CHAPTER –IV

BABU JAGJIVAN RAM CONTRIBUTION TO THE INDIAN POLITICS AS A VARIOUS MINISTER

Introduction:

Babu Jagjivan Ram was the Labour minister between 1946 and 1952, a portfolio he held again in the 1966-1967. Besides Labour, he headed the minister of Communication (1952-56), Railway (1956-1962), Transport and Communication (1962-63), Food and agriculture (1967-1970), Defence (1970-1974) and Agriculture and Irrigation (1974-77). When the Janata Party government headed by Moraji Desai was formed in 1977, Babuji joined it as a cabinet minister holding the Defence portfolio. He also was the Deputy Prime Minister of India from 24 January 1979 to 28 July 1979. His Contribution to the Indian Politics as a various Minister

(A) AS LABOUR MINISTER :

When the Congress Ministry was formed for the first time in Bihar, Jagjivan Babu held the post of Parliamentary Secretary from 1937-39. He was called by Jawaharlal Nehru to take charge of the portfolio of Labor in the interim Central Government in 1947. He piloted several labor laws in the legislature. He was leader of the Indian Delegation to ILO Conference in 1951. He continued to be the Labor Minister till the year 1952 when he joined as Minister for Railways.

While presiding over the Tripartite Indian Labor Conference, Jagjivan Babu stated that a waive of industrial unrest had been sweeping through the country. This was not a" isolated Indian phenomenon, but a part of the general and industrial unrest that follows the end of every year. He suggested that the labored legitimate causes. They have been subjected to considerable strain during the war period which had now
been accentuated by the continued scarcities, shortage of houses and fear of unemployment, resulting from the contraction of wartime activities. The labor was thus entitled treasonable conditions of work and reasonable wages. Jagjivan Babu has said on many occasions that no industry had the right to exist if it cannot provide decent living standard to the workers. At the same time, he did emphasize too strongly the need for increased production. But, however, he emphasized that we should improve the conditions for work which will increase productivity.

“The industrial Disputes Act of 1947 was practically our first effective venture in the field of labor-management relations, particularly, compulsory arbitration. The experience that we have gained by working of that Act has encouraged us to believe that a more systematic, if somewhat elaborate, approach to the problems of labour-management relation, will pay good dividends. He dealt briefly with the Bill”

First, there shall be no disputes before negotiations. This was achieved in two ways. That by working itself, which have gained the easy success under the existing Act, will receive further careful tending and nurture. Again Babuji firmly believed that if at the first stage of projecting labour dispute, the parties get together and discuss with a view to arriving at a settlement, a compromise would be possible. That is why, it was considered worthwhile to devote the whole chapter to preliminary negotiations and timely conciliation. Another important object of the Bill was to consider collective bargaining for building up a strong self-reliant and responsible trade union movement which will cease to be a pawn on the political chess board. That is the reason as to why it was considered necessary to reduce the proportion of outsiders in the executives of Trade Unions.
Along with these measures, it was considered that procedures for collectives bargaining should be simplified. Babuji felt that senior employers and workers develop the habit of collective bargaining and they find themselves freed from the shackles of courts, tribunals, boards and committees which, however inevitable they may be, seem at times so great a burden to everyone connected with the development of industry in the country.

"During the 24th Session of the Tripartite Indian Labour Conference held in New Delhi on 29th/30th July, 1966", while presiding over, Jagjivan Babu pointed out that our economy had been put to a severe restraint prices shown an upward trend and to solve our economic malice, one of the steps taken by the Government was devaluation of the rupee. It is to be followed by the strictest discipline around, not only in our economy but in our national life also, so that the full benefit to the devaluation can be taken.

When Babu Jagjivan Ram became the Labour Minister in the interim cabinet, he thought that the political freedom having been achieved, the Congress must engage itself to the next great task, viz. the establishment of real democracy in the country and a society based on social justice and equality. He further mentioned to the people that in the case of industries which in their own must be run on large scale and on centralized basis, they should be so organized that workers become not only co-sharers in the profits but are also increasingly associated with the management and administration of the industry. Babu Jagjivan Ram never thought that freedom was something legal. He always pronounced that freedom could be considered always in terms of raising the standards of living of hundreds and millions of our people and of giving them the necessities of life as well as those other equality and opportunities that should be provided to every human being.
Even Gandhiji knew that the fittest and the ablest man in the country available at that time for holding labour portfolio was Jagjivan Ram who was quite familiar was the sufferings of the poor people and the oppressed masses of India. Gandhiji blessed and instructed him to take good care of those workers who were the most neglected. Since then, Babu Jagjivan Ram has been working very hard to advocate the voice of the labor in government and has implemented several constructive measures through various labor legislations. He was acknowledged to be a trade unionist leader of Bihar and had organized several associations and unions of landless labor, village artisans, depressed classes as well as factory workers. During the 'Quit India Movement' he was holding key positions in several trade unions having their headquarters at Patna and paralyzed the British Administration in Bihar whenever it was necessary.

At this time, Babu Jagjivan Ram also realized that the Indian peasantry and workers were being exploited by the British through the India feudal system for feudal landlords, capitalists and mill owners who were getting complete protection from the masters. Marx and Lenin are truly called the liberators of the world proletariat, but, in India's case, it is Babu Jagjivan Ram who can be called the savior and liberator of Indian working classes. Whatever he had done for the labour, is a matter of great satisfaction and will be written in golden letters in the history of the Indian labor movement.

Inaugurating the session of the National Movement on Labour at Bombay on January 18, 1967, Babu Jagjivan Ram said:

"To me this is a day of personal gratification. I have the privilege as free India's first Labour Minister and had a hand in formulating a Five Year Plan for labour even before the Planning Commission came into existence. It is that Plan which laid the
foundation and basic structure of the Government's labour policy. As I see in retrospect the passage of series of legislation in implementation of the Plan, has undeniably helped labour in bettering its lot and in wresting many concessions but has not, as was apprehended in certain influential quarters then, brought about a collapse of industry. 

Series of labor legislation not only improved the lot of the working classes but also made them realize their fundamental rights. They learnt to live honorably in the society, Babu Jagjivan Ram once expressed that it is a moot point, however, if the totality of their impact has led to greater consciousness and made labor realize its own creative role in the building up of the new social order. Babu Jagjivan Ram further expressed that he was not a believer in the monopolistic position given to labor in some social theories and he realised that Indian labour, numerically poor, ideologically immature, lacking unity, consolidation and strength, can, by itself, hardly hope to provide even hegemony, let apart leadership, and has to develop a broader outlook and a proper perceptive before it is able to make its creative contribution to the pool of thinking and knowledge responsible for the shaping of the country's policies. In his Presidential Address to the 73rd Plenary Session of the Indian National Congress at Bombay in 1969, he observed and hopes

"The' industrial relations policy not only of the public sector enterprises but also by private enterprises will need to be reviewed. In a society building socialism, there should be little scope for labour-capital clashes, for strides and slow-down or for lock-outs. The class feeling of employers and employees will have to be eliminated so that all those engaged in any undertaking regard themselves as workers in a common effort to enrich and serve the country. Workers' participation in the management is
one way of imbibing this feeling and should be introduced in all undertakings."^4

Due to the efforts that Babu Jagjivan Ram made to improve the lot of the working classes, the country is fast progressing from a cast ridden society and a colonial economy towards an industrially advanced nation in order to achieve the objectives of socialism, secularism and social justice.

Scheduled Castes and backward classes constitute the majority of industrial and agricultural labor in our country and it was, therefore.. Appropriate that a leader of their own community who understood their problems intimately was made Labour Minister in 1946. Shri Jagjivan Ram symbolizes the hopes and aspirations of backward and down-trodden classes which he fulfilled with spectacular success.

During his tenure as Labour Minister from 1947 to 1952, Babu Jagjivan Ram piloted various labour Bills in the Lok Sabha which directly contribute to the welfare of labour. Before 1947, whatever labour laws existed in our country largely protected the interests of industrialists and capitalists with clandestine support. Unfair labour practices were the rule of the day and exploitation was rampant in all spheres. Labour enjoyed little protection and sympathy of the society and lived in chaotic conditions.

The labour movement in our country eventually became the path of the larger political movement. During the World War II, there was unprecedented labour unrest, strikes and lock-outs and as a result, the industrial production was hampered.

With great imagination, Babu Jagjivan Ram got the Industrial Disputes Act, 1947 passed. This Act introduced compulsory conciliation and gave a well spread and exhaustive definition of 'industrial dispute'. It
regulated strikes and lock-outs and afforded an opportunity for labour and management to meet for settlement of dues and disputes. Workers Conciliatory Boards, Labour Courts, Industrial Tribunals and Awards are the main features of this Act. The State Governments also passed legislations based on the content and purpose of this Act which heralded an era of hope and mutual goodwill for settlement of disputes in India.

With the passing of the Industrial Disputes (Appellate Tribunal) Act, 1950, a provision of a central Appellate Authority was made. Another legislation of far-reaching importance was the passing of the Factories Act, 1948. It brought within its ambit establishments with 10 workmen where power was used and 20 workmen where power was not used. This Act prohibited the employment of young persons below the age of 14 and restricted the employment of children and women in certain dangerous positions. This Act also regulated the hours of work, payment of overtime wages, weekly holidays, leave with pay, etc.

The cumulative effect of all these provisions was to give the working class a sense of security in the absence of which increased industrial production could have been a far cry. The efficiency of labour was also sought to be improved by this Act by laying down specific and standard provisions concerning safety, health and welfare of the workmen. It was for the first time that industrial workers were rescued from innumerable health hazards to which they were previously exposed.

The Minimum Wages Act was passed in March, 1948. This Act created statutory provisions and vested in the appropriate State Governments a right to fix, review and revise the minimum rates of wages payable to workmen in specific industries. This was an extraordinary step to help the disorganized labour in the industries. The agricultural labour was also covered under Part-II of the Schedule of this Act.
“The enactment of Employees State Insurance Act of 1948 is yet another landmark in the direction of social security and welfare measures taken during the tenure of Babu Jagjivan Ram as labour Minister. The health and sickness insurance scheme first started in Asia proved to be a great boon to the working class as it entitled them to sickness, maternity, disablement and medical benefits.”

