, Sir, I have your permission. I shall try to be as brief as possible and take as little time of the House as I can.

As a first step towards implementation of the industrial policy, detailed investigations to ascertain the optimum size, location, etc., of units to be established were undertaken by experts lent by the Government of India and by some well-known firms from abroad and India in conjunction with the Industrial Adviser to the Government of Assam. The Government of Assam also took full advantage of the advice of industrialists like Shri Sri Ram and other industrialists. I take this occasion to convey our best thanks to them. Accordingly the prospects of establishing a Paper Mill in Assam were examined by a Paper Expert lent by the Government of India and he recommended a unit of 10,000 tons per annum. A survey of the possibility of the Sugar Industry was similarly undertaken by Mr. G.A. Sherl of the Skoda (India) Ltd., who made out a strong case for at least 2 Sugar mills, each with a crushing capacity of 1,000 tons of cane per day and recommended a few sites for the purpose. The Director, Fuel Research Institute, Dhanbad, was invited to examine and report on the coal and petroleum resources of the province and the Geological Survey of India was also induced to undertake specific investigations for coal, lime-stone, etc., in different parts of the Province. Side by side with these activities, a general economic and industrial survey of Assam was undertaken by the Industrial Adviser, the results of which have been incorporated in the brochure—"Industrial Planning and Development of Assam—First Approximation of a Five Year Plan-1948", copies of which were sent to all the hon. Members of the Assembly. This publication examines all relevant factors and gives details of the various activities undertaken and proposed to be undertaken by Government. I believe this booklet would serve as some guide to the industrialisation of the Province on a planned basis.

The progress in the implementation of the Major Industrial Schemes was, however, slow for want of technical personnel and suitable Administrative Machinery, and in determining the financial aspects of the schemes. Till recently it consisted of an Industrial Adviser, a Special Officer (Administrative), a Special Officer, Sugarcane Project, a Paper Expert and a Textile Expert, who has been appointed very recently. A Directorate of Major Industries and Commerce has, however, been established only from 1st March 1949 to remove the longfelt want of an executive organisation to implement the Major Industrial Schemes and it is now expected to create the requisite organisational momentum in the near future to go ahead with the various projects.....

**The Hon'ble the SPEAKER:** I am sorry to interrupt. The Hon'ble Premier has got only one minute more.

**The Hon'ble Srijut GOPINATH BARDOLOI:** Then, Sir, I have to leave out the whole thing. It is a very important statement, and I thought I was allowed half an hour.



**The Hon'ble Srijut BISHNURAM MEDHI:** Some time was saved during the Question-hour.

**The Hon'ble the SPEAKER:** That has been taken into calculation. This demand was taken up at 10-17 a.m.

**The Hon'ble Srijut GOPINATH BARDOLOI:** If I am allowed time till 11-30 a. m. I shall be able to finish ; otherwise the many matters raised would not be adequately replied to.

**Maulavi Saiyid MUHA 'MAD SAADULLA:** According to Rules the guillotine will have to be applied just after one minute more. What I would suggest is that if the Hon'ble Premier wants to read out his statement, we shall be very glad to hear him after the voting on demands are over.

**The Hon'ble Srijut GOPINATH BARDOLOI:** I have no objection to that.

**The Hon'ble the SPEAKER:** What does the hon. Mover of the Cut Motion propose to do ?

**Dr. EMRAN HUSAIN CHAUDHURY:** In view of what the Hon'ble Premier has already said, and in view of the fact that he will read out his statement some time later, I beg leave of the House to withdraw my Motion.

The Cut Motion was, by leave of the House, withdrawn.

**The Hon'ble the SPEAKER:** The question is:

“That a sum not exceeding Rs.1,69,00,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head '72.—Capital Outlay on Industrial Development'.”

The question was adopted.

#### GRANT NO. 34A.

#### (82.B—Capital Outlay on Nationalisation of Road Transport)

**The Hon'ble Srijut RAMNATH DAS:** On the recommendation of His Excellency the Governor of Assam, I beg, Sir, to move that a sum not exceeding Rs.4,62,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950, for the administration of the head “82-B.—Capital Outlay on Nationalisation of Road Transport”.

**The Hon'ble the SPEAKER:** Motion moved:

“That a sum not exceeding Rs. 4,62,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950, for the administration of the head '82-B.—Capital Outlay on Nationalisation of Road Transport'.”

There are two Cut Motions, of which Maulavi Abul Kashem's Motion is an omnibus one. He may move his Motion and Dr. Emran Husain Chaudhury may speak on it.

✓ **Maulavi MUHAMMAD ABUL KASHEM:** Sir, I beg to move that the total provision of Rs.4,62,000 under Grant No. 34-A, Major head 82-B.—Capital Outlay on Nationalisation of Road Transport, at page 279 of the Budget, be reduced by Re. 1, *i.e.*, the amount of the whole grant of Rs.4,62,000 do stand reduced by Re.1.

My object Sir, in the moving this Cut Motion is to raise a general discussion on this demand. Before that I must say that Government have done a very good thing by improving the buses and also the luggage vans on the Shillong-Gauhati Road. We were previously experiencing difficulty in getting our luggage in time and now we are getting our luggage in time.

My earnest request to Government is that this nationalisation of transport should be extended to other routes, specially, Gauhati-Goalpara, Goalpara-Tura *via* Mankachar in dry season or direct upto Tura in rainy season. The nationalisation of transport to that area will extend facilities to the population as there is no railway lines there and people are finding enormous difficulties in moving from place to place.

With these words, I beg to move my Motion.

**The Hon'ble the SPEAKER:** Cut Motion moved:

“That the total provision of Rs.4,62,000 under Grant No.34-A, Major head—82-B.—Capital Outlay on Nationalisation of Road Transport, at page 279 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs.4,62,000 do stand reduced by Re.1.”

**Dr. EMRAN HUSAIN CHAUDHURY:** Mr. Speaker, Sir, I am supporting the Cut Motion moved by my hon. Friend, Maulavi Muhammad Abul Kashem.

Sir, I wish to emphasise and reemphasise the glaring fact that the whole world is moving towards socialisation and in some parts of the world Socialist Government have been established. In these days while we are talking in terms of nationalisation and industrialisation, I should like to invite the attention of the Government to the need of nationalisation of buses plying along certain roads. With the exception of Shillong-Gauhati, Gauhati-Nowgong and Nowgong-Jorhat transport the rest of transport routes have not as yet been nationalised by Government. In view of the fact that these are very paying concerns, I would request the Government to consider the necessity of an early nationalisation of buses that run between Jorhat and Dibrugarh *via* Sibsagar, Jorhat to Goalaghat either *via* Dergaon or Titabor and the important bus routes in Silchar and in other parts of Assam. One point to be remembered in this connection is whether this nationalisation of transport service will be a profitable concern or not. I am confident that most of these are profitable concern. Therefore, I would like the Government to accept the suggestion which has been made in the form of this Cut Motion.

With these words, I beg to support the Cut Motion and commend it to the acceptance of the hon. Members of the House.

**Srijut HEM CHANDRA HAZARIKA:** মাননীয় সভাপতি মহোদয়, আপুনি অনুমতি দিলে এই Cut Motion ৰ লগতে উত্তৰ লক্ষীমপুৰ মহকুমাত আলিপদুলিৰ সুবন্দবস্তৰ অভাৱত ৰাইজে আৰু গৱৰ্ণমেণ্টে কিমান অসুবিধা ভোগ কৰিবলগীয়া হৈছে সেই সম্পৰ্কে দু-আঘাতমান কব খোজোঁ।

ব্রহ্মপুত্ৰৰ দক্ষিণ ফালে আলিপদুলি থকা স্বত্বেও transport nationalise কৰিবৰ নিমিত্তে নতুন নতুন line লোৱা হৈছে; কিন্তু ব্ৰহ্মপুত্ৰৰ উত্তৰ ফালে তেজপুৰৰ পৰা ডিব্ৰুগড়টোকে যিটো আলি গৈছে, সেই আলিয়েদি অহাযোৱাৰ সুবিধা কৰিবৰ নিমিত্তে আজিলৈকে কোনো ব্যৱস্থা হাতত লোৱা নাই বুলিলেও বঢ়াই কোৱা নহয়। তাৰ ফলত এই আলিত আজিও ১২।১৪ খন দলং ভগা অৱস্থাতে আছে। সেই আলিৰ 'বাচ চাভিছ' চৰকাৰে এতিয়া লোৱাটো যুক্তি সঙ্গত নহব বুলি ভাবোঁ; কাৰণ, সেই আলিটোৰ দলং বিলাকৰ অৱস্থা অতি শোচনীয়—বহু নৈৰ দলং ভাগি যাবলগীয়া অৱস্থাত পৰিছেহি তাৰ কোনো বকম উন্নতি কৰা হোৱা নাই, ডিব্ৰুং, গাভৰু আৰু বগী নৈৰ দলং আজিলৈকে হৈ উঠা নাই। এই বাস্তাটোৰ দলং বিলাক মেৰামতি কৰি অহাযোৱাৰ স্ৰুচল নকৰাৰ কাৰণে গৱৰ্ণমেণ্টৰ যে কিমান ক্ষতি হৈছে অনুমতি দিলে কব পাৰোঁ।

**The Hon'ble the SPEAKER :** আপোনাৰ কথাখিনি প্ৰাসঙ্গিক হব যদিহে আপুনি কয় যে এই আলিটো nationalise কৰিব লাগে।

**Srijut HEM CHANDRA HAZARIKA :** Transport nationalise কৰাৰ লগত আলি nationalise কৰাৰ সম্পৰ্ক আছে (*laughter*)। আপোনালোকে হাঁহিছে হয়, কিন্তু উত্তৰ লক্ষীমপুৰ মহকুমাৰ এই এটা মাত্ৰ প্ৰধান আলি উন্নত কৰিবৰ ব্যৱস্থা বিদেশী চৰকাৰৰ দিনতো হাতত লোৱা নহল আৰু বৰ্তমান জাতীয় চৰকাৰৰ দিনতো একো ব্যৱস্থা হাতত লোৱা হোৱা নাই। মই জানিব পাৰিছোঁ যে ১৫ বছৰৰ আগেয়ে যেতিয়া প্ৰথমতে 'বোড বোৰ্ড' হয়, তেতিয়া তেওঁবিলাকে এই আলিটো উন্নত কৰিবলৈ বুলি হাতত লৈছিল। ১৯৪৬ চনত যেতিয়া প্ৰথম communication বোৰ্ড বহে, সেই বোৰ্ডত মাননীয় শ্ৰীযুত অমিয় কুমাৰ দাসো মেম্বৰ আছিল আৰু তেখেতে এই আলিটো National Highway কৰিবৰ নিমিত্তে প্ৰস্তাৱ কৰিছিল।

**Srijut SARAT CHANDRA SINHA :** আলিটো কেনেকৈ nationalise কৰা হব পাৰে? Public Works Department এ ললেই nationalise কৰা হয় নেকি?

