

**CONTRIBUTIONS TO THE DEPRECIATION
RESERVE FUND OF THE RAILWAYS**

241. SHRI P. C. BHANJ DEO: Will the Minister for RAILWAYS be pleased to refer to his statement in course of the debate on the Appropriation (Railways) No. 2, Bill, 1952, on the 14th July 1952 that the contribution of Rs. 70 crores a year to the Depreciation Reserve Fund of the Railways was not really necessary or justified, and state the considerations on which that statement was based?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): **As the hon. Member is aware, the Convention Committee fixed a minimum annual contribution of Rs. 15 crores to the Depreciation Reserve Fund. Due, however, to the rise in price level, the charging of inflationary and improvement elements in replacement costs to the Fund and the need for large scale replacement and renovation of assets belonging to the (ex-States) Railways taken over by the Centre with effect from 1st April 1950, the contribution was raised in view of the then rate of withdrawals from the fund to Rs. 30 crores with the approval of the Standing Finance Committee for Railways in February 1951. Taking into account other demands on railway revenues, the current receipts did not permit a contribution higher than Rs. 30 crores.**

**ALLOTMENT OF TIME FOR THE
APPROPRIATION (VOTE ON AC-
COUNT) BILL, 1954**

MR. CHAIRMAN: I have to inform Members that under rule 162(2) of the Rules of Procedure and Conduct of Business in the Council of States, I have allotted thirty minutes for the completion of all stages involved in the consideration and return of the Appropriation (Vote on Account) Bill, 1954, by the Council, including the consideration and passing of amendments, if any, to the Bill.

**ALLOTMENT OF TIME FOR THE
APPROPRIATION (RAILWAYS) NO 2
BILL, 1954**

MR. CHAIRMAN: I have to inform Members that under rule 162(2) of the Rules of Procedure and Conduct of Business in the Council of States, I have allotted three hours for the completion of all stages involved in the consideration and return of the Appropriation (Railways) No. 2 Bill, 1954, by the Council, including the consideration and passing of amendments, if any, to the Bill.

**THE HINDU MARRIAGE AND
DIVORCE BILL, 1952—continued.**

PROF. G. RANGA (Andhra): Mr. Chairman, I was saying yesterday that I was in favour of this Bill and that it makes no revolutionary break with the traditions of at least the majority of our own masses in our country, and it would only be human to extend this privilege of getting freedom from this otherwise long

AN HON. MEMBER: Sir, may I know if the time limit fixed for these two Bills is for today?

MR. CHAIRMAN: Not to say. Prof Ranga will continue.

PROF. G. RANGA: Well, Sir, I am glad that this Bill provides, under clause 15, that there should be no petition for divorce to be presented within three years of marriage. But, I am not at all satisfied with clause 12 where provision is made for petition for decree of invalidity of marriage; and in another clause certain conditions, lunacy or some other disqualification of the party concerned to the marriage. There is every possibility of misuse of this provision and any amount of unnecessary litigation being engaged in by the people, and it would not be in the interests of either party that they should be given this inducement to go to court on the alleged plea that the man or the woman is not good enough either in body or in mind. Therefore, I would like the Select Committee as well as the Houses to reconsider these provisions. Then, Sir, in their wisdom.....