Still another measure of social security undertaken during the time of Shri Jagjivan Ram was the enactment of the Employees Provident Fund Act of 1952. This Act also provided protection of the laborer in his old age. The scheme calls for compulsory and equal contributions both by employers and employees to a Fund which is invested in Central Government securities and the earnings so made are also credited to this Fund. The total amount is payable to the employee after he attains tin age of retirement or to his heir or nominee in the events of premature death.

Other social security measures initiated by the Ministry of Labour under Jagjivan Ram was the establishment of Welfare Funds for Coal Mines and Mica Workers under the Coal Mines Labour Welfare Fund and the Mica Mine Labour Welfare Fund Act of 1946 for dispensing medical, recreational, educational and housing facilities to the workers. Where the labour was not very assertive and organized, Coal Mine Provident Fund and Bonus Scheme Acts of 1948 were passed.

The appalling working conditions of Port laborers also attracted the attention of Shri Jagjivan Ram and the Dock Workers (Regulation of Employment) Act of 1948 was passed. It regulates recruitment, training, health and safety measures and payment of minimum pay for periods during which the laborers were unable to find employment or were partly employed.
One of the greatest achievements of Jagjivan Ram as Labour Minister was the initiation of legislation in the plantation industry for the first time in India. It was the foresight of Jagjivan Ram who thought of regulating the working conditions of plantation workers as he could foresee the export potential of commodities like tea and coffee to earn the much needed foreign exchange in the years to come.

The Mines Act of 1952 is a very remarkable labour legislation also enacted during the tenure of office of Jagjivan Ram as Labour Minister. It laid down provisions for the improved working conditions of the labour in respect of their safety, health, hours of work, overtime pay, holidays, etc.

During January, 1966 and March, 1967, Jagjivan Ram also got the Contract Labour Bill passed. It aimed at abolition of contract labour from certain categories of trade and regulating the working conditions where the total abolition of contract labor was not possible.

The height of his anxiety for improving the lot of the labor is evident by the fact when Babu Jagjivan Ram appointed a National Commission on Labour to review the whole subject of labor welfare and suggesting improvements.

A fair appraisal and evaluation of the welfare measures undertaken by Babu Jagjivan Ram as Labour Minister will fully convince anyone that he had a deep concern for the cause of labor. It was his firm conviction that unless labor got its due share and was kept in a mood of willingness to give its best, exercises at increasing industrial production would be all in vain. His pioneering work in this direction laid solid and sound foundation for further legislation and for creating a new consciousness amongst the labor. The labor class will always be indebted to his bold and courageous stands taken for their cause.
(B) As Minister of Transport and Communications:

He held charge of the Communications Ministry from May, 1952 to December, 1956. He again took over as Minister for Transport and Communication in April, 1962 and relinquished charge in August, 1963 under the Kamraj Plan.

Babu Jagjivan Ram ever since he took over the bridle from 1952 and onwards tried to steep his all the actions with ingeniousness and gave a touch of his personality and organizational capacity to his plans for the Ministry of Communications (later Ministry of Transport and Communications) during his two stints in office in the various administrative wings and Public Undertaking under the Ministry, viz:

(i) The Posts and Telegraphs;
(ii) The Civil Aviation;
(iii) Meteorology;
(iv) Overseas Communications Service;
(v) Railway Inspection;
(vi) Indian Telephone Industries;
(vii) Wireless Planning Coordination;
(viii) Transport etc,

With his amiable disposition and sweet nature he generated new hopes in the service cadres of all departments under him and started conferring with the heads of the Administrative units in order permanent feature in the Ministry enhancing the efficiency and improvement in all wings.

Babuji instead of marking a shallow approach embarked upon striking at the very root of the problems and his analysis of matters has been generally correct.
The first important step he took was the reorganization and development of civil aviation and the nationalization of air transport service in the country in 1953. This had two aspects, i.e. (i) reorganization and development of the air services and (ii) provision of increased aerodromes and auxiliary facilities in the country.

The Air Transport Inquiry Committee which was appointed in March 1950 to report on the state of the air transport industry recommended, in September of that year, it would be desirable to allow the industry to remain under private enterprise for five years from then and that if within that period, there was no indication that the industry would break even, the position should be reviewed and the question of the state taking over the industry considered.

In spite of the fact that Government had since continued to give financial aid to the air companies, their position had not shown any appreciable improvement and it was clear that there was no chance of their becoming self-sufficient in the near future. This position was due to various factors, viz., the general set-up, the effects of management, lack of coordination, varying costs of, etc.

An important aspect concerning the Air Transport industry, which had arisen after the report of the Air Transport Inquiry Committee was published, was that the Dakota type of aircraft which was being used in most of our internal transport services was steadily becoming out of date. The older types of aircraft were also losing in competitive advantage against the newer models which were then being introduced and the replacement of the exiting aircraft fleets by more efficient types could not be long delayed. The air transport in this country at that time was not in a position to raise further capital to buy new equipment. Such capital had, therefore, to be provided by Government. Government considered that if
they were to provide a large sum for the purchase of new aircraft, it would be in the public interest for them also to assume managements of the industry as well as the ownership in order to achieve the necessary coordination and consequent economy. It was expected that, if all the air transport services in the country were operated by one unified body, the resulting economy would be very substantial. Such a measure would, it was expected that, in due course, obviate the payment of subsidy to air transport companies. Babuji was crystal clear in his mind about this problem and he had accordingly decided that the Government should take over the operation of all scheduled air transport services in the country. Air transport is extremely important from the point of view of public utility and it is essential to ensure its coordinated operation and progress.

Pursuant to the decision to nationalize the Air transport industry in the country with a view to putting it on a sound and economic basis, Shri Jagjivan Ram piloted the Air Corporation Bill in May 1953 in the teeth of great opposition from various quarters to provide for the establishment of two corporations, one of which would take over all internal service and the other all international operations. A provision of Rs.95 crores had been included by the Planning Commission in the Five Year Plan in connection with the proposed nationalization of the air transport operation and out of this a sum of Rs. 1.25 crores was provided in the 1953-54 budget.

The Air Corporation Act, 1953, was put on the Statute Book and two Air Corporation, viz., the Air India International and the Indian Airlines Corporation were constituted on June 15, 1953. The Corporation took over, with effect from August 1, 1953, the undertaking of the following scheduled air transport companies.

(i) Air India Ltd,
(ii) Air Services of India Ltd.,
After nationalization, Air India International Corporation started building up its own separate organization. To enable Air India International to extend its operations, particularly for operating services to the East, orders were placed for 3 Super Constellations Model 1049-G in 1955, one of which was delivered to the Corporation in June 1956 and the remaining two in December of that year. During 1956 the Corporation extended their Bombay-Singapore Service to Sydney, Australia and two stations, viz, Damascus and Prague were introduced on the India UK route. In order to retain their competitive capacity vis-à-vis other international airlines, the Corporation had placed an order in 1956 with the approval of Government for 3 Boeing 707 jet Aircraft at a cost Rs.11-50 crores. Money was provided to the Corporation as capital expenditure for the expansion of work-shops also.

Since nationalization, Air India has maintained a steady rate of growth in capacity operated and revenue load carried. Thus from a total of the three stations served in June 1948, Air India, having a total of 32 online and 90 offline sales offices and provides an all-jet service reaching out to 28 countries in five continents. During 1974-75, it carried 5,02,941 passengers and flew about 41 crore tone kilometers. Its fleet consisted of 9 Boeing -707 and 4 Boeing -747 (Jumbo Jets). Air India’s Emperor Asoka, Emperor Shahjahan and Emperor Rajend Chola, Boeing 747-s with a capacity of 350 passengers each, do not quite dominate the international airports but are universally recognized as a symbol of the airlines
determination to maintain for India a respectable place in the international air space.

while the Air India International Corporation operates our long-distance international air service, the Indian Airlines Corporation has taken over air services within India, linking up most of the principal industrial and tourist centers, and also to neighboring countries such as Bangladesh, Burma, Nepal and Sri Lanka and thus complete the task of integrating the activities of the eight air companies which the Corporation replaced. The Indian Airlines Corporation had organized its operations on the basis of a strong centralized administration and a rationalized network of air services and engineering bases with a view to eliminate uneconomic operations.

At the commencement of its operation in 1953, Indian Airlines carried less than 5 lakh passengers. From then on, three has been a steady growth and the first ten years passenger traffic doubled to 10 lakhs. During the sixties the growth of traffic accelerated and by 1970 the Airlines had crossed the 20 lakh mark.9

The phenomenal growth of passenger traffic which is the main business of the Indian Airlines is also reflected in the increase in passenger kilometers from less than 70 crores in 1961 to more than 150 crores in 1971.10 During 1974 alone, it flew 6,25,675 passenger and covered over 19-3 crore tone kilometers. On March 31, 1975, its operational fleet consisted of 10 Boeing737s, 9 Caravelles (including 3 on lease), 9 Viscounts, 9 Fokker’s and 15 HS-748s.11

Indian Airlines today is among the largest domestic airlines of the world occupying the second place in Asia, the first place being taken by Japanese Airlines (JAL). The magnitude of the progress made by these two Air Corporations indeed reflects the sagacity and far-sightedness of Shri Jagjivan Ram’s determination of nationalization of air transport in the country which paid rich dividends contributing to the national economy.
Shri Jagjivan Ram maintained a pleasant disposition in the Parliament but when occasion demanded it, he spoke his words firmly and repudiated certain pet notions held by some members. While replying to the debate on Demands for Grants relating to the Ministry of communications, he emphatically declared that the Civil Aviation Department would be kept a separate entity and would not be merged with the Ministry of Defence. He said: “if Civil Aviation is to be treated as he is a members rightly pointed out, as a second line of defence, the very argument justifies that it should be separate from the defence Ministry and should be allowed the fullest scope for development so that in times of emergency it can function as an efficient second line of defence”.

The Civil Aviation Department operates the civil airports in India, except the international airports. It is also responsible for the air navigation service which includes air traffic control and services air safety and regularity of aircraft operation.