**Srijut HEM CHANDRA HAZARIKA :** আজিলৈকে গৱৰ্ণমেণ্টে এই আলিটো কেনে অৱস্থাত ৰাখিছে সেই বিষয়ে মই কব খুজিছোঁ।

**Srijut MOTIRAM BORA :** এই আলোচনা এই Cut Motionৰ লগত কোনো বকমে খাপ নাখায়।

**Srijut HEM CHANDRA HAZARIKA :** এই আলিটো নোলোৱাৰ বাবে চৰকাৰৰ যে কিমানখিনি ক্ষতি হৈছে সভাপতি ডাঙৰীয়াই অনুমতি দিলে মই কব পাৰোঁ।

**The Hon'ble the SPEAKER :** এই আলিত transport nationalise নকৰাৰ নিমিত্তে কি অসুবিধা হৈছে সেইটো কব পাৰে।

**Srijut HEM CHANDRA HAZARIKA :** উত্তৰ লক্ষীমপুৰ মহকুমাৰ হেড-কোৱাৰ্টাৰ হৈছে—ডিব্ৰুগড়। সেই ডিব্ৰুগড়ৰ লগত উত্তৰ লক্ষীমপুৰৰ সম্পৰ্ক আজিলৈকে পোনে পোনে হোৱা নাই। ডিব্ৰুগড়লৈ যাবলগা হলে নিমাত্তি ঘাটেদি পাবহৈ বেলেৰে যোৰহাট, তাৰ পৰা শিৱসাগৰ আৰু তাৰ পৰা ডিব্ৰুগড়লৈ যাব লাগে। এনেকৈ যাব লগীয়া হোৱাত ৰাইজৰ যি অসুবিধা হৈছে, গৱৰ্ণমেণ্টৰ কৰ্মচাৰী সকলৰো বোধকৰো তেনেকুৱা অসুবিধাই হৈছে। যিবিলাক কৰ্মচাৰী ডিব্ৰুগড়ৰ পৰা উত্তৰ লক্ষীমপুৰলৈ আহিব লগা হয় তেওঁ বিলাকক কিমান খিনি Travelling Allowance দিব লগীয়া হয় সেইটো গৱৰ্ণমেণ্টে নিশ্চয় জানে। যি ঠাইত মাত্ৰ এঘণ্টা বা দুঘণ্টাৰ journey হল হেতেন তাৰ ঠাইত এতিয়া ৩৪ গুণ Travelling Allowance দিব লগীয়া হৈছে।

**Srijut SARAT CHANDRA SINHA :** The hon. Member is not speaking on the Motion. Is he allowed to do that ?

**Dr. EMRAN HUSAIN CHAUDHURY :** Let him carry on. We want to hear him.

**Srijut HEM CHANDRA HAZARIKA :** তাৰ পিচত আজি অলপতে procurement বিভাগৰ ফালৰ পৰা জানিব পাৰিছো যে আজি দুমাহেও Burma Oil Companyৰ তেল উত্তৰ লক্ষীমপুৰ পাবগৈ নোৱাৰিলে ; এনে অৱস্থাত ডিব্ৰুগড় আৰু উত্তৰ লক্ষীমপুৰ মহকুমা যদি নিয়ম মতে সংলগ্ন কৰা হয় তেনেহলে ডিব্ৰুগড়ৰ পৰা কেৰাচিন তেল আৰু পেট্ৰল অকল উত্তৰ লক্ষীমপুৰ নালাগে, গুৱাহাটীলৈকে ব্ৰহ্মপুত্ৰৰ উত্তৰ পাৰেও গৈ পাৰিব সকলে। ঠাইতে বিতৰণ কৰাৰ সুবিধা হব।

আপোনালোকে জানে যে উত্তৰ লক্ষীমপুৰৰ মানুহ ডিব্ৰুগড়লৈ যাব লগা হলে যোৰহাটেদি যুৰিহে যাব পাৰে, কিন্তু নিমাত্তিৰ দলং খন ভাগি যাবলগীয়া অৱস্থা হোৱাত উত্তৰ লক্ষীমপুৰৰ ব্যৱসায়ী মানুহ বিলাকে শিলঘাটেদি বেলেৰে গৈ ৪।৫ দিনৰ মূৰতহে ডিব্ৰুগড় পাবগৈ পাৰে। তেনেকৈ যি বিলাক মানুহ বা চৰকাৰী কৰ্মচাৰী যোৰহাটৰ Session Court লৈ যাবলগীয়া হয় তেওঁ বিলাকেও শিলঘাটেদি দুই তিন দিনৰ মূৰতহে যোৰহাট পাব লগীয়া হয়।

তাৰ পিচত এই মহকুমাত জাতি গঠনৰ নিমিত্তে যি বিলাক আঁচনি চৰকাৰে হাতত লৈছে, যদিহে এই মহকুমাৰ প্ৰধান আলিটোকেই উন্নত কৰা নহয়, তেনেহলে সেই আঁচনি বিলাকত কেনেকৈ সফলতা লাভ কৰিব মই বুজিব পৰা নাই। উত্তৰ লক্ষীমপুৰৰ চাৰিটা মৌজাৰ মানুহে অহা যোৱা কৰাৰ নিমিত্তে যিটো প্ৰধান আলি সেইটো ভাল কৰা হলে Post-War ৰ আঁচনিৰ পৰা বহুত গাঁৱৰ ভিতৰলৈকে আলি দিব পৰা হ'ল হেতেন। ধেমাজিৰ মাজেদি যোৱা আলিটো যে কিমান দিনে সম্পূৰ্ণ হ'ব ক'ব নোৱাৰি। যেতিয়া শুনিবলৈ পোৱা হৈছে যে বৰ্তমান এই আলিটোৰ কামো বন্ধ হ'ব, তেতিয়া উত্তৰ লক্ষীমপুৰৰ ৰাইজৰ অন্তঃকৰণ শুকাই গৈছে। পোন্ধৰ বছৰৰ আগতে যি পৰিকল্পনা সেই দিনৰ গৱৰ্ণমেণ্টে হাতত লৈছিল সেই পৰিকল্পনা বন্ধ হ'ব লগীয়া হোৱাত ৰাইজ হতাশ হৈছে। এনে অৱস্থাত ৰাইজৰ বেহা বেপাৰৰ অসুবিধা হোৱাৰ কাৰণে, ৰাইজৰ ল'ৰা ছোৱালী পঢ়াবৰ অসুবিধা হোৱাৰ কাৰণে আৰু এই মহকুমাৰ লগত অম্যান্য জিলাৰ সম্পৰ্ক ৰখাত অসুবিধা হোৱাৰ কাৰণেই এই মহকুমাৰ প্ৰধান আলিটোৰ কথা চৰকাৰৰ দৃষ্টি গোচৰলৈ আনিছে। আশা কৰো এই বিলাক অসুবিধালৈ লক্ষ্য কৰি আৰু চৰকাৰৰ যি লোকচান হয় তালৈ লক্ষ্য কৰি আৰু কেৰাচিন, পেট্ৰল আদি উত্তৰ লক্ষীম-

পূৰ্বলৈ অহাৰ যি অসুবিধা হয় তালৈ লক্ষ্য কৰি চৰকাৰে এই মহকুমাৰ প্ৰধান আলিটোৰ বিষয়ে মন দিব। ধানৰ সম্বন্ধে বোধকৰোঁ চৰকাৰে জানে যে বাৰে বাৰে উত্তৰ লক্ষীমপুৰত বান পানীয়ে উৎপিড়ন কৰা স্বত্বেও উজনিৰ ফালে চৰকাৰৰ যিমান বিলাক গুদাম আছে সেই সকলো গুদামতকৈ বদতিৰ গুদামৰ পৰাই চৰকাৰে বেচি ধান পাইছিল। উত্তৰ লক্ষীমপুৰৰ ৪টা মৌজাত যি ধান, মাহ, সৰিয়হ, এবি, মুগাৰ 'ককোন' আদি উৎপন্ন হয়, আলিপদুলিৰ অভাৱত সেই বিলাক বস্তু ডিব্ৰুগড়লৈ নিব নোৱাৰে বা আন ঠাইলৈকো পঠাব নোৱাৰে তাৰ ফলত যি বিলাক বিদেশী বেপাৰি সেই বিলাক ঠাইলৈ যায় তেওঁলোকে অতি কম মূল্যতে সেই বিলাক বস্তু কিনি লৈ যায়। ধেমাজি, চকুৰাখানা, বৰদলনি আদি মৌজাৰ বাইজৰ ধান প্ৰায় বিনামূল্যতেই দিব লগা হৈছে, বিদেশী মহাজন বিলাকে মোণে ৫।৬ টকাতেই ধান কিনিব লাগিছে। বিদেশী মহাজনৰ অনুগ্ৰহৰ ওপৰত নিৰ্ভৰ কৰি ধান, মাহ, সৰিয়হ আদি বিক্ৰি কৰিব লগীয়া হয়। এনে অৱস্থাত এই মহকুমাৰ ৪।৫ টা মৌজাৰ এটা অংশক এইবকমে আলিপদুলিৰ সুবিধা নোহোৱা অৱস্থাত ৰখা উচিত হোৱা নাই। এই কথা চৰকাৰৰ দৃষ্টিগোচৰ কৰিবলৈকেহে মই সভাপতিৰ অনুমতি লৈ এইখিনি কথা কৈছোঁ (*laughter*) আপোনালোকে হাঁহিছে হয়, কিন্তু উত্তৰ লক্ষীমপুৰৰ বাইজে যি কষ্টভোগ কৰি আহিছে তাক আপোনালোকে হৃদয়ঙ্গম কৰিব পৰা নাই।

**Srijut SARAT CHANDRA SINHA** : এই আলিটো Public Works Department এ লোৱা কথাটো জানো এই Cut Motion ৰ লগত কৰ পাৰে ?

**The Hon'ble the SPEAKER** : এই আলিটো nationalise কৰিব লাগে বুলি কৈছে নহয়।

**Srijut HEM CHANDRA HAZARIKA** : এই খিনি কথা মই মাননীয় সভাপতিৰ অনুমতি লৈহে কৈছোঁ। বোধকৰো এইটো কলে অপ্ৰাসঙ্গিক নহব যে মন্ত্ৰী মহোদয় সকলৰ নালাগে গৱৰ্ণমেণ্টৰ প্ৰধান প্ৰধান বিষয়া সকলৰ tour diary যদি পৰ্য্যালোচনা কৰা হয় তেনেহলে দেখিবলৈ পাব যে Superintendent of Police বা অন্যান্য তেনেকুৱা কৰ্মচাৰী সকল বছৰত কেইবাৰ উত্তৰ লক্ষীমপুৰলৈ যায়। অহা যোৱাৰ অসুবিধাৰ কাৰণে ডিপুটী কমিছনাৰ বা অন্যান্য উচ্চপদস্থ কৰ্মচাৰী সকল বছৰি উত্তৰ লক্ষীমপুৰৰ এই অঞ্চলত পদাৰ্পণ কৰা নাই (শুনক, শুনক)।

তাৰ পিচত মই কব খোজো যে নৈৰ ফেৰি ঘাটবিলাকৰ অৱস্থা আৰু শোচনীয়।

**The Hon'ble the SPEAKER** : এই কথাটো বৰ্তমান প্ৰস্তাৱৰ লগত আলোচনা কৰা সূবিধা নহব।

**Srijut MOTIRAM BORA** : Mr. Speaker, Sir, on a point of information, we do not know whether our hon. Friend is speaking in support of the Motion or against it.

**The Hon'ble the SPEAKER** : He is speaking in support of the Motion and he is raising a general discussion.

**Srijut HEM CHANDRA HAZARIKA :** মই চৰকাৰৰ কথা discuss কৰিছোঁ মাথোন ।

**Srijut HARINARAYAN BARUA :** তেখেতে উত্তৰ লক্ষীমপুৰৰ 'বাছ চাভিছ' nationalise কৰা কথাটোত বিশেষ ভাবে জোৰ দিছে । এই সম্পৰ্কে তেখেতে কৈছে যে বাস্তা বিলাক যদি ঠিক কৰা নহয়, তেনেহলে সোনকালে বাছ চাভিছ' nationalise কৰাত অস্ববিধা হব ।

**Srijut HEM CHANDRA HAZARIKA :** এতিয়া মই কবখোজোঁ যে যেতিয়ালৈকে তেজপুৰৰ পৰা যিটো আলি ডিব্ৰুগড়লৈ গৈছে সেই আলিটো সম্পূৰ্ণৰূপে তৈয়াৰ নহয় তেতিয়ালৈকে গৱৰ্ণমেণ্ট Airways ৰ স্বেচছা কৰি দিয়া উচিত । তাত লীলাবাৰী-চাবটিত landing ground আৰু আন আন যথেষ্ট মাটি আছে । গৱৰ্ণমেণ্টে জানে যে উত্তৰ লক্ষীমপুৰলৈ যাবলৈ হলে নানা দুখ-দুৰ্গতি অতিক্ৰম কৰিব লগীয়া হয় । সেই কাৰণে তাত যেতিয়া landing ground আছেই তাত Airways ৰ স্বেচছা কৰি দিয়া উচিত আৰু এইকথা বোধকৰোঁ অপ্রাসঙ্গিকো নহব ।

তাৰ পিচত তেলাহীত আৰু সোবনসিৰীৰ পাৰ্বত নআলিৰ ঘাটত .....

