

each of the last three years was as follows:

1955-56	..	12,48,000 maunds.
1956-57	..	13,15,000 maunds.
1957-58	..	•11,40,500 maunds.

(b) A few schemes for the development and expansion of the lac industry, involving an expenditure of Rs. 55 lakhs, have been included in the Second Five-Year Plan.

*The fall in the production of lac during 1957-58 was mainly in the States of Bihar and West Bengal and was due to drought conditions in those States during that year.

PAPERS LAID ON THE TABLE

SUMMARY OF BUDGET ESTIMATES OF THE INDIAN AIRLINES CORPORATION AND THE AIR-INDIA INTERNATIONAL CORPORATION FOR THE YEAR 1958-59 AND ALLIED PAPERS

THE DEPUTY MINISTER OF CIVIL AVIATION (SHRI AHMED MOHTUDDIN) : Sir, I lay on the Table, under sub-rule (5) of rule 3 of the Air Corporations Rules, 1954, a copy each of the following papers: —

(1) (i) Summary of the Budget Estimates of Revenue and Expenditure of the Indian Airlines Corporation for the year 1958-59.

(ii) Summary of Actual Capital Expenditure for the year 1956-57, Budget Estimates and Revised Estimates for 1957-58 and Budget Estimates for 1958-59 of the Indian Airlines Corporation.

[Placed in Library. See No. LT-929/58 for (i) and (ii)]

(2) (i) Summary of Budget Estimates of Revenue and Expenditure of the Air-India International Corporation for the year 1958-59.

(ii) Summary of Actuals for the year 1956-57 and Budget Estimates and Revised Estimates for 1957-58 [and Budget Estimates for the year

1958-59 under Capital of the Air-India International Corporation.

[Placed in Library. See LT-930/58 for (i) and (ii)]

THE DELHI RENT CONTROL BILL, 1958—continued

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI B. N. DATAR) : Sir, I have already replied to all the other points and only two points are left to be considered now. One was as to why this 10 per cent increase was given and the other was, whether the time had not arrived to nationalise all the houses.

So far as the first point is concerned as I have already pointed out, the cost of repairs has increased and the C.P. W.D. has worked out the figures. In respect of all houses built before 1952, the cost of repairs amounts to 3 75 per cent of the capital cost. In respect of houses constructed between 1942 and 1947, the cost amounts to 25 per cent and in the case of constructions after 1947, naturally the costs are 1:75 per cent. So this also has to be taken into consideration and as I have already pointed out, this is one of the most important points to be considered in this connection, namely, that proper repairs especially in respect of these houses, have to be duly accounted for. The other ground that I submitted was this increase in the incidence of house tax. The house tax in 1939-40 was 3 1/3 per cent of the annual rental capacity. In 1944 it increased to 6:14 per cent and since 1949, the incidence of house tax is 10 per cent. You are always aware that under the Delhi Municipal Corporation Act, discretion has been left to the Municipal Corporation to increase the incidence of this tax even as far as 20 per cent. On account of these important circumstances that I have already pointed out, amongst others, it was considered that a flat increase of 10 per cent would meet the needs of justice.

Then there is the other point raised, namely the question of the nationalisation of houses. This is a stupendous task and I am afraid it is not "within the realm of practical politics. Still, as you know, we are dealing with the question of land with a view to transferring the ownership of land to the actual tillers. Even there we are meeting with some difficulties and the task has not been completed. So far as the nationalisation of houses is concerned, this House naturally will not expect us to confiscate all the houses and give them on rent or without any rent to the tenants. I might also point out, Sir, that in the second Five Year Plan, a sum of Rs. 84 crores has been provided for housing purposes. Naturally, we have to deal first with the slum clearance, with the houses for the refugees and such other persons and this amount would be extremely small even in respect of these things. The amount would not even touch the fringe of the problem. Under the circumstances, the question of nationalisation cannot be considered at this stage at all.

That is the reason why Government are anxious to give some reasonable but not very high inducements to private owners to construct buildings and to rent them out at reasonable rates. That is also the reason why Government have fixed a reasonable increase of 10 per cent, all round so far as clause 6 of the Delhi Rent Control Bill is concerned. It is open to the Joint Select Committee to go into all these questions and to come to proper decisions.

I, therefore, submit that the Motion that I have moved for appointing Members to the Joint Select Committee may kindly be accepted.

MR. CHAIRMAN: The question is:

"That this House concurs in the recommendation of the Lok Sabha that the Rajya Sabha do join in the Joint Committee of the Houses on

the Bill to provide for the control of rents and evictions, and for the lease of vacant premises to Government, in certain areas in the Union territory of Delhi, and resolves that the following members of the Rajya Sabha be nominated to serve on the said Joint Committee:—

1. Shri Gopi Krishna Vijaivargiya.
2. Shrimati Ammu Swaminadhan.
3. Shri Deokinandan Narayan.
4. Dr. W. S. Barlingay.
5. Shri Awadeshwar Prasad Sinha.
6. Babu Gopinath Singh.
7. Shri Onkar Nath.
8. Shri A. Dharam Das.
9. Shri R. S. Doogar.
10. Dr. Raj Bahadur Gour.
11. Shri Faridul Haq Ansari.
12. Shri Anand Chand.
13. Shri Mulka Govinda Reddy.
14. Mirza Ahmed Ali.
15. Shri Govind Ballabh Pant"

The motion was adopted.

THE MERCHANT SHIPPING BILL, 1958

THE MINISTER OF TRANSPORT AND
COMMUNICATIONS (SHRI S. K. PATIL):
Mr. Chairman, I beg to move:

"That the Bill to foster the development and ensure the efficient maintenance of an Indian mercantile marine in a manner best suited to serve the national interests and for that purpose to establish a National Shipping Board and a Shipping Development Fund, to provide for the registration of Indian ships and generally to amend and consolidate the law relating to merchant shipping, as passed by the Lok Sabha, be taken into consideration."