With the rapid development of transport industry, provision of increased aerodromes and auxiliary facilities became urgent and necessary. Under the directions of Shri Jagjivan Ram immediate action was taken to provide for the construction of new aerodromes, improvement of the existing ones and completion of work which were already in hand. The latter were completed during the first two years of the first Five Year Plan, comprising a number of landing strips on the new aerodromes, construction of a number of administrative and technical buildings at a number of aerodromes in the country and the improvement of runways and taxi-tracks and construction of new runways at Dum Dum, Guwahati, Santa Cruz. A large provision had been made for Civil Aviation Capital works during 1955-56 in order to implement schemes included in the Plan and achieve targets according to schedule and to make up for the slower progress during the earlier years of the plan. The new works
undertaken were construction of new aerodromes at Kandla, Udaipur and Chandigarh.

During 1956-57, the programme for new work like construction and improvement of terminal buildings at Agartala, Kotah, Asansole, Balurghat, Belgum, Bhuj, Cooch Bihar, Gaya, Kerhod, Muzaffarnagar, Porbandar, Gwalior, Pathankot, Srinagar, etc., were taken up. Steady progress was maintained in the provision of ground facilities for the operation of air services throughout the country.

Thanks to the initiative and ardent drive of Shri Jagjivan Ram in the speeding up of the development and construction work of aerodromes for the air traffic, today we have four international airports and 84 other aerodromes, in the country. The international airports are Bombay (Santa Gruz), Calcutta (Dum Dum), Delhi (Palam) and Madras (Meenammakkam).\(^{13}\) The aerodromes maintained by the Civil Aviation Department as on December 31, 1974, were divided into three categories, viz, major, intermediate and minor aerodromes.

Some major aerodromes are Agartala, Ahmadabad, Ameristar, Begumpet, Delhi (Safdarjung), Guhati, Jaipur, Lucknow, Nagpur, Patna, Tiruchirapalli and Varanasi. (The intermediate and minor aerodromes are too name here).

During the time of Shri Jagjivan Ram India started having Air Transport Agreements with several counties, viz., Afghanistan, Thailand, Nepal, Sir Lanka, Japan, Australia, Burma, UK, USA, USSR, Pakistan, Iran, Iraq and followed by agreements with Czechoslovakia, Egypt, Ethiopia, Federal Republic of Germany, Fiji, France, Hungary, Indonesia, Italy, Kenya, Malaysia, Lebanon, Netherlands, Philippines, Saudi Arabia, etc.
In order to meet the growing requirements of internal and international Air services operating in and across India, the programme of development and augmentation of radio communication and navigational aids and 403 communication facilities were made available at 72 Aeronautical Telecommunication stations maintained by the Civil Aviation Department.

Also in order promote air mindedness among youth of the country, Shri Jagjivan Ram instituted 50 scholarships to deserving students for getting free flying training at the 12 Flying Clubs already in existence. Two gliding center were established at Allahabad and Bangalore to start with. Today, there are 25 subsidised flying clubs with headquarters at Ameristar, Banasthali, Baroda, Bhubaneswar, Bombay, Calcutta, Coimbatore, Guwahati, Hyderabad, Jaipur, Lucknow, Madras, Nagpur, New Delhi, Patna, to name a few.

There is one Departmental gliding center at Pune and 13 subsidised gliding center as Agra, Ahmadabad, Amritsar, Hissar, Jaipur, Kanpur, Nasik, New Delhi, Patiala, Patna, Pilani and Raipur.

The Civil Aviation Training Center at Allahabad comprising an Aerodrome School and a communications school train’s air traffic to polite trains is also provided besides other allied repair and overhaul organization which functioned efficiently. The Central Flying Training School at Nadirgul, Hyderabad, imparts advanced training to candidates from the flying clubs for the grant of commercial pilot licenses.

During the tenure of Shri Jagjivan Ram, the recommendations of the Committee on Training of Civil Air Pilots (Master Committee) were examined in detail during 1954 and the following are some of the important decisions taken thereon.\textsuperscript{14}
(i) To restrict the number of commercial pilots trained in a year to the estimated annual requirements of the Air Transport Industry.

(ii) To revise the scales of subsidy and subvention payable to flying Clubs and other bodies on the basis of flying hours done by the club or body in a year.

(iii) To reduce the payable by Training with a view to attracting more of them to flying clubs.

(iv) To institute a scheme of Scholarship to trainees to bring flying within the reach of persons of moderate means.

(v) To stop flying training for commercial licenses at the Flying Clubs consequent on the decision to have all the training for commercial license at the Civil Aviation Training Center in future.

(vi) To continue the Flying and Aerodrome Schools, at the Civil Aviation Training Centre for a future period up to Feb., 1959 when the position would be reviewed. The Engineering School at the Center was allowed to continue for one year only, i.e., up to the end of February, 1955.

(vii) Not to accept the Committee’s recommendation regarding the setting up of a Civil Air Board to conduct and coordinate all activities relating to the training of civil pilots.

Shri Jagjivan Ram knew how important and indispensable is the metrological services for air transport and devoted a considerable time to reorganize and strengthen the staff and equip scientific and technical instruments. He also knew how helpful were the meteorological service for river valley projects, irrigation projects, defence services, (military aviation and naval) navigation, ports and agriculture, forestry, public works, railways, public health and the general public including commercial bodies, since they have their own importance in development of a country. Thus
for the development in this service, provision was made in the plan for an amount of Rs.62 lakha, out of which Rs. 20laks was earmarked for purchase of capital equipment from abroad, and Rs. 32 lakhs for construction of offices – Observatory building and residential quarters for the staff, mainly at airports. Sixteen surface observatories and one radar wind station were added to the observational stations in 1952-53. Six surface observatories were established in the Andaman group of islands in the first instance to being with. During his tenure of Minister Ship, he extended the services by introducing special studies and observations in seismology, astronomy, astrophysics. The other scientific activities of the Department in the fields of Solar Physics, Geomagnetism and allied geophysical subjects were also continued and given importance besides those in Agricultural Meteorology and Satellite and Rocket Meteorology, Indian Ocean and Southern Hemisphere Analysis, etc. For the first time, the Scheme for the establishment of hydro meteorological observatories in the Himalayan area to collect the basic data required for Flood Control Projects was further implemented and forty-seven additional observatories were set up in Nepal, Sikkim and Bhutan during 1956-57. The new development was the integration of the Goa Meteorological Service with the Department on 1st June, 1963.

More instruments for the Central Seismological Institute at Shillong, workshops and laboratory equipment for Alibag and Kodaikanal equipment for ionosphere studies at Kodaikanal, 12 Radio Theodolites and two Ceilometers for airport-observatories were arranged. In order to complete the scheme in view, modernization of the observational devices at the principal airports, two storm Detecting Radars were added apart from 3 Ceilometers for automatic recording of the height of the clouds, one self-recording lugin equipment for measuring the direction of atmospherics at Dum-Dum.
A variety of meteorological the instruments including electronic instruments required for routine work as well as for special studies were designed and constructed by the Instruments Section and Workshops in New Delhi and Poona. About 16,000 instruments of various categories were manufactured in the workshops.17

Shri Jagjivan Ram belongs to that generation of old stalwarts who after Independence of India strived with zeal, extreme painstaking and hard work for the progress of the country. As an administrator, his ability and integrity are indisputably matchless and ranks in the line of Sardar Patel and C. Rajagopalchari in tackling administrative problems of Ministries they had handled. The Ministries Babuji was put in charge were invariably huge administratively, but without any fanfare he dealt each intricate problem with wisdom, stability and calmness of head and heart.

The Ministry of Communication covered the entire Posts and Telegraph Organization (Postal, Telegraph, and Telephone) and wireless communications in the country. In addition, it looks after certain agency functions like Post Office Savings Bank, National Savings Certificates, Postal Insurance, Collection of Broadcasting and TV Receiver License fees and anti-piracy work relating thereto, on behalf of the Departments of Government besides the Overseas Communications Service, Railway Inspectorate and Civil Aviation Department as mentioned earlier. In the Later years, the Public Undertaking like Indian Telephone Industries Ltd. Bangalore, and Hindustan Teleprinters Ltd., Madras, Had also come under the Ministry’s responsibility.

The history of modern postal system in India may be back to 1887 when postal services were thrown open to the public. The first postage stamp was issued in Karachi in 1852 though it was valid only in send. The postal department was set up in 1854 when about 700 post offices were
already functioning in the country. The money order system was introduced in 1880. Five years later, Postal savings bank scheme was put in operation. The railway mail service was started in 1907 and the airmail service in 1911.

The Postal system was initially set up as an adjunct to the administration. In course of Time, it expanded considerably with 23,000 post office by 1947 and it had acquired the character of a widely spread public utility service. Administrative and financial constraints had limited the advance of postal services into the remote rural areas. This task was gradually accomplished after independence.

Remarkable progress in communication service has been made between 1951 and 1963 when number of post office rose to 87,484 and number of telephones to 581,406 and the revenue to Rs. 97.9 crores, on the 31st March, 1963.18

Credit goes to Shri Jagjivan Ram as the first Minister for Communications who took the Postal services in the remotest areas by opening post office even in villages within the radius of five miles.

Shri Jagjivan Ram took a decision that very village in India with a population of 2,000 must have a post office, and in a particular area where there was no such village within many square miles, then the criterion laid down was that nobody may have to walk more than two miles to utilizes postal facilities. Thus during his tenure as Communication Minister, the vast network of post office was laid throughout the country. The number of post office increased by more than 50 per cent. The people in the remote village how had to walk less. It was also boon to the postman who had now to walk much less than before. Shri Jagjiban Ram also decided that every Tehsil town should have telegraph office, thus thousands of new viats of employment for tens and thousands of young men opened up in the country before the year 1953 was out.
The programme of opening post office in villages with a population of 2,000 and above was practically completed by March 31, 1953. There was still further scope for opening post offices in rural areas pointed out in the First Five Year Plan in these words: “In a country predominantly consisting of villages, rural facilities will have to be further improved and the programme will have to be continued.” Consequently a new policy for opening post offices in rural areas was evolved by Shri Jagjivan Ram from April 1, 1953, which combined the criteria of population in groups of villages and distance from existing post office so as prevent concentration of post offices in particular regions and so that the people may be benefited thereby. According to this policy, the following principle were prescribed for extending postal facilities in rural areas:19

(a) The highest priority should be accorded to the opening of post offices which are expected to be remunerative, as also post offices in respect of which non-returnable contribution is offered by any interested party to cover the estimated loss, provided that the opening of any such post office does not result in the parent office being worked at a loss beyond the permissible limit.