**The Hon'ble the SPEAKER :** আপুনি ঘাটৰ কথা কব নোৱাৰে । আপুনি আলি nationalise কৰা সম্বন্ধে কওক ।

**Srijut MOTIRAM BORA :** বাস্তা nationalise কৰিবলৈ হলে ঘাটো nationalise কৰিব লাগিব ।

**Srijut HEM CHANDRA HAZARIKA :** অশাকৰোঁ গৱৰ্ণমেণ্টে অতি সোনকালে এই আলিটো হাতত লব । আপোনালোকে জানে যে উত্তৰ লক্ষীমপুৰৰ বদতি আৰু বিহপুৰীয়াত যি খিনি ঠাই ডিব্ৰুং নৈয়ে ভাঙিছে সেইখিনিলৈ আজিলৈকে গৱৰ্ণমেণ্টে মন কাণ কৰা নাই ।

**The Hon'ble the SPEAKER :** মই বাৰে বাৰে কৈছোঁ যে সেইবিলাক কথা ইয়াত কোৱা স্বেচছা হোৱা নাই আপুনি nationalise কৰা সম্বন্ধে কওক ।

**Srijut HEM CHANDRA HAZARIKA :** এই খিনিকে কৈ মই মোৰ বক্তব্যৰ সামৰনি মাৰিলোঁ ।

**Maulavi ABDUL HALIM :** মাননীয় সভাপতি ডাঙৰীয়া, মাননীয় শ্ৰীযুত হাজৰীকা ডাঙৰীয়াই যি খিনি কথা কৈছে তাক মই সম্পূৰ্ণৰূপে সমৰ্থন কৰি কব খোজোঁ যে আমাৰ

এই প্ৰদেশখনৰ ভিতৰত উত্তৰ লক্ষীমপুৰ মহকুমা একেবাৰে পিচপৰা। ইয়াৰ বাস্তাঘাটৰ প্ৰতি চৰকাৰে একেবাৰে চকু নাইদিয়া বুলিলেও হয়। যদিহে উত্তৰ লক্ষীমপুৰ মহকুমা ডিব্ৰুগড় জিলাৰ লগত গৰণ মেণ্টে বাধিবলৈ ইচ্ছা কৰে তেনেহলে সোণাৰী ঘাটৰ পৰা উত্তৰ লক্ষীমপুৰলৈ যিটো বাস্তা গৈছে সেই বাস্তাটো সকলোতকৈ আগতে গৰণমেণ্টে হাতত লব লাগে। বাস্তা ঠিক নকৰিলে road transport কেনেকৈ হব ; বাস্তা ঠিক নোহোৱাত road transport ৰ সহায়ৰে তাত উৎপন্ন হোৱা বস্ত্ৰ বিলাক যেনে ধান, মাহ, সবিয়হ আদি বাহিবলৈ পঠিৱাব পৰা নহয়। এই কথাটোকে মই শ্ৰীযুত হাজৰীকাৰ কথা খিনি সম্পূৰ্ণৰূপে সমৰ্থন কৰিছো আৰু সোণাৰী ঘাটৰ পৰা উত্তৰ লক্ষীমপুৰলৈ যিটো বাস্তা আছে সেইটো সোনকালে হাতত লবলৈ গৰণমেণ্টক টানি অনুৰোধ কৰোঁ।

**Maulavi ABDUL HAI:** Mr. Speaker, Sir, although I had no intention to take part in the discussion of this Motion, but on hearing my hon. Friend from North Lakhimpur I feel it my duty to speak a few words in support of his demands. I think the House should consider their difficulties which are unprecedented in any other parts of the Province. At present they have some products which they cannot transport outside owing to transport difficulties and dearth of good communications, as a result those products are sold at very cheap rate ; and what is more, the money has gone to those persons who are not the real cultivators nor the persons who deserve this excess profit. In consideration of those difficulties put forward by my hon. Friend from North Lakhimpur, I think Government at the time of considering the question of nationalisation of transport, should take the road condition in the North Lakhimpur area into consideration and find out ways and means to improve the road condition there. We have full support of his demand and we hope Government should consider them so that those backward places should not remain backward for ever. (*Hear, hear—from Treasury Benches*).

**The Hon'ble Srijut RAMNATH DAS :** Mr. Speaker, Sir, our policy is to gradually nationalise the motor transport. The policy was defined in the last session of the Assembly on a Resolution which was ultimately approved by this House on 29th September, 1948. In that Resolution, Sir, we described what roads Government wanted to nationalise. To mention them briefly the roads are : From Gauhati-Shillong, Gauhati-Nowgong, Nowgong-Jorhat, Jorhat to Dibrugarh and Dibrugarh-Saikhowaghat and Gauhati-Goalpara. Having got our policy approved by this House we have been progressing in our work accordingly. In the February, 1948 we started our service from Gauhati to Nowgong, and from August last, from Nowgong to Jorhat and again from January, from Gauhati to Shillong. As I have already stated, Sir, it is our policy to gradually nationalise the Motor transport on the lines indicated above. We have been taking up only those lines and gradually.

Dr. Emran Husain Chaudhury has spoken about nationalisation of transport of the roads from Jorhat to Dibrugarh and from Jorhat to Golaghat and few other roads. For the information of the House I may say that before October next we will take up the road from Sibsagar to Dibrugarh. But I am sorry I cannot agree with him to nationalise transport of the road from Jorhat to Golaghat, as in the list of roads that was approved by this House in the last session this road was not included. So before completing the roads that were approved by this House we do not propose at present to nationalise any other road Transport.

Srijut Hem Chandra Hazarika expressed the difficulties undergone by North Lakhimpur for want of good roads. He also wished that the motor transport to North Lakhimpur be nationalised. This will be considered duly by the Government only after the completion of the approved scheme with regard to road communication in his Subdivision. An appropriate answer will be given by my Hon'ble Colleague, the Minister for Public Works Department when Demands for Grants will come on that line.

I am very glad to note that the State Transport is appreciated by one and all. We have simply given a start to the scheme that we have made, and I hope this appreciation would follow as we progress gradually. But I may say at the same time that this state of affairs might not continue if we do not get the co-operation from one and all. I am also glad that most of the hon. Members want nationalisation of all road transport in their respective constituencies. I am very happy to find this attitude on their part as this is a sign of appreciation of the service rendered by the State Transport, but I am sorry in not being able to assure them to set up to their wishes as our scheme is not in their line.

With these few words, Sir, I request my hon. Friend to withdraw his Cut Motion.

✓ **Maulavi MUHAMMAD ABUL KASHEM:** As the Hon'ble Minister of Transport has undertaken to consider the desirability of starting State Transport on other roads also, including the Tura-Garobhasa road, I beg leave of the House to withdraw my Motion.

The Cut Motion was, by leave of the House, withdrawn.

**The Hon'ble the SPEAKER:** The question is:

“That a sum not exceeding Rs. 4,62,000 be granted to defray the charges which will come in course of payment during the year ending on the 31st March, 1950 for the administration of the head ‘82-B.—Capital Outlay on Nationalisation of Road Transport’ ”.

The question was adopted.

### GRANT No. 1

#### (4.—Taxes on Income other than Corporation Tax)

**The Hon'ble Srijut BISHNURAM MEDHI:** On the recommendation of His Excellency the Governor of Assam, I beg, Sir, to move that a sum not exceeding Rs. 58,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—“4.—Taxes on Income other than Corporation Tax”.

**The Hon'ble the SPEAKER:** Motion moved:

“That a sum not exceeding Rs. 58,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘4.—Taxes on Income other than Corporation Tax’ ”.

As there is no Cut Motion under this demand I put the question.



The question is :

“That a sum not exceeding Rs. 58,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘4.—Taxes on Income other than Corporation Tax’ ”.

The question was adopted.

### GRANT No. 26

#### (Tools and Plant and Establishment Charges of the Public Works Department)

**The Hon'ble Rev. J. J. M. NICHOLS-ROY:** On the recommendation of His Excellency the Governor of Assam, I beg, Sir, to move that a sum not exceeding Rs. 31,39,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head “Tools and Plant and Establishment Charges of Public Works Department”.

**The Hon'ble the SPEAKER:** Motion moved :

“That a sum not exceeding Rs. 31,39,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘Tools and Plant Establishment charges of Public Works Department’ ”.

The Cut Motion in the name of Maulana Md. Mufazzal Hussain may now be moved.

**Maulana MD. MUFAZZAL HUSSAIN:** Sir, I beg to move that the total provision of Rs. 31,39,000 under Grant No. 26, Major head, 18-B.—Navigation, Embankments and Drainage Works, etc., at page 252 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs. 31,39,000 do stand reduced by Re.1.

Sir, by moving this Cut Motion I would simply ask the Government that they should give more attention to the Embankment and Drainage Branch of the Public Works Department because of the fact that the food problem is the most important problem at the present time and it is by means of embankment and drainage that we can make more land available for cultivation. In the last Budget Session in reply to a Cut Motion of mine, the Hon'ble Minister in charge assured me that he would make an enquiry about the embankment project of Kurikala Haor under Ratabari Police Station in Karimganj. But so far as my knowledge goes there had not been any enquiry about this. By making these Haors fit for *baro* cultivation you can make thousand bighas of land available for cultivation. I do hope that the Hon'ble Minister in charge will give me an assurance about this. With these words I move my Motion for the acceptance of the House.

**The Hon'ble the SPEAKER:** Cut Motion moved :

“That the total provision of Rs. 31,39,000 under Grant No. 26, Major head, 18-B.—Navigation, Embankments and Drainage Works, etc., at page 252 of the Budget, be reduced by Re.1, *i.e.*, the amount of the whole grant of Rs. 31,39,000 do stand reduced by Re.1”.

**Maulavi Saiyid MUHAMMAD SAADULLA:** Mr. Speaker, Sir, I rise to register our protest against the Hon'ble Minister of Public Works Department in not supplying the detailed estimate of revenue and expenditure of the Public Works Department in the normal course along with the Budget. As a matter of

fact that document was made available to the hon. Members of this House 7 days after the Session had started. I do not know what prevented him from following the usual course of issuing that document along with the normal Budget of the Province. Because we did not get that document in time, as a protest we refuse to participate in this discussion.

**The Hon'ble Rev. J. J. M. NICHOLS-ROY :** Mr. Speaker, Sir, I am sorry that this document which contains the details of the budget estimate of the Public Works Department was not supplied together with the Budget. But the main figures are included in the Memorandum of estimates as well as in the main Budget. I cannot for the present, Sir, tell the reason why, until I ask my office, it was submitted late. But it has not been always the custom to submit the details at the same time. Even last year it was submitted afterwards because printing of the detailed Budget took quite a long time, and the present delay was also possibly due to the fact that printing of the main Budget which was very urgent took a long time. This is all I can say for the present. But as regards the future we will see if this defect can be removed.

