

In none of these cases was there any reduction in the emoluments.

(d) 18 gazetted officers whose posts on integration were equated to Class III (non-gazetted) posts were allotted to the following grades: —

8 to Rs. 360—500.

8 to Rs. 300—400.

2 to Rs. 350—500.

In none of these cases was there any reduction in the emoluments.

(e) Nil.

LEAVE OF ABSENCE TO DR. R. P. DUBE

MR. CHAIRMAN: I have to inform Members that Dr. Dube has asked for permission to be absent from this House both in the last and in this session as he is very unwell. Is it the pleasure of the Council that permission be given to Dr. Dube?

(No Hon. Member dissented.)

MR. CHAIRMAN: Permission is granted.

THE BUDGET (RAILWAYS), 1953-54— GENERAL DISCUSSION

MR. CHAIRMAN: Now we proceed to the discussion on the Railway Budget. Mr. Basappa Shetty.

SHRI BASAPPA SHETTY (Mysore): Mr. Chairman, I welcome the Railway Budget so ably prepared in a very lucid manner and placed by the hon. Railway Minister before this House and I make bold to say that this is a Budget meant for the common folk of the country. The revised estimates in the Railway Budget reflect the economic depression in the country in the past year. The gross traffic receipts have slumped by 12.6 crores to Rs. 269.55 crores over the Budget estimates while the working costs and miscellaneous expenditure have mounted by 1.2 crores to 185.9 crores. They

have provided Rs. 30 crores for Depreciation Fund while the dividend to the General Revenues has been raised to 34.11 crores. The fall in the passenger earnings and goods receipts is due mainly to the increased traffic by air and local causes such as heavy floods, cyclones, famine conditions and less movement of military personnel. In the last year's Budget they provided very important passenger amenities in all important places such as provision of passenger waiting halls, waiting rooms, fitting of electric fans, electric lighting, raising of platforms, improved drinking water arrangements, bathing places, septic tanks, latrines and passenger over-foot-bridges. In addition to these, they have introduced in the next year's Budget concessional rates in specific cases and also the "Travel-as-you-like" tickets. Secondly, they are going to withdraw all the first class accommodation by next October, which is a step forward to lessen the distinction and differences between the poor and the rich. Sir, the proposal to widen the representative nature of the Consultative Committee is a step in the right direction. They are going to increase amenities to railway labour and enquire into their service conditions and redress complaints. This goes to prove the amount of sympathy our Railway Minister has for the poor labouring classes. Above all, they have decided to eradicate as far as possible the evil of corruption and bribery prevailing in the Railway Department by constituting a Committee of Parliament Members and other leading citizens. This Committee will enquire and investigate into the corruption rampant in the Railways, which will certainly have a beneficial influence on the efficiency of the Railways and their morale.

Sir, they have proposed to take up this year the construction of five new lines in Northern India, and they are going to undertake seven other projects of which one is the Mangalore-Hassan line in South India. The Government, in their earnestness to go ahead with the construction of new lines, seem to have forgotten South India and the Kadir-Chikmagalur railway line in particular. There is a