(b) Post office are to be opened in Headquarters of administrative units like Tehsils, Talukas or Thanas provided the loss does not exceed Rs.750/- per annum per post office.

(c) Post office are to be opened in groups of villages having a population of 2,000 and over at a distance not less than 3 miles from existing post offices. No village in the group should be beyond two miles from the new post office. In opening post offices under this paragraph villages included in Community Projects or Panchayats of villages or villages having railway stations will receive priority.

(d) In order to assist the extension of postal facilities in certain backward areas the permissible limit of loss per post office in these
areas has been raised to Rs. 1,000/- per annum. In these areas post
will be located in consultation with the local authorities.

Shri Jagjivan Ram issued orders that the opening under this policy
was to be completed as far possible within a period of three years, starting
from 1st April, 1953. By the end of March, 1956 about 5,000 post offices
were opened. During 1960-61, the total numbers of post offices existence
were 76,839 (urban 7,326 and rural 69,513). Extension of postal facilities
to backward and hilly areas has been further liberalized since 1971. New
post offices are opened in ‘very backward areas’ on the criterion that these
post office earn an estimated revenue of 15 per cent of their cost. In hilly
area, it is put at 10 per cent the costs. On April 1, 1974, the number of
such post office was 12,910. As a consequence of the farsighted policy of
Shri Jagjivan Ram there are now over1,17,000 post office in the country of
which 91,000 are in the rural areas. At present every village or small
habitation in India, however remote its situation is, receives its ‘dark’ at
regular intervals.

With a view to providing expeditious mail service in rural areas, Shri
Jagjivan Ram laid greater emphasis on replacement of Runner’s services
for the conveyance of mails on mofussil routes by Mail Motor Service
wherever feasible and urban Mobile Post Office were provided on a more
liberal scale. Credit goes to Babuji, under whose leadership every
department of the Posta and Telegraphs was run on efficient lines and the
Department got popularity as a whole not only from the public, but also
from specialized agencies and sectors such as the Commercial Class, the
Press, the Railways, Central Administration and Defence Services.

Besides the main business of delivering the mail, Babuji thought it
fit to give more benefits to the public and encouraged the post office
organization to perform a number of diverse functions of great national
importance. Of particular significance is the mobilization of savings, particularly in rural areas, through the Post Office Saving Bank. This indeed is the biggest bank in the country. This facility is now available at all the post office and affords to the common man, even in the remote corners of the country, a banking system, which is cheap and dependable. The system provides an easy and the least expensive means of encouraging national savings. Since Independence, the growth has been phenomenal. During 1961, over 92 lakhs people had their accounts in Post Office Savings Bank as compared to 40 lakhs in 1947 with a balance of Rs. 431-40 crores. Cumulative time depositors number 3-98 lakhs with a balance of Rs. 2-64 crores while the Savings certificates balance stood at Rs. 377-20 crores.20

Another significant function of the postal system is the money order service, which services had growth steeply during the stewardship of Shri Jagjivan Ram. This service catered to several crores of persons annually. This highlights its popularity as a convenient utility for the common man, whose interest is always supreme in the mind of Babuji.

During Babuji’s time, considerable progress has been made in improving the quality and variety of stamps being brought out by Indian Posts and Telegraphs Department. Necessary skills have been acquired and expertise and facilities have been built up for the indigenous production of all the postal stamps and stationery needed in the country. Shri Jagjivan Ram always encouraged indigenous talents. The acquisition of a multi-color printing machine has helped in the adoption of apt and imaginative themes for the new commemorative stamps on eminent personalities and important events. During 1952-53 commemorative stamp of 6 leading Saints and Saint-poets of India were issued besides release of stamps portraying Indian life, culture and civilization. These have become increasingly popular both at home and abroad and
encouraged the development of philately as a national hobby. Indian stamps are now beginning to make an impact in the philatelic circles in other countries of Europe, USA, Japan and Australia.  

Shri Jagjivan Ram is an ardent lover of the national language – Hindi. Right from the beginning he was sure that the Constituent Assembly would no doubt uphold the place for Hindi but he was of opinion that the workers of Hindi shall necessarily have to strive hard for Hindi. But Babuji had the wisdom to realize that during the transition period, before Hindi finally replaces English as the national language, the impact on the Posts and Telegraphs Department consequent on the switching over from English to Hindi will be greater than in other departments of the Government, because, whereas the work of the other Departments is more localized and is dependent on local conditions in language, that of the Posts and Telegraphs Department by the very nature of handling of communication, will progressively require greater use of Hindi, as the staff of even those areas where Hindi is at present not much used, will be required to handle Hindi communication emanating from areas where Hindi is used or has been brought more into use. A beginning has, therefore, been made to get the Director General in both the languages, viz., Hindi and English. Stamps and Seals in Devanagri Script have been introduced in the Circles where Hindi is well-known, namely, Punjab, Delhi, UP, Bihar, Bombay, MP and Rajasthan. In all other cities, bilingual stamps and seals are supplied. Telegrams could be sent at all 615 Telegraph offices where Hindi Telegraph Service obtained. A Hindi edition of the P&T Guide, 1954 edition has been also published in addition to Hindi journal ‘Dak-Tar’.

A start has also been made to encourage the study of Hindi by the staff in areas where the local language is not Hindi beginning with areas which are more contiguous to Hindi speaking areas, as this is necessary to
meet the exigencies which are arising and will arise with the progressive use of Hindi in the country.\textsuperscript{23}

The Posts and Telegraphs Department is, in the point of personnel employed, and the magnitude of business transacted, the second largest civil undertaking of the nation, being next to the Railways. There has been a continuous growth all around since the Great War II, and more particularly since Independence. By the time Shri Jagjivan Ram took over the reigns of the Communications Ministry, the revenue and expenditure rose nearly three-and-a-half times of what they were for undivided India before the war and nearly 50 per cent more than at the time of Independence. The increase in traffic had also been considered and, in some cases of the same order, 5 times as many trunk calls were passing over the telephone network as before the war and two-and-a half times of what they were before Independence. This increase was phenomenal and pointed to the growth of commerce and industry and prosperity of the country.\textsuperscript{24} It was but natural, there was phenomenal increase in the number of staff and other activities expanded. Hence Shri Jagjivan Ram who always had the welfare of the staff in mind be it in Railways, Labour or Transport and Communications, thought out schemes for improvement of amenities and afforded greater facilities for their progress.

Post offices employ over four lakh persons. Four large Training Centers have be established in different regions to impart training to the postal personnel in dealing with the work and rendering prompt service to the public. These training facilities have also been afforded to other friendly countries. The postal officers have also gone as adviser to other countries to tender advice on postal organization and administration.

In principle cities spacious and adequate office building of posts and Telegraph Offices with better housing facilities for the employees
were constructed. Shri Jagjivan Ram mentioned in the Lok Sabha, in 1953, that the Posts and Telegraphs Department as “a commercial department and a public utility service” and clearly pointed out that “it is not very difficult to coordinate the two”. He realized the shortcoming, difficulties and the grievance of the workers in various units and instructed the administrative heads to take immediate remedial steps. He also assured Parliament that “there is going to be no retrenchment of workers when the automation scheme of telephone exchanges is completed”.  

Babuji took personal interest in the improvement in the matter of organization of staff welfare. By 1954-55, cooperative societies to 179; canteen movements made commendable strides in as much as the canteens, mostly managed by Cooperative Societies of Staff and Staff Committees which rose to 259. Retiring rooms and Dormitories were provided and there were 188 as against 165; 19 night schools imparting primary education to class IV officials were also opened. R.M.S Rest House rose from 239 to 248 with necessary amenities provided.

The recreational activities for the benefits of the Departmental employees made further progress and the number rose from 401 to 449. Efforts were made successively to amalgamate small clubs in a particular town into a Federation of clubs for bringing together employees from different arms of the Department with a view to fostering a sense of camaraderie amongst them.

P & T Regional Athletic Meets were held at many centers. In the All India P & T Athletics Meet held at Patna from 28 to 31 January, 1955, Shri Jagjivan Ram, himself performed the opening ceremony. Cultural Meets were also organized on competitive basis. For the performance of these Departments assistance was generally given.
Further, Holiday Homes were opened at several places and they worked satisfactorily at Matheran, Mt.Abu, Mussoorie, Pachmarhi, Puri, Simla and Rajgir. More dispensaries for medical facilities for the P. & T. Staff were opened throughout the country. So also Grainshops.

During the Year 1962-63, the Department had introduced a scheme of 200 new scholarships every year for technical education of children, dependent brothers and sisters of the P. & T. employees whose monthly pay did not exceed Rs.425 per month. 3 more P. & T. dispensaries were commissioned into service, one each at Poona, Ahmadabad and Lucknow while sanctions were issued for opening Dispensaries for Trichy and Hyderabad. To supervise the welfare of the P & T staff, welfare officers and inspectors were appointed. All these staff amenities for the welfare of the P & T Department were taken up under the directions of Shri Jagjivan Ram.

Shri Jagjivan Ram is one of the exalted few who has been serving the country since the traumatic changeover when the first national Government was formed in 1946 and has been a Labour, Trade unions and depressed classes and has worked strenuously and consistently throughout handling problems of labour disputes, labour welfare and initiated a number of legislative measures which created a new consciousness amongst the labour and employees in various departments of Government and in public undertakings and brought succor and sunshine to their lives. His advice to them has always been to have one strong Federation of workers so far as industrial relations and welfare is concerned to speak with one voice.