Regarding the request made by the hon. Mover of the Cut Motion to give more attention to the Embankment and Drainage works than to other works, I may say, Sir, that attention will be given to these Embankment and Drainage works and that is the reason why we have appointed a separate Superintending Engineer for this work whom we did not have before. We have also appointed three Executive Engineers who will spend all their time specially for this work. Before the regular Executive Engineers of the Divisions used to attend to Embankment and Drainage work in addition to the road and building works. So they could not spare much time for the Embankment and Drainage work. But now we have separate Executive Engineers, Subdivisional Officers and Overseers who will be whole time officers for the Embankment and Drainage Department. Now we hope the work will be carried out in a better way in the future. In fact we had great difficulty to get these engineers during last year. Moreover it is a question of money. If we get money there will be large amount of work done. We have got a big list of schemes that could be taken up at once, but financial difficulties have prevented us from carrying out the work as we would have liked. You have heard that for all the works of the Public Works Department, for roads and buildings as well as the Embankment and Drainage works outside the expenditure on the Shillong-Silchar road we have been given only 63 lakhs of rupees this year and next year rupees 70 lakhs. Now we have to see that certain amount is set apart for the Embankment and Drainage, but we cannot carry on all the schemes which we have already in hand.

**The Hon'ble the SPEAKER :** What is the reason for not submitting the Public Works Department Budget in time ?

**The Hon'ble Rev. J. J. M. NICHOLS-ROY :** I have already spoken, Sir, about that.

**The Hon'ble the SPEAKER :** The detailed Budget was given about 7 days ago ?

**The Hon'ble Rev. J. J. M. NICHOLS-ROY :** Yes Sir, the hon. Leader of the Opposition could have read these details in 7 days very easily instead of finding fault with us.

**Maulavi SAIYID MUHAMMAD SAADULLA :** We are not intellectual giants like the Hon'ble Public Works Department Minister.

**The Hon'ble Rev. J. J. M. NICHOLS-ROY :** I think he is a great giant (*Laughter*).

**Maulavi ABDUL HAI :** Is the Hon'ble Minister in order, Sir, in calling the hon. Leader of the Opposition a giant ?

**The Hon'ble the SPEAKER :** Order, order. Objection has been raised by the Leader of the Opposition that the detailed estimates of the revenue and expenditure of the Public Works Department were not submitted along with the main Budget. I understand from the Hon'ble Minister of Public Works Department that the annual statement on these items was given in the main Budget. According to the Assembly Rule the annual financial statement should be presented for the consideration of the Assembly and a copy of such financial statement should be supplied to the Members 14 days before the first day on which the demands for grants are taken up. With regard to the details there is nothing in the rule. But I hope the Hon'ble Minister, Public Works Department will please supply the details in time. I think the hon. Leader of the Opposition will kindly waive his objection.

**Maulavi SAIYID MUHAMMAD SAADULLA :** Mr. Speaker, Sir, it is not a fact what the Hon'ble Public Works Department Minister informed the House that the details of Public Works Department income and expenditure were already submitted to hon. Members. The general procedure to my knowledge from Budget 1924 has been to issue all the three documents together, viz., the Budget estimates, Budget Memorandum and the Public Works Department detailed estimates. Last year the last named document was given one day after the session started. This year they were given after 7 days. When I pointed out this, the Hon'ble Minister, Public Works Department stated that he would consult his office as usual about the delay. He wanted to transfer the responsibility to the Press that the Press could not print them in time. It is reprehensible that he should do so, as the Press Superintendent is not here to give his version.

**The Hon'ble the SPEAKER :** In future all these documents should be sent in time.

**The Hon'ble Rev. J. J. M. NICHOLS-ROY :** Sir, last year these detailed estimates were placed before the Hon. Members one day after the session was started. At that time nobody raised any objection. I consider that it was not out of order to place the main estimates in the Budget without the detailed estimates. We have already given all the necessary figures there. Only the detailed estimates were given afterwards and they were given 7 days ago. Sir, I consider this is enough time to study these details.

In view of what the hon. the Leader of the Opposition has stated we shall see that in future these things are sent in time, though, Sir, in reality, I consider that it was not necessary to send these detailed estimates with the main Budget Estimates.

**Maulavi SAIYID MUHAMMAD SAADULLA :** I thank the Hon'ble Minister for Public Works Department through you, Sir, for what little mercy he is going to show us in the future.

**The Hon'ble the SPEAKER :** Has the hon. Member the leave of the House to withdraw his Motion ?

The Cut Motion was, by leave of the House, withdrawn.

**The Hon'ble the SPEAKER :** The question is :

“That a sum not exceeding Rs.31,39,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head ‘Tools and Plant and Establishment Charges of Public Works Department’.”

The question was adopted.

#### Adjournment

The Assembly was then adjourned for lunch till 1-5 P.M.

## AFTER LUNCH

## GRANT No. 7

## (12.—Charges on account of Motor Vehicles Taxation Act)

**The Hon'ble Srijut GOPINATH BARDOLOI :** I beg, Sir, to move that a sum not exceeding Rs.5,67,900 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—"12.—Charges on account of Motor Vehicles Taxation Act".

The reply to the Cut Motions will be given by my Hon'ble Friend, Mr. Ramnath Das.

**The Hon'ble the SPEAKER :** Motion moved :

"That a sum not exceeding Rs.5,67,900 be granted to defray the charge which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—"12.—Charges on account of Motor Vehicles Taxation Act'."

There are four Cut Motions. I think Cut Motion No. 3 may be moved and the other hon. Members may take part in the discussion.

**Maulavi Md. NAZMAL HAQUE :** Sir, I beg to move that the total provision of Rs.5,67,900 under Grant No.7, major head, 12.—Charges on account of Motor Vehicles Taxation Act, at page 52 of the Budget be reduced by Re.1, i.e., the amount of the whole grant of Rs.5,67,900 do stand reduce by Re.1.

Sir, in moving this Cut Motion I want to draw Government's attention to the difficulties that are being experienced by passengers who travel by motor buses due to overcrowding. There is nothing to prevent this overcrowding. The passengers do not get any protection from the Police officer, who are—it is an open secret, satisfied with some *backsheesh*. During winter the difficulty is not so immense as during summer when many passengers have to travel standing. I hope Government will look into this matter and remove this difficulty.

Then, Sir, the Lower Assam Regional Transport Authority have been postponing their meeting day after day. We do not know why. I would ask the Government to enlighten us on this matter.

With these few words, I commend my motion to the acceptance of the House.

**The Hon'ble the SPEAKER :** Cut Motion moved :

"That the total provision of Rs.5,67,900 under Grant No.7, major head, 12.—Charges on account of Motor Vehicles Taxation Act, at page 52 of the Budget be reduced by Re.1, i.e., the amount of the whole grant of Rs.5,67,900 do stand reduced by Re.1".

**Dr. EMRAN HUSAIN CHOUDHURY :** Sir, we have heard a statement from the Hon'ble Mr. Ramnath Das as to the steps he has taken in the direction of nationalisation of certain buses. Although he could not see eye to eye with me in regard to the nationalisation of certain lines, *viz.*, from Jorhat to Golaghat, *via* Titabar and Dergaon, yet I was pleased with the things he has done with regard to this important matter of nationalisation. I want now to draw his attention to the fares of the buses, which have got to be looked into. Here is a Cut Motion, No. 2, which was to have been moved by five hon. Members of this House. Everywhere we are put to trouble with regard to the high fares of the

buses. To take a few examples, consider the fares prevalent in the Tezpur-North Lakhimpur Bus, the Tezpur-North Gauhati Bus and the Shillong City Bus. I have been to Tezpur, I have been to North Lakhimpur and to other parts of Assam, and everywhere I have had to pay high fares for my journeys by bus. I should like to draw the pointed attention of the Government to the fact that the people of Shillong, particularly, have to pay six annas and three annas for their journeys from and to Happy Valley and Laitumkhrah respectively. Of course I do not know the exact distances, between the town and those two places but I do know that for the same distances the fares in Calcutta are much less, in fact, half of what we have to pay in Shillong. That is, fares for such distances in Calcutta are three annas and one anna respectively. Moreover, Sir, the roads here are pitched, and there is little chance of damage being done to the vehicles. There is no question of wear and tear. Further, as the buses turn along the down-grade little petrol is consumed. It is therefore in the fitness of things that the fares should be further controlled and, in my opinion, reduced. Not only that fares should be reduced, but the number of buses should be increased in view of the popularity of these buses, as evidenced by overcrowding. These are the few things which I wanted to bring home to the mind of the Government, and especially of the Hon'ble Mr. Ramnath Das, who generally likes to accept what I say, but is forced by circumstances to go against his own conviction in view of the occasional disciplinary measures taken by Government against some of the members of the party to which he has the proud privilege to belong.

With these words, I commend the Motion to the whole-hearted acceptance of the House.

**\*The Hon'ble Srijut RAMNATH DAS:** One statement of the hon. Member I could not follow. The hon. Member said that the rate was one anna and three annas in Calcutta.

**Dr. EMRAN HUSAIN CHOUDHURY:** I meant, for the same distance.

**Mr. BINODE KUMAR J. SARWAN:** I want to bring to the notice of the Government that on account of the insufficient number of motor buses, there has been overcrowding of passengers in the Tezpur-North Lakhimpur and the Tezpur-North Gauhati buses. In Shillong I find that the fares in city buses are very much high. There is no steamer from Tezpur to Gauhati which used to ply in the past years. The railway journey is so very troublesome owing to overcrowding that people prefer to go to Gauhati by motor buses. The Tezpur-North Lakhimpur bus is also very much overcrowded with passengers. Only one bus is plying in each of these routes. I wish that Government should see that one more bus is added for each route—Tezpur-North Gauhati and Tezpur-North Lakhimpur. If this is done, passengers will not suffer for want of accommodation. I want to say that fares are very much high and so I propose that these should be decreased. I suggest that these should be cut down by 25 per cent.

**The Hon'ble Srijut RAM NATH DAS:** I agree with the hon. Mover of the Motion that there is need for more buses on the roads. But my difficulty is this that although the Regional Transport Authority have granted large number of permits, the buses could not be placed on the road due to shortage of petrol. I do feel that there is great need for additional buses mainly in Tezpur district and mainly for the road leading to North Lakhimpur. During my visit to that area I have seen good number of passengers waiting on the road and the buses also were overcrowded. I have been trying to increase the petrol quota for that area and if I succeed there the number will be increased.

With regard to rate I cannot agree with the hon. the Mover of the Motion as well as his supporter. Before 1946 the rate in Shillong per passenger per mile was 1 anna 6 pies. In 1946 the rate was reduced to 1 anna per passenger per mile. If my hon. Friends will see to the increased prices of vehicles, increased prices of spare parts and to the increased prices of petrol, I think they will not try to reduce the rate that is meant for Shillong. With these few words I need not add more. I hope the hon. Mover will withdraw his Motion.

**Dr. EMRAN HUSAIN CHOUDHURY:** Not a satisfactory reply.

**The Hon'ble Srijut RAMNATH DAS:** What more satisfactory reply does the hon. Member want in this short time?

**Dr. EMRAN HUSAIN CHOUDHURY:** Will you satisfy us if you are given more time?

**The Hon'ble the SPEAKER:** Order, order.

**Maulavi MUHAMMAD NAZMAL HAQUE:** Though the reply has not been satisfactory I beg leave of the House to withdraw my Motion.

The Cut Motion was, by leave of the House, withdrawn.

**The Hon'ble the SPEAKER:** I shall now put the question.

The question is:

"That a sum not exceeding Rs. 5,67,900 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—'12.—Charges on account of Motor Vehicles Taxation Act'."

The question was adopted.

### GRANT No. 8

#### (Other Taxes and Duties)

**The Hon'ble the SPEAKER:** Order, order as the time for voting on Demands for Grants is expiring I shall now take recourse to guillotine all the remaining demands.

The question is:

"That a sum not exceeding Rs. 1,99,600 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—'13.—Other Taxes and Duties'."

The question was adopted.

### GRANT No. 14

#### (30.—Ports and Pilotage)

**The Hon'ble the SPEAKER:** The question is:

"That a sum not exceeding Rs. 2,100 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—'30.—Ports and Pilotage'."

