

[Shri M. C. Shah.]

assesseees. They are not considered as criminals. As a matter of fact on this side it has been said that the income-tax officers treat the assesseees as criminals whereas on the other side it has been said that there is so much income-tax dodging and the income-tax officers are not taking proper action. In between these I should think that the work is going on progressively because there are two extreme views.

Now, Sir, with regard to Burma and Ceylon, after the constitutional changes all old arrangements cease to exist. Now we are trying to have arrangements with them and we hope by negotiation we shall be able to reach an agreement with those countries. In the meantime all those advantages that accrue at present will be continued during this transitory period. About the non-residential persons even if they remain, no tax is to be paid because that tax is paid there only in the case of 'residence'. Up-till-now 50 per cent. tax relief was given and now we propose to give 100 per cent. tax relief.

Now I do not think that there are any other points which were not replied to by me the other day and therefore, Sir, I hope that the House will accept the motion that this Bill be returned.

MR. DEPUTY CHAIRMAN: The question is:

"That the Bill be returned."

The motion was adopted.

#### PAPER LAID ON THE TABLE

#### THE RESERVES AND AUXILIARY AIR FORCES ACT RULES, 1953

SHRI M. C. SHAH: Sir, on behalf of Shri Majithia, I lay on the Table of the Council a copy of the Reserve and Auxiliary Air Forces Act Rules, 1953, as required under sub-section (4) of Section 34 of the Reserve and Auxiliary Air Forces Act, 1952. [Placed in Library. See No. S-38/53.]

#### MOTION OF PRIVILEGE

SHRI RAJAGOPAL NAIDU: Sir, I sent in a Privilege Motion.....

MR. DEPUTY CHAIRMAN: The matter will be enquired into.

SHRI RAJAGOPAL NAIDU: Sir, I want to make a brief statement in that connection.

MR. DEPUTY CHAIRMAN: Not necessary just now. You will be called upon to make it in due course.

SHRI RAJAGOPAL NAIDU: I shall take only 3 minutes. Sir and I shall just explain under what circumstances I have given the Privilege Motion.

MR. DEPUTY CHAIRMAN: Please be very brief.

SHRI RAJAGOPAL NAIDU: Sir, the House would have been aware of a very serious statement that has been published in the 'Statesman' of this morning, which concerns the dignity and the privileges of this House, not only of the Members of this House but also of the officers of this House. Sir, the very serious matter which involves breach of privilege is that the official version of the Proceedings of this House have been verbatim given in this morning's paper which, according to me, would amount to a breach of privilege. Sir, the Proceedings that are laid on the Table are uncorrected and it is definitely written upon them "Uncorrected—Not for publication". While that is the case I do not know under what circumstances it came to be reported in this morning's paper and it is there clearly stated 'official version'. Sir, I pass on the newspaper.....

MR. DEPUTY CHAIRMAN: I have got it here. An enquiry has to be made and the matter will be taken up after the enquiry is made.

SHRI RAJAGOPAL NAIDU: There is another point also which I would like to invite the attention of the hon. the Deputy Chairman to, and that is

with regard to a particular paragraph wherein it is stated that "Apart from the merits of Mr. Biswas's remarks the incident is regarded as intriguing also because, before giving his certificate, the Speaker had taken the opinion of the Law Ministry over which Mr. Biswas presides." Sir, the word 'intriguing' really casts reflection upon the Leader of our House and in that respect, also, Sir, it is a matter of breach of privilege.

MR. DEPUTY CHAIRMAN: The matter will be enquired into and then taken up.

DR. SHRIMATI SEETA PARMANAND: In this context the word 'intriguing' has acquired the meaning of 'interesting'.

MR. DEPUTY CHAIRMAN: We will look into the whole matter after the enquiry is first of all made.

#### THE INDIAN MERCHANT SHIPPING (AMENDMENT) BILL, 1952

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN): I beg to move:

"That the Bill to enable effect to be given to an International Convention for the Safety of Life at Sea, signed in London on the tenth day of June, nineteen hundred and forty-eight, to amend the provisions of the Indian Merchant Shipping Act, 1923, relating to life-saving appliances, wireless and radio navigational aids and to other matters affected by the said Convention, as passed by the House of the People, be taken into consideration."

The purpose of this amending Bill is to effect such amendments in the Indian Merchant Shipping Act, 1923, as are necessary to give effect to the International Convention for the safety of life at sea, 1948. The subject-matter of the Bill is highly technical

and I shall try to explain in lay language the background of this Bill.

At present important matters relating to the safety of ships and of those on board are governed by the International Convention for the Safety of Life at Sea, 1929. This Convention deals with the construction of ships, life-saving appliances and wireless equipment to be carried by them, safety of navigation and issue of Convention Certificates of International validity. Now this Convention has been replaced by the new 1948 Convention which has come into force from the 19th November 1952. The new Convention was adopted at a conference held in London between the 23rd April and the 10th June, 1948, which was attended by representatives from 30 States including India and other Commonwealth countries. So far 19 countries including ours have ratified the Convention.

The Indian National Steamship Owners' Association, which is a representative body of Indian shipping companies, was consulted and they are of the view that India should subscribe to the new Convention. Also the participation of Indian shipping in International trade has been growing since independence. Our sea-going tonnage now stands at about 4,00,000 G.R.T. whereas it was 1,50,000 in 1946. It is, therefore, necessary that Indian Merchant Ships are maintained in regard to safety at internationally accepted standards.

Now I should like to indicate the important features of the new Convention and how it differs from the old. Though the new Convention deals with the same subjects that are dealt with in the old one, it is wider in scope and represents an advance over the old one. For instance, whereas the old Convention applied to all passenger-ships and cargo-ships of 1,600 tons and above, the new Convention applies to all passenger and cargo ships of 500 tons and above. Also, the new Convention provides for the issue of a new Convention