During Babuji’s stewardship for the time in the history of the P. & T. Department, most of the unions in non-gazette (and non-industrial) workers of the Department were realigned on a rational basis in October
1954, and four unions for the four arms of service, viz., Postal, R.M.S. Telegraphic Traffic and Telegraph Engineering were formed with two groups in each, viz., one for the class III staff and the other for class IV. In addition to these, one Association for All India Administrative officers’ Employees Class III and class IV was also formed. All these unions then federated into the National Federation of Posts and Telegraphs Employees. The main objective of the realignment scheme is to avoid overlapping of representation by the unions.26

During Babuji’s time Regional Posts and Telegraph Advisory Committees were encouraged. These were functioning in various P. & T. Circles since 1949 and generally proved to be very popular, especially with the business community. There was a great demand to increase the number of member on some of the committees and consequently and addition of one M.P. each was made to the Committees of the Punjab and Delhi Circles during 1954-55. Some of the subjects which came up for discussion before these committees were27:-

(i) Extension of P. & T. facilities in areas and improvements in the existing ones.
(ii) Opening of more PCO’s telephone exchanges on the increase in the activities of the Department
(iii) Provision of more telephone connections.
(iv) Reorganization of Postal Division, consequent, on the increase in the activities of the Department.
(v) More staff in the P. & T. offices.
(vi) Construction of more buildings for housing the P. & T. offices and staff quarters and repairs to existing ones.
(vii) Raising the limit of financial powers of Circle for building construction.
(viii) Reduction in the rates of postage, book Packets, etc.
As Minister of Communications, Shri Jagjivan Ram was also in charge of the Overseas Communication Service (OCS) which is responsible for working of telegraph, telephone and radiophoto services between India and foreign countries. An erudite, widely travelled and experienced with novel ideas and also an excellent organizer, Babuji initiated improvements in the efficient working of various services under him. He knows that one of the factors which further civilization most is communication. By fostering contact between cultures it helps in the spread of civilization. It is certainly a great unifying force in the world. In fact, one of the distinguishing features of modern civilization is its system of communication – quick, easy and efficient.

Babuji knew well that all modern nations must therefore look upon communications as one of their most important spheres of activity, not only for their welfare but also for bare existence. He has all along been conscious of his responsibilities in this respect. He had studied the whole aspect of India’s foreign communications, their characteristics, overall control and regulation and statistical information about their organization and activity.

The Indian Radio and Cable Communications Company rendered remarkable service in handling India’s external communications. Till its license expired and the Government took over its communication assets and undertook to run the services themselves. Accordingly, from January 1, 1947, the Ministry of Communication has been operating all the foreign services under the title “Overseas Communications Service”, Which has, as its Chief Administrative and executive head, a Director-General with headquarters at Bombay. The Service has two main branches – traffic and engineering. The service has a number of stations, viz., at Dighi, Bombay, Madras, Calcutta and Delhi. The principal transmitting and receiving stations are at Bombay Dighi and Dhond respectively. Dighi and Dhond are
connected to Bombay by “wired wireless” circuits. Madras is a cable station while Delhi works the direct radio telegraph service. The station at Delhi also handles the Multi-Address Press Service for the External Affairs Ministry.²⁸

By the end of 1946, just before the Company was nationalized, there were six services in operation. During Babuji’s tenure about the middle of 1954, with eight years of nationalization, there were in operation 22 services linking India directly with distant foreign countries. In 1938-39, 22-6 million words were handled for India which at the time included Pakistan and Burma whereas in 1953-54 the External Service handled approximately 65 million words for the Indian Union alone. For the same period radio calls increased from two thousands to about thirteen thousands. In addition the service sent several hundred thousand words news and a number of radio pictures.²⁹

Considering India’s population and her growing industrialization, it was felt that the facilities for overseas communication in India are by no means adequate. For one reason, most of the services are at present centered round Bombay instead of being dispersed over different centers. For another, though a great deal of effort has been made in recent year to add new circuits and improve the quality of the existing has services, only the finger of the problem has been touched in the last twenty-seven years, with independence, growing industrialization, and increasing trade and commerce, it has been felt, that there should be an expansion of communication facilities commensurate with India’s needs and stature. Consequently, a Five Year Plan was drawn up and a sum of Rs. 1 crores was sanctioned to execute it. Shri Jagjivan Ram said: “The development of India’s means of communications on modern lines which have been programmed for the next five years essential for a modern state and we should consider it our proud privilege to undertake and complete them.
The country expects this of us...’, accordingly, the Plan included the modernization and expansion of the existing stations at Bombay and Delhi, and the opening of centres at Calcutta and Madras. On the completion of the Plan there will be four independent foreign radio centers, one each at Delhi, Calcutta, Bombay and Madras. They will normally work as complementary to each other while in emergencies each will be powerful enough to work independently. To this end priority has been given to the establishment of a center at Calcutta, for 30 per cent of the all India foreign telegraph wordage (over 20 million words a tear) originates in Calcutta. Besides, with the vast scheme of industrialization then under way, Calcutta would need direct and quick services more and more. It was, however, proving difficult to obtain equipment from abroad. Hence, it has been installed on a pilot basis in order to start the service as early as possible. The service to London was opened on March 12, 1953 by Shri Jagjivan Ram, minister for Communications.  

Ever since India became a Republic, the need to expand the Communication facilities to foreign countries, with a network of external radio service, had been increasingly felt. For many a nation, both far and near, is now anxious to have direct radio communication with the country.

On the completion of the Overseas Communication Service’s first Plan of development on March 31, 1956, India had established wireless links with 22 foreign countries through 42 wireless telegraph, telephone and photo-telegraph services as against 8 countries through 13 such service before the Plan came into operation.

By 1962-63 the OCS besides having four gate-way centers for handling international communication as Bombay, Calcutta, New Delhi and Madras, has been operating submarine telegraph cable system from Bombay and Madras and wireless telegraphs and Radio telephone system
from all the four centers. The submarine cables as such are owned and maintained by the cable Wireless Ltd., London.\textsuperscript{32}

The following direct and switch telegraph, telephone, radio and telex services are now operated by the OCS.

India has direct Radio telegraph links with Afghanistan, Australia, Burma, China, Egypt, France, Federal Republic of Germany, Hanoi, Indonesia, Iran, Iraq, Italy, Japan, Philippines, Poland, Romania, Saigon, Singapore, Switzerland, Thailand, USA, UK, USSR and Yugoslavia.

Besides the above, India has with several countries services in

(i) Direct Radio Telephone
(ii) Switch Radio-Telephone
(iii) Switch Radio Photo
(iv) Multi-Address Press Broadcast
(v) Programme Transmission and
(vi) International Telex Service.

(A radio photo service between India and China was inaugurated on October 19, 1954, by exchange of facsimile greeting message between the Union Minister of Communications, Shri Jagjivan Ram and Mr. Chu Hsueh-Fan, Minister of Posts and Telecommunication, Chinese Government).

These services have kept abreast with other advanced countries in adopting modern techniques, in the field of telecommunications. The latest electronic systems of automatic error-correction have also been introduced on several major wireless Telegraph Circuits. Plans for the extension of these facilities on further circuits as well as modernisation of the other operational aspects were in progress according to the directions of Babuji just before he demitted office as Minister of Transport and Communications on October 30, 1963.\textsuperscript{33}
It is common sense that the global operation in which the Overseas Communications services are engaged would been possible without the initiative, planning and drive of Shri Jagjivan Ram in addition to the cooperation among various countries. His pioneering and splendid work in this service laid solid foundations for further progress and development. Today, thanks to Babuji, through a network of satellite and high frequency radio circuits, the OCS provides telegraph services to all countries, telephone services to 182 countries, telex services to 164 countries and radio-photo to 54 countries.\(^3^4\)

Under the Directions of Babuji, in the year 1952-53, the Wireless Planning and Coordination Wing was set up in the Ministry of Communications as a new organization under an Adviser for planning and coordination of all wireless operations in India and also responsible for all matters concerning the International Telecommunication Unions, Geneva, a specialized UN agency. They have already brought the operation of several wireless services into conformity with international regulations and propose establishing monitoring arrangements for selecting frequencies free from international interferences for assignment to wireless services in India. A plan for high Frequency Broadcasting Services as envisaged by the International Frequency Registration Board was taken up during 1956 and India’s requirements were communicated to that Board. Steady Progress in the implementation of the scheme for the establishment of a monitoring network has been maintained and today 12 stations are functioning in major cities like Ahmadabad, Ajmer, Bombay, Calcutta, Delhi, Gorakhpur, Hyderabad, Madras, Nagpur, Ranchi, Shillong and Srinagar.\(^3^5\)

The stewardship of Shri Jagjivan Ram saw tremendous improvement made in the provision of telephone system. During the Second World War, telecommunication services were strengthened with
high grade trunk lines extending to over 12,800 kms. During this period, the Government took over the licensed private telephone companies. At the time of Independence, there were 321 exchanges and 86,000 telephones. It was after 1951, however, that telephone service made rapid progress. In order to improve the telecommunication services a larger number of center were opened and a sum of Rs.50 crores was earmarked. To achieve this target the biggest scheme was taken up in hand, such as Automatisation of the Calcutta and Bombay Telephones which further resulted in completion of the automatic telephone exchanges for coalfields in Jaharia, apart from expansion of Telephone service in Madras, Bangalore, Hyderabad, Delhi and Lucknow. 135 new telephone exchanges were opened since January, 1955 bringing the total to 759 on December 31, 1955 while the number of telephone on that data was 265,000 representing an increase of 31,000 telephones during the year. 371 long distance Public Call Offices (PCOs) and 317 local call offices were opened bringing the total to 1,162 and 2,242 respectively.\(^{36}\)

In December 1954, Communication Minister Shri Jagjivan Ram decided that as a matter of policy, telephone exchanges should be opened at all District towns and public call offices at Sub-division towns. By March 1956, 90 per cent of the District towns had exchanges and 70 per cent sub-divisions were provided with Public Call Offices. The largest of the schemes under the first Plan relates to the automation of the Calcutta telephone system to provide 55,000 lines at a total cost of about Rs.14 crores, the project being executed in five stages.\(^{37}\)

As more than 80 per cent people live in villages therefore, rural areas were also provided with a large number of public call offices and connected with trunk network to cater to the needs of the villagers. The growth can very well be appreciated from the fact that while during 1947 the number of public call offices was 338 it rose to 1,961, while Babuji was
the Minister of Communication. Since then the number of telephone exchanges has increased by more than nine times while the number of telephones by more than times. Today, (1976), the P and T Department can boast that there are 4,900 exchanges with a total capacity of about 17 lakh lines having over 18 lakh telephone sets.\textsuperscript{38}

To deal with the large volume of trunk telephone traffic there are now 5,220 manual trunk boards as against 200 in 1948. To speed up handling of trunk traffic, subscriber trunk dialing (STD) services was introduced in 1961, since then STD has been progressively extended tp many important cities and routes. STD os now working on 57 routes and would soon be extended to many more. With the introduction of STD the number of trunk calls has increased many times. In 1948, the lakhs-an increase over 46 times. The credit goes to the importance given by Shri Jagjivan Ram for the development and rapid progress of the telephone service as a public utility organization.