The question was adopted.

**GRANT No. 28****(55.—Superannuation Allowances and Pensions, etc.)**

**The Hon'ble the SPEAKER:** The question is:

“That a sum not exceeding Rs. 28,01,300 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘55.—Superannuation Allowances and Pensions, etc.’.”

The question was adopted.

**GRANT No. 6****(11.—Registration)**

**The Hon'ble the SPEAKER:** The question is:

“That a sum not exceeding Rs. 1,03,400 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘11.—Registration’.”

The question was adopted.

**GRANT No. 27****(54-A.—Famine Relief)**

**The Hon'ble the SPEAKER:** The question is:

“That a sum not exceeding Rs. 1,00,000 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘54-A.—Famine Relief’.”

The question was adopted.

**GRANT No. 15****(36.—Scientific Departments)**

**The Hon'ble the SPEAKER:** The question is:

“That a sum not exceeding Rs. 17,600 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘36.—Scientific Departments’.”

The question was adopted.

**GRANT No. 5****(10.—Forests)**

**The Hon'ble Srijut RUPNATH BRAHMA:** On the recommendation of His Excellency the Governor of Assam, I beg, Sir, to move that a sum not exceeding Rs. 36,84,400 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘10.—Forests’.”

**The Hon'ble the SPEAKER:** Motion moved:

“That a sum not exceeding Rs. 36,84,400 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘10.—Forests’.”

We have got half an hour for this grant. Cut Motion No. 5 is general.

**Dr. EMRAN HUSAIN CHOUDHURY:** I am not going to move it.

**Maulavi MUHAMMAD ABUL KASHEM:** Mr. Speaker, Sir, I want to move Cut Motion No. 2. I beg to move, Sir, that the total provision of Rs. 36,84,400 under Grant No. 5, major head, 10—Forests, at page 46 of the Budget, be reduced by Re. 1, *i. e.*, the amount of the whole grant of Rs. 36,84,400, do stand reduced by Re. 1

My object in moving the Cut Motion is to criticise the Government for their chronic apathy towards improvement of Forests in the plains portion of the Garo Hills both in U. S. F. and Share Forest.

Sir, for many years we have not seen that any plantation work was taken up in the Plains portion of the Garo Hills, that is the portion from Mahendraganj to Phulbari with the result that *sal* trees are not available in most of the places and other trees are also scarce. We have learnt that Government could not do any work in Share Forest area because of the fact that the forests of this area is shared by the Zamindars for want of provision for plantation by Government, in the contract. But that cannot be sufficient reason to neglect this area by Government. If improvement is done to this area the share to Zamindars will also increase. In the U. S. F. also Government has so far shown no inclination towards improvement. It is not known to us why this has been neglected in that part of the province. I only want to draw the attention of the Hon'ble Minister to the state of affairs in that area and if plantation and improvement works are taken up, it will help us to bring down further deficit in our provincial Budget. So, I would urge upon the Hon'ble Minister to take early steps to improve the forests in the plains portion of the Garo Hills, which, I am sure, will add to the income of the Forest Department.

It is also seen that there in some areas there was neither the coupe system so long in vogue, nor merchants are allowed to extract timbers from these areas. It would be better if coupe systems and extraction are allowed and planation work is taken up in right earnest.

With these words, I commend my Motion for the acceptance of the House.

**The Hon'ble the SPEAKER:** Cut Motion moved:

“That the total provision of Rs. 36,84,400, under Grant No. 5, major head, 10—Forests, at page 46 of the Budget, be reduced by Re. 1, *i. e.*, the amount of the whole grant of Rs. 36,84,400, do stand reduced by Re. 1.

**Maulavi MUHAMMAD NAZMAL HAQUE:** Mr. Speaker, Sir, I had a Cut Motion which I did not move. In supporting the Cut Motion of hon. Maulavi Abul Kashem, I want to make a reference to the detailed Budget at page 47. Here provision of Rs. 82,000 has been made for timber and other produces removed from the forests by consumers and purchasers. Here the forest produce is taken by the consumers and purchasers and I cannot understand why so much money was spent for this purpose. I hope, the Hon'ble Minister will clarify the position in his reply.

**Professor P. M. SARWAN:** Mr. Speaker, Sir, I should like to know whether I could speak here in regard to Cut Motion No. 5, to criticise Forest Administration?

**The Hon'ble the SPEAKER:** It was not moved. You can speak on Motion No. 2 and not on Motion No. 5. Your speech should relate to the Garo Hills, otherwise it will not be relevant.

**Professor P. M. SARWAN:** I will speak in relation to the Garo Hills. The Forest Department has not taken any steps to plant trees in the denuded areas. It sounds to me very very strange when I find that in many areas where poor people have settled down some years back we hear talks of Forest Department driving them away and it is because they want to take up reforestation in those areas, whereas they have not taken up reforestation in the plains portion of the Garo Hills where reforestation is urgent.



**The Hon'ble the SPEAKER:** This has to be done for the improvement of forest resources of the province.

**Professor P. M. SARWAN:** Yes, Sir, if forest resources are to be improved why not do it in a place where it is necessary, I mean in the Garo Hills (*voice—Plains portion*) instead of evicting people who have already settled down?

Now, there is a very bad charge on the Forest Department that they are neglecting the neglected areas whereas they are turning their attention to areas which need not require such attention; therefore, we should like to remind the Forest Department, Forest Administration and also the Hon'ble Forest Minister to be sympathetic to the people who are supposed to be the real masters of the country and not to give them too much *digdari* and cause apprehension in their minds. Perhaps, I am relevant in urging that an all-out attention should be given by Government to have reforestation in the Plains portion of the Garo Hills as has been suggested by the Mover of the Motion, Mr. Abul Kashem, and I request them to refrain from turning out people who have already inhabited non-cadastral areas, instead of reforestation of such inhabited areas; reforestation in the Garo Hills can be taken up by them with all their energy and thus specially Upper Assam is spared from the eviction of settled villagers.

**The Hon'ble Srijut RUPNATH BRAHMA:** Mr. Speaker, Sir, I am really glad to find that many hon. Members are taking keen interests for the improvement of forests. Sir, I must say that so far as the Forest Department is concerned, the Department has been proceeding with greater vigour and speed for the improvement of the Reserve Forests. So far as those areas referred to by my Friend, the hon. Mover of the Motion, Sir, it is true that no such improvement has been possible owing to paucity of funds. Those areas which are shared forests, are under the Zaminders though they are managed by the Forest Department. Sir, we retain only a very small fraction of the revenue, *viz.*, about 15 per cent. only and with this little fraction of revenue retained by Government from those forests it has not been possible to make all the necessary improvements. I shall examine, Sir, whether we can arrange to get more money from the Zamindars for the improvement of those forests.

In this connection, I may point out that as soon as the State Acquisition of Zamindaris Bill is passed and comes into force, all these areas will be entirely under the control of the Government. At that time we shall see how we can develop those areas by plantations and other necessary improvements. In fact, I have already asked my Conservator to visit those areas and collect necessary information regarding the areas and condition of the Zamindari forests.

In view of what I have said, Sir, I hope my hon. Friend will withdraw his Motion.

✓ **\*Maulavi MUHAMMAD ABUL KASHEM:** Sir, I am glad that the Hon'ble Minister for Forest has assured us that he will take all possible steps to improve the forests. I therefore, beg leave of the house to withdraw my Cut Motion.

**The Hon'ble the SPEAKER:** Has the hon. Member leave of the House to withdraw his Cut Motion?

(*Voices—Yes, yes.*)

The Cut Motion stands withdrawn by the leave of the House.

**The Hon'ble Srijut RUPNATH BRAHMA:** Sir, as regards the points raised by my hon. Friend, Mr. Nazmal Haque, with regard to certain provision which he has found to be unnecessary, I want to inform him, Sir, that the provision is essentially necessary. The figure has been made from the actuals of the

previous year in connection with removal of timber and other forest produce removed from the forest by consumers and purchasers to meet the cost of temporary establishment for making timber and demarcating coupes for supply of sleepers to the railways.

**\*Maulavi MUHAMMAD ABUL KASHEM:** May we know, Sir, whether this is done by the Forest Department? If so, this expenditure has to be shown under the general head.

**The Hon'ble Srijut RUPNATH BRAHMA:** If the hon. Member wants the details for which this provision was made, I can tell him. Here are the details:—

1. All incidental charges in connection with the removal of produce of all kinds from the Forests by consumers and purchasers.
2. All charges incurred in connection with produce given free or under privileges or to right holders.
3. Marking trees or other produce for removal.
4. Marking out areas from which produce may be removed.
5. Pay and travelling allowance of temporary establishment employed to supervise removals, issue permits, etc., etc.,
6. Erection and repair of temporary huts for such establishments.
7. Construction and repair of temporary roads, bridges or other works, when used solely or mainly for the removal of produce by purchasers.
8. Payment for assistance by seizing timber and impounding cattle, etc.

From this, it will be seen, Sir that the provision is essentially necessary.

**The Hon'ble the SPEAKER:** Cut Motions Nos. 4 and 5 are standing in the name of Maulana Md. Mufazzal Hussain. The hon. Member may move.

**\*Maulana MD. MUFAZZAL HUSSAIN:** I do not propose to move my Motions, Sir.

**The Hon'ble the SPEAKER:** Then I will put the question:—  
The question is:

“That a sum not exceeding Rs. 36,84,400 be granted to defray the charges which will come in the course of payment during the year ending on the 31st March, 1950 for the administration of the head—‘10.—Forests.’”

The question was adopted.

We have now finished our business for to-day.

**Maulavi Saiyid MUHAMMAD SAADULLA:** Mr. Speaker, Sir, I want to make a request to you. I condemned the use of abbreviations in our proceedings only the other day because it becomes very difficult for outside people to know their meaning. But to-day both the Hon'ble Minister as well as the hon. Mover of this Cut Motion have used the abbreviations ‘U. S. F.’—it might mean ‘United States Forests’ or ‘United States Fatherland’—why could they not say ‘Unclassed State Forests’?

**The Hon'ble Srijut RUPNATH BRAHMA:** It was used by the hon. Mover of the Cut Motion, Sir.

**Statement by the Hon'ble Premire *re*: Industrial Policy  
of Government**

**The Hon'ble the SPEAKER** : It was arranged that after the closing of the Business Hour for to-day, the Hon'ble Premier would make a statement on the Industrial Policy of the Government.

**The Hon'ble Srijut GOPINATH BARDOLOI** : Mr. Speaker, Sir, while describing the difficulty which the Government felt in the implementation of the Schemes, I described the want that Government have long felt in necessary technical personnel and a suitable administrative machinery. I was also informing the House why progress was slow on account of having to take into consideration the financial aspect of all the schemes that we had proposed to launch. As I said, Sir, till recently the machinery consisted of the Industrial Adviser, a Special Officer on the administrative side, a Special Officer for Sugarcane Project, a Paper Expert and a Textile Expert. A Directorate of Major Industries and Commerce has, however, been established only from the 1st of March, 1949 to remove the long felt want of an executive organisation to implement the major industrial schemes and it is now expected to create requisite organisational momentum in the near future to go ahead with the various projects. It is to be noted that the post of the Industrial Adviser has been abolished and has been substituted by Director of Industries.

In spite of all the difficulties I have stated and the fact that Government had to start practically from scratch so far as major industries are concerned, the achievements in this field are by no means negligible and may be summarised as follows:—

(1) *Bulk Generation of Electrical Power*.—Proper industrialisation in the modern world can be possible only with cheap electrical power. This Government has, therefore, been very much interested in the bulk generation of electrical power, both hydro-electrical and thermal. Sometime in October, 1947 a party of Experts from the Government of India, consisting of the Chairman, Central Water-Power, Irrigation and Navigation Commission and two members of the Commission visited Assam to study the potentialities of water-power in the Brahmaputra and its tributaries with particular reference to generation of power, flood control, extension and improvement of navigation facilities and in certain areas extension of irrigation also.

These experts were not in a position to undertake a detailed examination of our water-power potentiality, but from a study of maps, discussion with local officers and a preliminary reconnaissance of the areas concerned they came to the conclusion that the following four rivers—Dihang, Manas, Someswari and Barak—could profitably be developed for multiple purposes, *viz.*, hydro-electric power generation, flood control and navigation.

A preliminary estimate for investigations of these River Valley Projects in Assam was drawn up by the C.W.I.N.C. and was scrutinised by an Ad Hoc Committee of Experts appointed by the Government of India for this purpose sometime in June, 1948. The Ad Hoc Committee were of the opinion that the Brahmaputra Valley with its magnificent rivers and the narrow gorges in the Himalayan ranges through which they flow offered an almost unlimited scope for power development. They recommended that of the four priorities named by C.W.I.N.C. two—*viz.*, Manas and Dihang—should be taken up for investigations in the first instance. An estimate of Rs.30,73,710 spread over two years was approved by this Ad Hoc Committee to cover the expenditure on the investigations of these two dam sites as well as for discharge and silt observations, meteorological, mineral and economic surveys and surveys for navigation of the entire river system. This estimate of Rs.31 lakhs approximately has since been sanctioned by the Standing Finance Committee of the Government of India and it is expected that work on this preliminary survey will start immediately with the beginning of

of the new financial year. The Manas Project has been given the first priority. I may inform this House in this connection that they sought the co-operation of the Provincial Government in giving them help by lending our officers from our Departments.

The Financial arrangements in these cases will be the same as in the case of Kosi and Mahanadi projects. That is to say, if after the preliminary investigation the projects materialise, the cost of investigation will be debited against the estimate of the project. If the projects do not materialise, the expenditure incurred in the investigation will, in the first instance, be borne by the Government of India and adjusted later against the financial contribution of the Government of India to Assam. This is about development of hydro-electric policy. In this connection, Sir, I wish to mention about a small project towards the end of the discussion on this point.

As regards generation of thermal power, a detailed investigation in regard to rural electrification was made in the Gauhati Subdivision as early as December 1946, to middle of 1947, by a party of officers working under the Senior Project Officer-in-Charge of Nursery Power Development Schemes of the Government of India. They drew up a comprehensive report on their investigation which was submitted to Government by the middle of 1948. At the instance of this Government and in consultation with them, this report was revised so as to provide for the electrical development of the Gauhati Subdivision in successive stages, the supply being initially made available in the immediate neighbourhood of Pandu, Amingaon and Gauhati where the textile mill has been provisionally decided to be located. The revised scheme is a great improvement on the original one in as much as it envisages 5,000 K.W. power station instead of the 600 originally proposed. This plant will be expanded by the installation of another 2,500 K.W. plant by about the 5th year of working. Again, the distribution system will be expanded to include 272 miles instead of 30 miles as previously contemplated and will cover 57 townships and villages. If this installation becomes possible in the near future, it could give supply to the proposed textile mills, to the University, to the Railway, besides supplying electricity to rural areas.

The total estimated capital expenditure is about 101 lakhs of rupees and the time of construction three years. Government of India believe that during the first year of operation after completion of the project the scheme will yield a net surplus and that the accumulated deficits will be wiped out in the 9th year of operation and that by the 10th year the project would be a self-supporting one yielding a return of 4 per cent. on the investments.

This revised scheme is now under consideration of the Provincial Government and as soon as they accept it, the Central Electricity Commission will undertake the execution and construction of the project covered by the first five years programme. Necessary steps will be taken for creation of a separate Electricity Department in the Province; in this matter also the Central Electricity Commission have promised their co-operation and assistance. In the meantime, the Government of Assam would recruit and train suitable personnel in consultation with the Central Electricity Commission so as to be able to take over the construction and operation of the project entirely after the five years programme has been completed.

In this connection mention should be made about the Umtru or the Burni project for the supply of Hydro-electric power with a view, if possible, to substitute the Thermal plant as proposed above. The site of the proposed station would be at about  $3\frac{1}{2}$  miles up-stream from the Gauhati-Shillong road at Burnihat bridge. Full data were collected by the Electricity Commission of the Government of India and a scheme with necessary financial implications have been drawn up and has been sent to us for consideration. According to the decision of the Government of India, the scheme

should be financed by the Provincial Government on loan. The total expenditure necessary, as made out in the Report, would be 75 lakhs approximately. The total Kilowatt to be generated would be 5,000 to 7,500 also. The Government will have to determine when and how far the power to be supplied under this scheme could substitute the thermal plant as proposed above, and at what relative costs. This scheme will also take about 7 to 8 years for fructification. The Government have not yet taken any decision, but will examine it. It is quite likely that if this project can be put into effect, the thermal plant could be shifted elsewhere for furtherance of the industrial scheme of the Government of Assam.

Although not connected with Hydro-electric project, the Provincial Government are also causing survey of the Kapili river for irrigational and drainage purposes, the object being to avoid flooding of the areas through which the Kapili flows, causing extensive loss and damage and indescribable sufferings to the people.

This is about the hydro-electric project. I now come to the industries.

*Sugar Industry.*—A nursery plantation of sugarcane was started early in 1948 near Dimapur under the supervision of a Special Officer having knowledge of sugarcane cultivation. A total area of 30 acres has already been opened up and planted with sugarcane setts of selected varieties and another 10 acres are being planted. An amount of Rs.73,180 has already been spent on the project. Order for 2 tractors have already been placed and a scheme for planting 5,000 acres of land by Government has been decided upon. An aerial reconnaissance survey of the Bokajan-Naojan area along the Dhansiri Valley selected for large-scale cultivation of sugarcane, has been done with the help of the Survey of India and some local firms are being consulted regarding ground and contour survey. As soon as this is done, tractors will begin to operate in this area.

Regarding sugarcane machinery, six firms have since submitted their quotations, specifications, etc., for a thousand ton plant, based on the carbonitiation process and these are now being scrutinised for finalising the order. I desire to mention in this connection that due to an overall change in the economics of India after partition, we shall not be surprised if a revision in the policy will not be called for.

*Cotton Textile Mills.*—Out of the total quota of 1,00,000 spindles and 2,225 looms allotted to the Province, orders for 75,000 spindles and 1,625 looms were placed in the United Kingdom; of this an order for 25,000 spindles for one Unit of the Cotton Textile Mill has been confirmed and an advance of Rs. 8,33,000 paid against the order. In view of the over-riding priority obtained from the Government of India, it is expected that the machinery will be delivered in part in 1949 and the rest in 1950. A party has already been selected for the Managing Agency of the unit and an agreement is being prepared in consultation with a firm of solicitors.

A Textile Expert has since been appointed and he is doing various spade work in this connection. Requirements of building materials have been notified to the Government of India in order to ensure supply during the next year. Negotiation for supply of Japanese machinery, power plant humidifier installation, fire fighting equipment, etc., is also in progress. I should also like to note in this connection that the question as to whether the other three units will also be run by Government would depend largely on the industrial policy of the Government of India.

*Paper Mills.*—A Paper Expert was appointed early in 1948 to draw up project, estimates, etc. for a paper mill in consultation with the manufacturers of the machinery. Specifications, quotations etc., for a complete paper mill producing 35 tons of paper per day were invited from well-known manufacturers of the paper machinery all over the world as a result of which five firms have so far

submitted quotations, etc., for a complete plant and these are now being scrutinised for finalising the order. Meanwhile two representatives of the German firm Messrs. J. M. Vaith and Company, have offered to visit Shillong within a month or so and hold detailed discussion in connection with the establishment of a paper Mill in Assam. Their visit is awaited. In the meantime the Paper Expert has submitted some interim reports regarding selection of suitable sites. I may mention in this connection that the availability of coal and some other necessary materials will be factors in determining the location of the site.

*Plywood Industry.*—In consonance with the policy of participation in the industry, Government are contemplating to take a financial interest in the two existing plywood industries, viz., Messrs. A. R. and T. Company Limited, Margherita and Assam Saw Mills and Timber Company Limited Murkong-Selek, and with that end in view a series of conferences have already been held with the representatives of the firms and concrete proposals put forward. It is expected to finalise the negotiation before long. In the meantime applications of a few factories are also being considered. I should mention also in connection with this industry, that Assam, I think, affords the best facilities more than any other provinces in India and if it is properly co-ordinated with the Forest Department, it can have almost a sort of a monopoly.

*Tannery.*—The Assam Tanneries Limited, Gauhati had put forward to Government a proposal sometime ago to raise the present capital of Rs.1,00,000 to Rs.5,00,000 and had invited Government to take a financial interest in the enterprise. Government have since formed a Committee of five members to report on the present working of the Tannery and on its assets and liabilities with a view to exploring the possibility of Government participation in the industry. The Committee has not yet submitted its report to Government.

*Paints and Varnishes.*—Two firms submitted project estimates for the manufacture of paints and varnishes which have been scrutinised by the Department. The question of Government participation with one of these firms has not yet been decided.

*Railway.*—A reconnaissance survey for a railway line in the Garo Hills was successfully completed early in 1948 by the Railway Board consequent on the submission of the schemes of development of mineral and forest resources of the area by the Industrial Adviser. The Ministry of Railway have now decided to carry on location surveys. The priority given to this is only next to the Assam Rail Link.

Although not connected with industries, the necessity of taking over Tezpur-Balipara and a rail road from Rangapara to Sadiya are matters of considerable priority for the province. Government of Assam are pressing the Railway Board to take up these projects also, but not with much success till now.

*Fuel Research Station.*—A regional fuel research station for Assam has been sanctioned by the Government of India as a result of some spade work and representation made by the Provincial Government. As desired by the Director of Fuel Research Institute, Government of India, the Industrial Adviser has tentatively selected three alternate sites for the proposed station and blue prints of the ground plans have also been prepared. The scheme is expected to be finalised soon. The rôle of such a scheme in the scientific development of coal and petroleum resources of the province can hardly be over estimated. I understand that this research station will also be sitting down for work from the next year.

In conclusion, Sir, I desire to submit that we are not sitting idle but owing to the shortness of resources in the requisite type of men to be associated in these industries the Government is not in a position to rush through the schemes, immediately. And since these schemes will involve also considerable finances of the Province they require very close examination before they can be fully implemented. It is therefore only in fullness of time that we may expect to have full fructification of these schemes.

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\***Maulavi MD. ABUL KASHEM**: Mr. Speaker, Sir, there is sufficient time to move our Cut Motions. We have some local grievance to be placed before the House in these Cut Motions. But according to the procedure it is not regular to ask the Hon'ble Ministers. May I know Sir, if they want to comply with our request?

**The Hon'ble the SPEAKER**: Will the hon. the Leader of the Opposition enlighten us in this matter?

\***Maulavi Saiyid MUHAMMAD SAADULLA**: Sir, before I reply to the main query that has been raised by my Friend, Maulvi Md. Abul Kashem, may I know from the Hon'ble Premier about the rate of interest which the Government of India has been charging upon this Government for the loan they are going to take for these schemes? He did not mention about the rate of interest.

**The Hon'ble Srijut GOPINATH BARDOLOI**: Sir, we have not been definitely told about the rate of interest that they are going to charge in future. I submit that it will largely depend on the Government of India. What is the rate of interest, the Government of India itself will get from the International Monetary Bank is also not known to us. I have come to know that a party of experts of the International Monetary Bank are touring round India just at the present moment and discussing matters with the Finance Department as well as with other Departments of the Government of India, about the way and the manner in which this loan should be given. We have been informed that they are very much impressed with our resources and other condition of things.