To save foreign exchange and utilize the Indian Talents, indigenous manufacture of telephone instruments was undertaken during Babuji’s minister ship. Starting in 1948, the Indian Telephone Industry as a private limited company with Government of India shares being Rs. 2225-5 lakhs, Mysore Govts Rs. 31 lakhs, with assembly of telephones from important parts, the factory now manufactures all the components of a telephone instrument.

For the first time the ITI, Bangalore, declared a dividend to the shareholders for 1955-56 at 2½ per cent during the minister ship of Babu Jagjivan Ram. The Government of India, the major shareholder, received Rs. 9 lakhs as dividend. The Company made a net profit during the year of roughly Rs. 26 lakhs.\textsuperscript{39}
The year 1956-57 saw an all-round increase in production. In the case of main automatic exchange, small exchanges, single and three carrier telephone system, smart phones, etc., there was a quantitative increase while in the case of telephones, other types like magneto telephones, switching telephone and intercommunication telephones etc., were added. Action was also taken to enable manufacture of terminal equipment for working with coaxial cables. Towards the end of Babuji’s stewardship as Minister of Transport and Communication, the company’s sales during 1962-63 was Rs. 773 lakhs against Rs. 700 lakhs targeted. Exports of goods worth Rs. 9 lakhs to Nepal, Shri Lanka, Sudan, Egypt, Uganda, Kuwait, etc., were made amounting to Rs. 4-87 lakhs. Continued attention was paid to the promotion of export trade and supply of RAXs and Automatic Exchange Equipment to Sri Lanka.

Besides the Telephone industry, the Hindustan Teleprinters Ltd., at Madras, was registered as a Government Company on December 14, 1960. During the period of Babuji’s tenure the company manufactured 753 teleprinters during May 1962 to April 1963. Practically all the machinery required for the factory has been ordered and about 80 per cent of it has been received. The tooling for the manufacture of Teleprinters has also been ordered and about 25 per cent received. The indigenous component’s being progressively increased then. The company had made such a gigantic progress that during 1973-74 over 6,000 unites of teleprinters and spares were produced. It has also started production of electrical typewriters now.

A major step forward in the handling of telegraph traffic has been the introduction of automatic subscriber dialing telex service on a nationwide basis during 1963. With the commissioning of teleprinter exchanges at important cities, printed messages could be sent and received directly from one subscriber to another in any part of the country.
Telex service was available between 58 cities. These cities today have an installed capacity of 13,830 telex connections on March 31, 1975. This progress is undoubtedly due to the energetic efforts Babu Jagjivan Ram took to modernize the whole telecommunication, telegraph and telephone system in the country. For extending telecommunication facilities in rural, backward, hilly and tribal areas which are comparatively inaccessible, very high frequency (VHF) system are being developed.

As a result of extensive and rapid development in telecommunication services, the telecommunication assets have increased from about Rs.55 crores in 1950 to Rs. 126 crores in 1961 and to about Rs.693 crores in 1974. This means the assets have multiplied nearly 13 times during the last 25 years.\textsuperscript{41}

Telecommunication is one of the fields where technology is advancing very rapidly. The importance of keeping with technology has been fully recognized and strong Research and Development units have been set up in the Department and industrial undertakings. The activities of the Telecommunication Research Center of the post and Telegraphs Department and the Research and Development unit of the Indian Telephone Industries have helped in the introduction of modern services like telex and STD and in the indigenous manufacture of large variety of transmission equipments. Design in new areas like electronic switching, communication satellite application, etc., had been initiated and progressing with the object of complete self reliance, which was the objective of Babuji.

With the achievements of freedom, and India having acquired a special Position in the sphere of international activities, it held a position of prominent member of the International Telecommunication Union (ITU), a voluntary Central body with headquarters at Geneva and has been
participating in most of the international conference and played its part in maintaining cooperation among the telegraph and telephone services. In order to maintain our position, Babu Jagjivan Ram thought it fit that we undertake considerable research work so that India can put forth her views with some assurance and confidence. Thus it was thought inevitable to setup a body which will act in an advisory capacity to help our research and development in the field of tele-communication. And as such, an Advisory Committee regarded as a national body in the field of telecommunication was set up November 16, 1953.42

Thereafter the OCS also took part in the deliberations of the meeting of International Telephone Consultative Committee held from the 1\textsuperscript{st} to 5\textsuperscript{th} December, 1953. It was convened (i) To access the volume of telegraph and telephone traffic then passing from the Mediterranean basin and Europe to South-East Asian Countries; (ii) to evaluate the volume of traffic anticipated in 1957 and onwards; and (iii) to work out a switching programme for disposal this traffic.43

The Railway Inspectorate is another unit which was under jurisdiction of Babuji and its main functions are periodical inspection of lines prior to their opening to passenger traffic, the holding of inquires into serious accidents on Railway, making recommendations in regard to the introduction of new types of locomotives and rolling stock and examination of application relating to infringement of standard dimensions. The Inspectorate consists of 4 circles of inspectorate with headquarters at Bombay, Calcutta, Bangalore and Lucknow functioning under the chief Government Inspectorate of Railways who is the Principal Technical Adviser to the Government on matters with which the inspectorate is concerned and which functioned with speed and efficiency and Shri Jagjivan Ram was in the fore-front in giving valuable guidance and equal importance to all Departments in accelerating in giving tempo of work.
The erstwhile Ministry of communication was merged with Transport and Shri Jagjivan Ram was given charge for the second time from April 13, 1962 to August 31, 1963 and his stewardship of ministry of Transport and Communication showed all round improvement in speed and efficiency as also for the security of the country had been marked and witnessed.

Babuji realized, on assuming office, that the problem in the country was not one of inefficiency or chaotic transport service. But the problem was one of inadequate and insufficiency of transport services. He enunciated for the first time Govt’s transport policy and hence he was bent upon coordination of various modes of transport so that there was no wastage or duplication of that capacity. The result was that a Committee was set up to coordinate the various modes of transport in the country under the chairmanship of Shri K.C. Neogy.44 He admitted in the Lok Sabha that considering the magnitude of information being collected from various Minister at the Center and from the State Governments it would not be possible to complete the final report of Shri Neogy before the Third Plan period was over. However, there was no lack of initiative on Babuji’s part to improve various modes of transport and coordinate them.45

The common man is not generally aware of the role played by our shipping industry, the ports and the major road links in his day-to-day life. Many items of daily use like foodgrains and petrol are brought to our ports by ships and to our homes by road transport. Some like coal and salt are moved within the country along coastal waters.

The rapid development of Indian roads and Indian shipping has actually enabled the common man to secure at reasonable prices many of these essential articles. This has been assisted by continuous increase in our exports which has been possible, to a considerable extent, because of the significant growth of the Shipping and Transport Sectors.
In Shipping Sector, India’s total tonnage has increased more than 20 times since Independence. Today our ships carry about 18 million tones country’s trade against 1-15 million tones about two decades ago. The working results of the Shipping Corporation of India (SCI) during Babuji’s time, i.e., for the financial year 1963 have been noteworthy. The total earning increased from Rs.6-13 crores in 1961-62 to over Rs. 10-64 crores during 1962-63. This means an increase of about 31 per cent. This has happily been one of progress and expansion in all directions for the SCI. the cargo lifted during 1962-63, i.e., 11,89,274 tonnes shows an increase of 37 per cent over the corresponding tonnage of cargo lifted in the financial year 1961-62. The Corporation drew up a programme of expansion of the fleet and ordered for 12 ships at the Hindustan Shipyard Ltd., besides securing charter of 2 super tankers. The Corporation entered India/USA trade. With this, the liner services of the Corporation has covered all the important trade routes of the world, its vessels flying to Australia, Japan, Malaysia, Far East, East Africa, USSR, UK, the Continent of Europe, Poland and USA.46

Indian ports, which are main gateways to the outside world, have also seen very rapid development during the stewardship of Babuji. The following developmental works undertaken in the major ports in 1961 to 1963 will give the extent of progress made at the instance of Babuji Jagjivan Ram.47

Calcutta and Haldia Dock Projects were estimated at about Rs.30 crores; Bombay Dock Expansion scheme was undertaken at a cost of Rs.0.92 crore. Madras: The Wet Dock Scheme has been completed and the berths were brought into use. The Scheme cost about Rs.248 lakhs.
Mormugao: Work on the dredging of the channel and the basin was undertaken in the beginning of 1963. An outline Scheme for permission of expanded facilities to enable the port to handle 10 to 12 million tones of iron and 2 million tones of general cargo annually was under consideration. An order for the construction of a new dredger estimated to cost Rs. 90 lakhs has been placed with a Netherland firm. An estimate for Rs.3-50 lakhs for investigation in the port area has also been sanctioned.

Vishakhapatnam: This port will be the for a large scale export of iron ore to Japan in the near future. To handle these exports and augment the berths, two for ore and two for general cargo, are being built. A mechanical plant for iron ore handling was also being installed. The scheme is estimated to cost about Rs.7 crores.

Cochin: Work on construction of a four-berth wharf in the Ernakulam channel at an estimated cost of Rs.2-24 crores was started in 1955. The first of the four berths was commissioned in April 1962. The second and third completed in June 1962 and May 1963 respectively. The last berth was completed in August 1963. The new wharf, which is 2,200 feet long, is provided with all ancillary facilities.

Tuticorin and Mangalore: The development of these into major ports was included in the Third Five Year Plan at an estimated cost of Rs. 14 crores and Rs, 15-63 crores respectively.

Kandla has been developed as a major port to relieve the pressure on Bombay. A free trade zone was created later at Kandla in 1965.

Apart from major ports, the Indian coastline is served by many intermediate and minor ports as many as 160 now, which handle costal and overseas traffic. The responsibility for the development of such ports vests in state governments concerned The Central Government gives loans and provides technical advice to state governments.
The total cargo handled annually by the port has increased from 40 million tons to 66 million tones during the last 10 years. This has been possible not only by an increase in the number of ports but also by the development of modernized and improved handling facilities for bulk cargo and specialized cargo. These two developments have, thanks to the able administrative and imaginative capacity of Babu Jagjivan Ram, Paved the way for an overall increase in our foreign trade resulting in both earning and saving of valuable foreign exchange.