\***Maulavi Saiyid MUHAMMAD SAADULLA**: Mr. Speaker, Sir, I think in compliance to the request made by my hon. Friend, Maulavi Md. Abul Kashem, it will offend against the rules. The very spirit of those rules will be set at naught if the Hon'ble Ministers now informally express their reactions to the Cut Motions which have been placed before the House by certain hon. Members. But the best solution to oblige my hon. Friend, Maulavi Md. Abul Kashem and other hon. Members will be, for the Hon'ble Ministers, and other hon. Members, who have tabled Cut Motions to discuss them privately and get redress of their grievances, if the Hon'ble Ministers are willing to do so, but it does not look well on the plea that we have saved some time from that allotted time for Demands for Grants that the Hon'ble Ministers are asked to reply to Cut Motions which have not been placed before the House. I think, this is the proper position with regard to my reply.

**The Hon'ble Srijut GOPINATH BARDOLOI**: Sir, with regard to the loan from the Government of India what I have stated just now is for about the future. At present we are taking the Government of India's loan on 2.78 per cent. interest.

\***Mr. J. S. HARDMAN**: Sir, on the question of finance, I should like to say for the information of the House that the Government of India's loan to the province is at  $\frac{1}{2}$  per cent. and the question of borrowing money from the International Monetary Fund—this has no relation with the internal loan which the Provincial Government is going to take.

**The Hon'ble the SPEAKER**: I now want to know whether hon. Maulavi Kashem will agree to the arrangement proposed by the hon. Leader of the Opposition.

\***Maulavi MD. ABUL KASHEM**: Yes, Sir, I agree to that arrangement.

**The Hon'ble the SPEAKER:** I now take up Private Members' business.

**Maulavi ABDUL HALIM:** Sir, I do not like to move my \*Resolution.

**Mr. BINODE KUMAR J. SARWAN.** Sir, I am in favour of prohibition. So I do not like to move my Resolution. My object in bringing up this Resolution was merely to point out discrimination.

**Mr. LARSINGH KHYRIEM:** Sir, I do not like to move my Resolution.

**Resolution re-appointment of a Special Committee of Investigation to investigate the deteriorating Transport Situation in the Province**

**Mr. J. S. HARDMAN:** Mr. Speaker, Sir, I beg to move that in view of the deteriorating transport situation in the Province, this Assembly is of opinion that the Government of Assam do appoint a Special Committee of Investigation.

Transport, Sir, is the most urgent problem of the present time in Assam. We appreciate the very great interest which the late Sir Akbar Hydari took in this very important question and we acknowledge the services which the Hon'ble the Premier has rendered in presenting to the Government of India actual information in regard to the transport position in this province. Rail transport, we realise, is of primarily within the sphere of responsibility of the Central Government, but we are endeavouring in this Resolution to strengthen the hands of the Provincial Government in pressing the claims of this Province to more considerate treatment from the Railway Board in Delhi. Government assistance is urgently needed for the improvement of the Rail transport for Assam. Hon. Members are fully aware of the difficulties which the transport situation is occasioning. During the debates on food and on the distribution of corrugated iron sheets and on the supply of cloth it has been repeatedly stated by hon. Members from both sides of this House that transport is the primary difficulty. There is evidence to show, Sir, that while transport in other parts of India is steadily improving the position of transport in Assam is steadily deteriorating. I will refer very briefly to an extract from the speech of the Hon'ble Member for Railways, where he stated that in the six-month period from June to December 1948, the daily wagon loading figure had risen from 9,800 per day to 11,267, an increase of roughly 2,000 wagons. In Assam, Sir, the position is entirely different, and we have had a steady deterioration during this very period. In May of last year the daily wagon loading figure was over 500 wagons a day on the Assam Railway, while the recent figure which we were supplied by the Assam Railway, about 400 wagons per day. That, Sir, is a 20 per cent. decline against a progressive improvement in other parts of India. We realise, Sir, that the Assam Railway Administration have their difficulties and they are handicapped, but it is necessary, in the special difficulties in which Assam is placed, that these problems should be tackled boldly and with initiative. It is no use trying to balance traffic receipts when you are faced with a declining traffic trade. Obviously no Railway can make profits on this basis, and until wagon-loading can be improved there can be no hope of greater financial success being achieved by the Assam Railway. We have heard, Sir, that new wagons and new engines are being imported into India on a very substantial scale. We have made enquiries to ascertain the number of engines and wagons which have been placed into service on the Assam Railway. But from the absence of any positive reply we conclude that no such wagons or engines have reached this Railway. It was



obvious, Sir, when partition took place that a Railway workshop commensurate with the needs of Assam Railway was required. We are told to-day, Sir, that the question of selecting a site for the workshop is under consideration. In the meantime, over 18 months have elapsed and not even arrangements for emergent repairs have been made and wagons are daily passing out of service. There are in the province thousands of War Department wagons which, we are convinced, with the ingenuity of man and a little engineering skill and some organisation, could be brought back into commission to carry out a brief period of further service for the Assam Railway. This, Sir, does not appear to have been tackled.

Then, Sir, there are wagons being used by the Railway staff. Fifteen months ago, at a meeting in Government House, Shillong, at which the Hon'ble Minister of Supply was present, His Excellency the late Sir Akbar Hydari, drew very pointed attention to the waste of wagons as a result of their being used for housing accommodation for the Railway staff. Assurances were given that this was merely an arrangement made to meet a very temporary emergency. We found, however, that during the course of the year the number declined by only a paltry figure. Then suddenly we were told that the number had increased to an alarming extent, which was primarily due to a recount. That means that the previous figures were completely meaningless. At the present time there are no less than 355 wagons immobilised as residences, and if these were brought into commission, the transport situation could be alleviated to a small extent.

While the Railway Board are driving ahead resolutely with the Assam Link Project, there is a very serious danger that the very energy which they are devoting to the Link Project, will impair the position of Assam inasmuch as our meagre supplies of wagons may be depleted for this Project. The Rail Link is unlikely to be completed within two years, and hundreds and thousands of wagons will be needed to carry ballast, sleepers, rails and other constructional materials. And, Sir, we have been warned that there is likely to be a further reduction in the number of wagons available for public transport. We acknowledge, Sir, the assistance which the Assam Government have given in opening up certain Railway bridges to road traffic, and the Assam Government have succeeded in getting approval in principle to the decking of three very important bridges at Neamati, Katakhal and Margherita. This, however, has not up to now relieved the situation because the Railway Board have been unable to carry out these simple projects. Our information is that in war time the Neamati bridge was completely decked in a matter of 48 hours! This question of decking of the Neamati bridge has been under controversy for a matter of 10 months, and again I say that the Assam Government are completely blameless. In my opinion, they have given all the assistance which could reasonably be expected. But, as I say, the work is still incomplete and with the approach of the rainy season difficulties will again arise. We would strongly urge Government to demand from the Railway Board definite completion dates for these bridges, as it is most essential that road transport must be able to move what the Railways cannot carry. Our reason for recommending to this House the appointment of a Committee of Enquiry is that Transport in Assam is a combined operation in which railways, the river steamers and road transport should all cooperate.

There is an unfortunate tendency for railways to review problems of transport from their own standpoint and to regard proposals designed to uncertain carrying capacity which are contrary to standard or normal railway practice as undesirable. A co-ordinated plan is necessary and in accordance with the dictates of this plan it may be necessary to utilise certain sections of the railway as feeders for the steamers. The Provincial Government also will be able to give valuable assistance in securing greater movement of goods by river from Calcutta and to

Calcutta if certain essential improvements in road communication are carried out. This would enable goods to be cleared quickly from steamers and from flats and this will enable a quicker turn round to be achieved. We have a list of roads which urgently require attention at present time. We hope, the Committee, which we have envisaged, will examine these projects and see whether it is necessary in the interest of the Province to carry them out even if it involves postponement of other schemes which have already received approval.

With these objects in view, Sir, we have proposed this Committee of Enquiry and our desire in proposing this is to achieve improvement of transport and to supply full facts to the Government of Assam in representing to the Government of India the very deplorable state of communications in this province.

**The Hon'ble the SPEAKER:** Resolution moved:  
 "That in view of the deteriorating transport situation in the Province, this Assembly is of opinion that the Government of Assam do appoint a Special Committee of Investigation."

**The Hon'ble Srijut GOPINATH BARDOLAI:** Mr. Speaker, Sir, as a preliminary reply to the Resolution placed before the House by hon. Mr. Hardman, to whom, I think, all Members of this House should be grateful for this Resolution, I should say that the difficulties about transport in Assam has been a matter of such great importance that any subject proposed to be discussed in this connection in this House or elsewhere should receive the best attention of all concerned.

I will like to give more detailed reply after hearing other suggestions which might be coming before the House, but at this stage I should like to say that Government have full sympathy with the objects of the Resolution. There is, however, one point which requires a little clarification and, I suppose, an explanation also; it is in reference to the setting up of the Committee of Investigation. Hon. Members know very well that the sphere of the Provincial Government does not extend to the administration of railways and, I am afraid, we cannot be the proper authority for appointing a Committee of Investigation by ourselves. But if the Resolution be modified to imply a sort of a recommendation to the Government of India in the Ministry of Railways for setting up a Committee of Investigation then Government may not find any difficulty in making such recommendation. But as it stands now, I suppose, it will not be consistent with the powers that Provincial Government have to sponsor a Committee of Investigation.

Secondly, we do not know, even if we are to set up a Committee by ourselves, whether without the co-operation of the railways, we could get any substantial benefit from the operation of the Resolution as we may be prevented from getting materials which may be necessary in the investigation. Otherwise, Sir, I am in agreement with the object of this Resolution. While giving a final reply, I will let the House know how strenuously this Government are taking up this matter with the Government of India. I want to tell you that all that is possible to be done for transport to this province has been done by this Government. Even before Mr. Hardman tabled the Resolution and soon as the gist of the proceedings of the Assam Transport Advisory Board came to our possession we wrote to the Hon'ble Railway Minister, Shri Gopalaswamy Ayyengar, on this very important matter and suggested certain remedies, which I shall mention later.

Sir, I will discuss this matter more elaborately after hearing the hon. Members, but in the meantime I have made the position of the Government clear.

**Srijut NILMANI PHOOKAN:** Mr. Speaker, Sir, I endorse every word of what the hon. Mover of the Resolution has said. It is a fact that the Assam Railway has not been running on a business—like manner and the difficulty for this is, to my mind, that at the top the officers who are in charge of the Railway, are not thinking of the actual sufferings of the people although the Railway is a public carrier company. It is, more or less, an administration where big officials have grouped to have their own way in administering the Railway and not administering the comforts of passengers and carriage of goods. The hon. Member has already spoken about the co-ordination and co-operation between the Railways, Steamers and other Transport authorities, but I will give you a small instance as to how they are co-operating. From Jorhat to Neamati no goods are carried by the railway, but from Neamati to Jorhat goods trains are carrying goods. This is the freight war between the railway authorities and the Steamer. Apparently the freight war is going on, as of old, in the Company spirit and these authorities are not thinking themselves to be now the servants of the Nation. They think as if they are a business concern and that they must do their business. This is the main trouble with the Assam Railway.

As regards reconditioning of wagons and carriages, I, in my humble capacity as a Member of the Railway Advisory Committee as well as the President of the Assam Railway Employees Association, for the last three years have been straining myself, but unfortunately with no response from the Railway authorities. The other day I spoke about the matter to the Chief Administrative Officer, but he simply enquired of me saying, "Well, Mr. Phookan how many members you have got in your Union?" He added, "You have not a good following in your Union". To this I also gave a fitting reply saying, "If you want to know the number of members of my Union, it may be negligible and insignificant to your calculation because our people, the children of the soil, have been deprived of their rights for the last half of a century. How could you expect to find a big following in my Union? But one thing you must not forget, and that is, that the whole nation, the whole Assamese people, are behind me in these things. So unless you mend your ways in the Assam Railway, the Assamese people will not tolerate all these vagaries of your officials". Sir, some 300 or more wagons that are in the station are in accommodation of the so called Railway unemployed surplus—this is all a sham. This is only a trick because the majority of railway officials came from Bengal, they are keeping all these people to accommodate them in some future posts by ousting the children of the soil. Sir, there is no justification in keeping all these carriages and wagons to serve as habitation of all these people. Temporary huts may be raised.