In the field of road development programme tremendous was made. The total length of surfaced road during 1960-61 was 2,63,000 km against 1,57,000 km while the unsurfaced was 2,61,000 km against 2,43,000 km respectively in 1950-51. In the first three Plans and the three Annual Plans, a sum of Rs. 1,134.86 crores was spent on road development.46

During the tenure of Babuji, a Transport Development Council meeting was held in April 1963. The important recommendations made three, related to motor vehicles taxation, scheme for the establishment of National Road Safety Council, Framing model rules for licensing of booking, collecting, forwarding and distributing agents for the transport of goods by road and development of inland water transport.

The Central Government is directly responsible for national highways system. Tremendous improvements were made and more national highways constructed. The Border Roads Development Board was set up in 1960 to accelerate the economic development of the north and east border areas by making them accessible through the development of arterial routes. It was during Shri Jagjivan Ram’s time, the Delhi Transport Undertaking started increasing its fleet from 797 at the end of January 1963 to 851.46 Further, the Association of the State Road Transport
Undertakings was established in a special meeting of the representatives of the State Transport Undertakings held on the 13th August, 1963, at Delhi, with a view to ensure improvement in the procedures and methods of operation followed by various undertaking and also procure their supplies at economic prices.49

Under the Indian Light Houses Act, 1927 the Central Government exercises general control over all aids through the Department of Lighthouses and Lightships. The Department maintains various navigation aids along the coast of India, besides launches and VHF wireless sets. In the third Five Year Plan the development of lighthouses and lightships included at a cost of Rs.8-9 crores. Besides the carry-over work from 1962-63, the programme for the year 1963-64 envisaged the construction of 19 lighthouses, improvement of 3 existing ones and provision of buoys.50 Under his direction the Hindustan Ship buildings made good progress also at Vishakhapatnam.

India attained Independence after a long and effective struggle by the people under the leadership of Mahatma Gandhi. Gandhiji taught us self-reliance, self-control self-sacrifice, self-devotion and selfless services to the Motherland. Several persons holding high and low positions, rich and poor, strong and weak, eminent and insignificant were drawn into this struggle to achieve the political goal. Shri Jagjivan Ram was one among the many. But in due course, he became one of the few who could reach the top as a leader of the Nation. Though Babuji has held office at the Center longer than any of his contemporaries, success could not have come to him easily. He must have set his sights high from very early in his career, and worked steadfastly towards his chartered goals. Compared with the overwhelming majority of his colleagues Shri Jagjivan Ram stands out for his intellectual caliber and his political astuteness two qualities which normally do not combine in one.
The work of Babuji as Railway Minister, Labour, Food and agriculture and Defence has been outstanding. So also his work as Minister for Transport and Communications has been stupendous as the foregoing story of his stewardship of the said Ministry shows. It is a widely held opinion that officers in the Ministers he held charge of often praised Shri Jagjivan Ram for “he established the requisite equation between the politician and the civil servant”. He keeps himself informed of all the developments whether it is roads, road, road transport, or coastal shipping or shipping, whether it is Posts and Telegraphs or telephone or OCS or wiles or civil aviation, etc. He also established rapport with the officers and staff in a big way. He often acknowledge in Parliament the hard work and the efficiency and loyal cooperation the employees rendered or contributed to the economic development of the country as also to the security of the country.

Shri Jagjivan Ram’s motto is as, Tennyson said through Ulysses, “To strive to seek and to find and not to yield” and this permeated every breath of his life and work. His life is one of dedication and service to the country and his contributions will act as a shining symbol to the coming generation and inspire them to dedicate themselves for the uplift of motherland.

Few people have become a part of national history during their lifetime, and one of them is Shri Jagjivan Ram. By his simple living, selfless sacrifice, political sagacity and administrative acumen and skill, astute judgment of men and affairs, his tireless significant efforts for contributions in different fields of administration, enrichment of national life, and the dynamic leadership that he is providing to the country and people at this critical juncture in its history, he has created a niche in the hearts of the people he serves.
As Railway Minister:

Shri Jagjivan Ram’s stewardship of the Railways coincided with the second Five Year Plan period (1956-60). The second Plan was, indeed, a challenging task for him and he handled the situation with utmost confidence and efficiency. Fortunately for Shri Jajivan Ram, the achievements of the railways before he took up, no doubt, were many and impressive during the first Plan period. They made much headway with the rehabilitation of their rolling stock and other assets, although the process was continuing in the second plan period as well – albeit in less acute form.

Although the plan gave the railways Rs.400 crores to spend, the actual expend, true was Rs.423.75 crores. of this Rs.240.81 crores or 55.7 per cent was spent on rolling stock, largely on rehabilitation account. Even then, at the end of the first Plan 40.8 per cent of the locomotives, 19.6 per cent of the wagons and 33.7 per cent of the coaches on the line were over-age.51

Some progress was made in the replacement and modernization of plan and machinery in workshop, rehabilitation of track and bridges, development of line capacity, modernization of signaling, etc. However, shortage of materials was responsible for substantial arrears of these works being left over at the end of the plan period.

Large strides were taken towards self-sufficiency in railway equipment and the foundations of a growing rolling stock industry in the country were firmly laid. Chittaranjan Locomotive works made steady progress, and a modern state-owned Integral Coach Factory went into production at Perambur near Madras in October 1955.

Work got well underway during the first Plan period on the Rs.16 crore Gang bridge project, one of the largest of its kind built in the world.
About 430 miles of railway lines dismantled during the war were restored, 380 miles of new lines were constructed and 46 miles of narrow gauge lines were converted into metre gauge. At the close of the plan period, another 454 miles of new lines were under construction, 52 miles were in the process of being converted into broad gauge, and surveys for about 2,000 miles of new lines were in progress.

A new enlightened outlook towards the comfort of third class passengers was responsible for a significant improvement in their conditions of travel.

Measures for staff welfare received special emphasis and expenditure under this head, including construction of quarters, exceeded Rs.24,00,00,000.

The process of administrative integration in the shape of railway re-grouping was completed during the Plan period and a beginning was made with the introduction of the divisional system within Railway Zones.

Railway finances developed a new robustness reflecting, of course the higher tempo of economic activity in the country.

Last but not least, railway operational efficiency during the Plan period touched new record peak which, in certain direction, put in the shade the highest levels of performance achieved under the regulated traffic conditions of the second world war period.

Despite the progress made, the Indian railways still had an arduous task during the second Plan period and the Railway Ministry was fortunate to have Shri Jagjivan Ram, men with exuberant energy and dynamism coupled with diligence and wisdom to steer clear the Railways' ship. It took on time for Shri Jagjivan Ram to grasp the problems ahead.
Modernization of the Railways to deliver the nation’s goods was a watchword with him. A unique feature of his tenure was that in all the five budgets that he presented to Parliament, there was no hike in passenger fares in a single one even. And yet the Railways progressed tremendously in all the sectors. During this period, the passenger traffic registered an increase of about 25 per cent. As compared to the per-Plan period, almost double the quantum of goods traffic was handled very efficiently. The railways were set to the task of developing rail capacity for handling nearly 165 million tonnes of goods traffic, a large part of which related to basic industries like steel, coal and cement –indeed a gigantic task. In addition, they were required to boost up their passenger transportation capacity by 15 per cent. For effective discharge of this heavy responsibility, the railways had to undertake large-scale development of their own resources and equipment. They attained this capacity through various measures taken under the able guidance of Shri Jagjivan Ram. It is interesting to note that the passenger traffic actually increase to about 25 per cent against the Plan provision of 15 per cent.

Shri Jagjivan Ram laid considerable emphasis on construction of new lines, doubling of the existing single lines and modernisation of traction. During his tenure, i.e., from the first year of the second Plan (1956-57), a total of 653’39 kilometers of broad gauge and 611’55 kilometers of meter gauge have been opened and about 1,609’34 kilometers of broad gauge and 402’34 kilometers of meter gauge lines, mostly included in the third Plan, were in various stages of construction. In order to deal with the traffic anticipated as a result of increased production of coal, steel and other major industries, nearly 1,500 kilometers of single lines were doubled and another 1,500 kilometers came under various stages of doubling. It was during this period that many rail-curn-road bridges across many invincible rivers were completed, notable among them being Rajendra Bridge across the Ganga at
Mokameh, the Gandark Bridge costing Rs.1.93 crores on the river Gandak between Sonepur and Hajipur on the North Eastern Railway opened to traffic on October 18, 1960, and the main bridge costing Rs.9.89 crores across the river Brahmaputra between Amingaon and Pandu on the Northeast Frontier Railway.

Out of a total of 92,200 bridges on March 31, 1962, on the Indian Government Railways, 6,939 bridges were major bridges having waterways of 18.29 metres or more, or having clear opening of 12’19 lineal meters or more\(^5\). At the direction of Shri Jagjivan Ram, periodical meetings of the Joint Committee of Engineers of Railways, Public Works Department, Irrigation and Forest Department of state Governments were held at which problem of mutual interest were discussed. During Shri Jagjivan Ram’s ministership, a number of railway yards were remodeled, important among those being: Moghalsarai, Ondal, Tatanagar, Bhilai, Rourkela, Adityapur, Durgapur, Dodhra, Ratlam, Vijayawada and Mohuo. Some new ones were also built.

A very important decision taken during Shri Jagjivan Ram’s tenure was the Railway future planning for switching over to 25 KVAC electric traction, in line with the development in several foreign countries. Since the first electric train tan in India from Bombay to Kurla in 1925, only 240 route miles had been electrified. He, there-fore, decided to increase the mileage of electrified routes to about 1,500. The second Plan originally provided for the electrocution of additional 326 route miles, but subsequently the figure was raised to about 1,434 route miles to meet urgent operational requirements. Important routes selected by him include all the Calcutta suburban sections and the main lines between Howrah and Moghalsarai, Howrah and Tatanagar, Asansol and Rourkela, Igatpuri and Bhusaval, and Tambaram to Villupuram.
The main impact of the additional coal and steel traffic was felt on the Eastern and South Eastern Railways. Consequently, out of the proposed total additional electrified route mileage of 1,434, nearly 726 miles was on the Eastern Railway and 416 miles on the South Eastern Railway. The remainder was accounted for by 192 miles on the Central Railway and 100 miles on Southern Railway.