Then again, there are more than 500 wagons that are lying idle for want of minor reconditioning. If these are reconditioned then it might give half the number which might be serviceable to the Railway authorities. But even this they are not doing. They are not doing anything although at the time that we attended the Railway Advisory Committee we were given promises that the matter was being examined. My hon. Friend, the Mover of this Resolution, has suggested a Committee of Enquiry but I say, let Government elect a deputation with all the authority from the Government side also to go straight to Delhi and represent all these things before the Railway Board. That is the only course by which we can draw the attention of the Centre to our grievances. I have been a believer in this that so long as we have no representative from our province in the Central Cabinet, and also so long as we have not our own people in the Secretariat in New Delhi, the matter will never be solved. However Ministers may come and go, and however sweet words may be poured into their ears by those in authority at the Centre, they will not be able to solve the problem. They will speak sweet things into the ears of our Ministers, but as soon as they fly back to their homes, they forget many things, not placed before them. In this way, Sir, Delhi will be ruling our destiny and unless we have somebody there, there is no other way

that these things will be solved. There will be no remedy to all our grievances in this matter. The sympathy of officers in every department is necessary to solve problems like ours, but I can challenge if any officer of the Assam Railway in any Department is at all sympathetic towards the interests of our province.

**Mr. J. S. HARDMAN:** Mr. Speaker, Sir, I am fully prepared to accept the suggestion made by the Hon'ble Premier to have the draft of the Resolution amended so as to read "that in view of the deteriorating transport situation in the Province, this Assembly is of opinion that the Government of Assam do recommend to the Government of India the setting up of a Special Committee of Investigation, for co-ordination"—I think "committee of co-ordination" would be nearer to my point; I am prepared to leave this to Government to decide. I am not anxious about what has happened in the past, but what I want is that some progressive steps should be made for the improvement of the transport situation. I would suggest that it should be termed "Co-ordination Committee".

**The Hon'ble Srijut GOPINATH BARDOLOI:** Mr. Speaker, Sir, if I have to speak about the transport position in the Province as a whole and to what extent the Railways have been helpful or unhelpful to the people of this province, I will do so in my own way. I will not of course speak in terms of what my hon. Friend, Srijut Phookan, has just spoken. We have to carry on with the Government of India in a manner by which we can get the best sympathy from them for the redress of our grievances. I feel that whatever our difficulties are, whatever our complaints may be, we must approach them in a spirit by which we can evoke their sympathy and not by irritating them. Only in that way can we get the remedy to our grievances.

Now, we all know the magnitude of our transport difficulties. As a matter of fact if we assess the discontent in the province we will find that transport difficulty more than anything else is responsible for it. I cannot always say that in all respects the Government of India are not unsympathetic towards meeting our demands. In making our demands we do our best to put the maximum stress on them and whatever they have been pleased to give us in the matter of supply of textile goods, and things of that kind, we are grateful to them. But what is actually happening is that not even 40 per cent. of the things that are allotted to us by India had not come to our province. To day we are in the greatest difficulty because we are unable to bring the requisite quantity of cloth which has been allotted to us by India and which has actually come over to Calcutta. Whatever little facility we are getting in matters of transport, I must say, is on account of the Steamer Companies. But so far as the Railways are concerned, transport through that agency is nothing less than a failure and I would add, though unfortunately true, because of inefficiency. So far as the transport of our goods *via* Pakistan railway is concerned it is unfortunately true that the Pakistan railway authorities give any excuse for the delay. But it is not so in the case of transport by O.T. Railway to Assam though this also passes through a portion of Pakistan territory. I do not like to make any critical observation in this behalf, but I am absolutely certain that there is possibility and room for improving the situation. When the Kashmir fighting was going on and when a situation developed in Hyderabad, there was a fear that we might not get our supply or at least the transport of our goods might be hampered for a time; we had to make special representation to the Railway Ministry to give us three months quota of essential commodities and transport facilities for the same. The matter of transport was taken up with the railway authority, that is, the Hon'ble Member for Railways. The authority were fully sympathetic and did allot I think about 30 wagons a day for transport of our goods. This arrangement continued for a while and then relapsed into the

original position of apathy when the dangers subsided and we have to experience the same difficulties again. But within our own borders we expected that there should be at least better transport of things from one part of Assam to another. But even there our difficulties have indeed been very great. We are indeed not quite unaware of the difficulties of the Indian Dominion Railway. They say that if they send wagons through the Pakistan Dominion the Pakistan authority give one reason or another to show their inability to return them and do not actually return them. Therefore they cannot in the ordinary course of things give as much number of passenger coaches and goods wagons as is necessary to make travel convenient and transport of goods easy. The second reason that our railways put forward, is that a large number of railway employees, having no accommodation to live in, has to be accommodated in these railway wagons and carriages. Though we hear of construction of quarters for those employees, and large expenditure incurred on them, we are told they are not sufficient for all people employed in the railway. I cannot give the exact figure of the vehicles engaged, but it is surprising that while more houses are being built, the number of vehicles that are in occupation by the employees is daily increasing. The last figure that we were given by the railway authorities of the carriages thus occupied was only 252. Within 6 months, this number has increased by another hundred so that 350 vehicles are now said to be the numbers of vehicles occupied. In spite of our best appreciation of the Railways' difficulties, we cannot agree that all those wagons are really necessary and that they should be used for housing the employees only. But the railway authorities instead of releasing the vehicles continue to appropriate them in larger numbers, causing such grave difficulties to the transport in the Province. This matter must have, I think, been discussed in the Transport Committee itself to show that carriages so used are not entirely useless and that repairs in some cases might make them useful and in a position to run them. But the Railway say that they have no workshop where they can have all these repairs. The position in the sum total becomes such instead of increasing the number of useful wagons they are gradually decreasing in arithmetical progression, if not in geometrical. I am sure the hon. Mover of the Resolution took up the matter in the same spirit as he is doing to-day as a result of which he has been able to give adequate information about the wagon situation in the Assam Railways. So far as Government is concerned, as soon as we received the information, we informed the Government of India as to what practical step should be taken immediately for removing these difficulties. Sir, our approach to the proper authority has been on this line, and not in the way my hon. Friend, Srijiit Phookan, has suggested. We said that apart from the workshop at Dibrugarh the Railway could immediately organise a temporary and even a mobile workshop if the Local Railway Authority so wished. But their point of view was that they require a big workshop which they had already proposed, and for which the Government of Assam has given them fullest facilities. I may mention in this connection that a big area consisting of about 1,300 acres is being acquired so that everything can be done expeditiously. But it is quite likely that it will take about 3 to 4 years to make a full-fledged factory for use for the purpose mentioned above. The question is, could we wait till then? Therefore, Sir, we suggested that they must organise a certain kind of temporary and mobile workshop where all these repairs could be done.

The last suggestion made by the hon. Mover of the Resolution is to set up a Committee of Investigation. As I have already said, Sir, there are difficulties in this respect. But I can definitely write to the Government of India that this is the suggestion made by the House and that in this Committee some Members from the Government of Assam should be included; and that it should be set up as early as possible. The Committee may investigate into the causes of grievances with a view to remove them at the earliest possible moment. I propose to do this, Sir, with the concurrence of this House and in view of that I do

not think that it is necessary for the hon. Member, Mr. Hardman, to press his Resolution. I have accepted the first part of his Resolution *in toto*. The second part of the operation I propose to follow and act upon, in the manner I have stated already. I hope, Sir, after hearing what I have said hon. Mr. Hardman will withdraw his Resolution.

**Mr. J. S. HARDMAN:** Mr. Speaker, Sir, I have had an extremely able advocate in our Hon'ble Prime Minister who has stated the case far better than I could have done. I welcome the assurance which he has given, that he will press the Government of India with a view to establishment of a Committee, which will examine impartially the disabilities from which this Province is suffering. In the circumstances, Sir, I have no desire to press my Resolution and I beg leave of the House to withdraw the Resolution.

The Resolution was, by leave of the House, withdrawn.

**Resolution regarding protection of the South Bank of the Brahmaputra in Dhubri Subdivision from erosion and yearly havoc of flood**

**Maulavi MUHAMMAD ABUL KASHEM:** Mr. Speaker, Sir, I beg to move:

"This Assembly is of opinion that the Government of Assam do take necessary steps to protect the South Bank of the Brahmaputra in Dhubri Subdivision from erosion and yearly havoc of flood".

Sir, it has been discussed on several occasions on the floor of this House that the people of the areas mentioned here are suffering for the last few years, and I have already mentioned that Government is finding it difficult to disburse some sums of money every year for relief measure. Still for the amelioration of the condition of these unfortunate people and to save them from this havoc of flood and erosion every year Government should find out some means to protect those areas. There is one place called Baruni which connects the mouth of Jinjiram with Brahmaputra near South Salmara. If that can be closed, then we can save the whole of Mankachar and half the area of South Salmara. If at this stage the current of the Brahmaputra cannot be diverted to the right side by embankments, it may be possible for Government to move the railway authorities to re-move the railway line which they constructed on the right side of the Brahmaputra during the war. I am also of the opinion that the railway line is also causing menace to these areas. That is one of the reasons why erosion has taken place in the South bank. With these words I request the Hon'ble Public Works Department Minister to accept my Resolution and to ultimately remove the difficulties of the people.

**The Hon'ble the SPEAKER:** Resolution moved:

"This Assembly is of opinion that the Government of Assam do take all necessary steps to protect the South Bank of the Brahmaputra in Dhubri Subdivision from erosion and yearly havoc of flood."

**The Hon'ble Rev. J. J. M. NICHOLS-ROY:** Sir, the proposal contained in this Resolution has already received the attention of the Government. Already the Executive Engineer has examined the proposal and his report is very

disappointing, I should say. In his opinion it will cost many lakhs of rupees to materialise this scheme. He further says that he would require two or three years to observe the current and flood level of the mighty Brahmaputra to fight which it will cost lot of money. We have already spent some money to investigate the matter. At the same time we have already asked the Department to examine this further by taking data of the floods. When all this has been done we shall try to find out what is possible to be done, whether there is the possibility of spending many lakhs of rupees in order to make *bunds* to protect these areas which are flooded almost every year. From what I find now it is almost impossible to protect those areas from the floods of a mighty river the Brahmaputra. Of course we are making investigation. In view of this I would request the hon. Mover to withdraw his Resolution.

**Maulavi MUHAMMAD ABUL KASHEM:** In view of what has been stated by the Hon'ble Minister I want to say only a few words. If the long term project of protecting that area from the Brahmaputra flood and erosion cannot be taken up immediately, Government can at least take a smaller project just to close the mouth of Jingiram where it connects with the Brahmaputra so as to save a greater part of South Salmara.

**The Hon'ble Rev. J. J. M. NICHOLS-ROY:** So far as the local protection is concerned, in certain areas the matter is being examined. But the report is that any local protection work done in those areas will be washed away by the floods of the mighty Brahmaputra. Even then we have not given up the matter altogether. We have asked the Department to make observation as to whether such local protection will be possible without waste of money.

**Maulavi MUHAMMAD ABUL KASHEM:** In view of the assurance given by the Hon'ble Minister that the project will be examined, I beg leave of the House to withdraw my Resolution.

The Resolution was, by leave of the House, withdrawn.

### Adjournment

The Assembly was then adjourned till 10 A.M., on Thursday, the 24th March 1949.

SHILLONG :

*The 2nd June, 1949.*

R. N. BARUA,

*Secretary, Legislative Assembly, Assam.*