The electrification scheme on the Eastern and South Eastern Railways was planned to complete the high priority works by March 1961. Under the directions of Shri Jagjivan Ram an agreement was entered into with the French National Railways technical collaboration, supervision of work, etc., under the electrification programme.

Orders for 100 A,C, electric locomotives (25 K, V, single phase 50 cycles) were placed on a consortium of firms from Belgium, Switzerland, France and West Germany at a cost of Rs.9-2 crores. Deliveries were scheduled to commence from 1959 and to be completed by 1960.53

It was during Shri Jagjivan Ram’s tenure as Railway Minister that goods trains hauled by diesel locomotives were introduced on most of the sections which were working to saturation. The Railway Board, therefore, ordered 100 broad gauge main line diesel electric locomotives. These engines were initially used on certain busy main lines, pending completion of electrification of these lines. As electrification completed, the diesel engines were shifted to other areas, where meanwhile, traffic density would have increased.

The country has long been dependent on foreign imports for its requirements of rolling stock and other equipments, involving considerable drain of foreign exchange resources, concerted action was, therefore, taken during the first Plan period to develop to the largest extent possible the manufacture of Railway equipment and stores within the country.
During the five year of the first Plan, the country produced 500 locomotives, over 4,000 coaches and nearly 42,000 wagons.

An endeavour towards self-sufficiency had been the key-note of the policy pursued by the Railways during the second Plan period and Shri Jagjivan Ram made commendable efforts in the attainment of self-sufficiency in locomotives and passenger coaches requirements and for promotion of wagon production industry in the private sector. During his stewardship about 2,500 locomotives, 78,000 coaches and 99,000 wagons were added to the fleet on the Railways, substantial progress was also made in the indigenous production of a large variety of other stores which have traditionally been imported.

Shri Jagjivan Ram decided to make best effort to reduce the imports to the bare minimum. The extent to which he succeeded will be clear from the fact that while the purchase from indigenous resources amounted to only Rs.63 crores during 1950-51, they rose to Rs.158 crores in 1957-98. These purchases not only gave a patronization to the indigenous industries but provided employment also to a large number of people.

In order to increase the efficiency of Railway Administration and operation in the eastern sector, Shri Jagjivan Ram decided to bifurcate the North-Eastern Railway and to create a new Railway Administration, North-East Frontier Railway, with head-quarters at Pandu in Assam with mileage of about 2.00. It was inaugurated on January 15, 1958. The creation of this new Zonal Railway Administration, thought small in size compared with other units, had been necessitated by manifold considerations—strategic, administrative and operational. It was of vital importance that three should be a dependable, continuous and all-weather line of communication between the Eastern Frontier and the rest of India.
Besides, there was also the urgent need to augment rail transport capacity for economic expansion and industrial development of this area. Shri Jagjivan Ram, therefore, considered it imperative to set up at Pandu a full fledged administrative machinery to be in close touch with the day-to-day railway operation and competent to deal with immediate as well as long-term problems. Once he takes a decision he sticks to it. When members of Parliament questioned about the wisdom of bifurcation, he boldly told them that on political considerations were taken into account for the creation of the new zone, and that no pressure of any sort, political or otherwise, was brought to bear on this question and that the decision was taken purely for operational reasons.

Incidentally, Shri Karnail Singh, who was for a greater part Chairman of the Railway Board during the tenure of Shri Jagjivan Ram as Railway Minister, narrated an instance where he was not influenced by political pressures and stuck to decisions once taken.

There was a suggestion for a new railway line to be laid in sabarkantha region of Gujarat. Some influential men were interested in that new railway line. But another alternative route in the same region was in the greater interest of railway and the country, though it was not backed by influence. When the matter was brought before Shri Jagjivan Ram he gave some thought to the matter and then told the chairman of the Railway Board: "politics cannot convert a wrong into right. Go ahead with the right thing, and I will face it."54

Once he takes a decision he sticks to it. Only reasoning can make him change his decision. He does not shirk his responsibility because of any possible adverse criticism. If he thinks a particular thing to be carried out speedily and then keeps on enquiring about the progress made in the matter.
Not the least significant among the achievements of Shri Jagjivan Ram is the great improvement effected in providing amenities for passengers. The railways carry about 1,300 million passengers annually, of whom the majority travel in third class: and yet, until Independence, they belonged to the “forgotten class”. Third class travel, especially for long-distance journey, was nothing short of an ordeal. Mahatma Gandhi even pointedly referred to this when he lamented how third class passengers were being looked upon as “so many sheep” and not as “fellow-men”.

Much of what the railways provided during later years in the form of amenities was for the use of the small minority of upper class passengers. For them there were convenient booking offices, well-equipped waiting rooms, refreshment and retiring rooms and a variety of fittings in the compartments. They third class passengers, on the other hand, had an ordeal of buying their tickets, the bare stay to rest under a station and an uninviting compartment to travel in.

However, during Shri Jagjivan Ram’s regime, things have vastly changed and much has been done to make rail more comfortable and to remove the gap in the amenities enjoyed by various classes of passengers. The third class (redesignated second class since 1974) passenger was the focal point of all efforts by Shri Jagjivan Ram to improve passenger facilities. He had laid down that certain minimum amenities must be provided at all stations irrespective of their size or status. These included waiting halls, a pucca platform surface, benches and shady tress on platform, improved types of latrines, adequate arrangements for lighting and drinking water and sufficient number of booking windows. The more important stations would have certain additional amenities. In addition, electricity and telephones were provided at station where these could conveniently be made available.
Shri Jagjivan Ram knew that the problem that required urgent solution was that of over-crowding in trains. In 1957, about 2,000,000 more passengers boarded the trains in the Indian Union daily than they did in 1938-39 in undivided India. Their total number today is, on an average, about 3,500,000 per day.

Consistent with the availability of coaching stock, locomotives and line capacity, Shri Jagjivan Ram had taken several measures in this direction. Thus, more than 3,500 coaches were put into service and as many as 760 additional trains introduced, an average of about 13 new trains per month. In addition, the runs of 525 trains had been extended to cover more station. More rail-cars were introduced for short-distance traffic were it was heavy, thus it had partially helped to ease over-crowding.

Not only the lower class travel no longer the ordeal it was, it has been restful and far more convenient, thanks to Shri Jagjivan Ram who initiated a number of schemes to provide more and more amenities by way of better seating arrangements, fans improved and commodious lavatories fitted with mirrors, wash basins, taps and other feature of the new coaches. His humane outlook did not stop here. He spent his energy in contemplating to an improvement on provision of sleeping berth system when he proposed to introduce, for the first time, the third class sleeper coaches on vestibule Deluxe Express trains and a new type of 3-tier sleeper coaches. He had also a keen eye on giving better services to the railway users. He was instrumental in the introduction of Super Express Goods trains, container Service, Refrigerated Vans for perishable traffic, freight concessions for export traffic, and other innovation to benefit the trade. The Indian Railways also assumed Common Carrier’s liability during his Ministership.
It was Shri Jagjivan Ram as Railway Minister who arranged annual conferences between the Members of Parliament, the Members of the Railway Board and the General Managers of Zonal railways, in order to discuss matters of day-to-day importance. An informal consultative committee of Members of both Houses of Parliament for each of the eight zonal railways, was constituted in 1959 and they served a very useful purpose as they provided an excellent forum for an informal discussion where free and frank views were expressed on matters of day-to-day working between the Members of Parliament and the railway authorities responsible for operating the railways.

The general Managers took down notes and they were instructed to take early action that might be feasible on the various suggestion. Likewise, matters beyond the power of the General Managers were taken note of by the respective Members of the Railway Board for suitable action thereon. These meets afforded a good opportunity for a better appreciation of the public needs by the top railway executives.

During his days while the Railways were endeavoring to meet needs of the travelling public, they were also facing certain handicaps in their effort. Ticketless travel, indiscriminate pulling of alarm chains, theft of railway property and interference with railway operations were among the handicaps which railways had to contend with. Realizing that these evil practices came in the way of progress on the railway, Shri Jagjivan Ram never hesitated but often-and-on appealed to the public and also the Members of Parliament for their cooperation and to use their influence to check these crimes and social evils and eliminate them.

As Railway Minister, Shri Jagjivan Ram always emphasized on Shri Karnail Singh that justice must not only be done but it should also be shown as being distributed equally on all sides, in all sectors and at all
levels. He mixes authority with persuasion. He has no bossism in him and he always has a will to carry the staff with him. Their well-being was uppermost in his mind. His Ministership in the Railways will be long remembered for various schemes he initiated for the welfare of the Railway staff.

Satisfactory execution of the enormous task which the Railways faced during his tenure depended, to a large extent, on the full and willing cooperation of nearly one million persons on the Railways. Realising this, be paid special attention to the welfare and contentment of railway workers. He knew that of the million railway men, more than 2 lakhs toiled on machines in workshop; about one and a half lakhs were spread along the track, packing sleepers with ballast, driving spikes and watching the safety of the track, many thousands stand alert at levers and charts in Cabins and Control Rooms. In addition, a large number work behind the wheels which move on and on to carry 35 lakhs passengers each day and an enormous quantity of goods. He also knew that several thousand work in the offices. Shri Jagjivan Ram, who has a large human heart for workers, on matter in what sphere of activity they are, was always mindful for the welfare of railway workers. He, therefore, brought in certain welfare measures and got implemented them during his time.

One such notable measure was the pension Scheme. Unlike the central Government employees, the railway men, all these years, were not entitled to pension. In December 1957, he decided to offer the choice a pension scheme to all the million or more railway employees. He also implemented a scheme by which large-scale upward re-distribution of posts calculated eventually to benefit 1,70,000 railway men in non-gazetted cadres was announced in February 1957. Directions were also issued to explore avenues for quicker promotion of class IV staff, not only within their own class but also to class ITI posts. He instructed the
Railway Administration to set up Joint Committee of Officers and Staff at all levels—even at small station, workshop, other places—“to make the staff feel as partners in common endeavour.”

He also ordered to start a number of staff training schools or the existing ones expanded to train railway employees for more responsible work and thereby improve their prospects.

It was during his time that reservations were made for departmental promotions of employees from Scheduled castes and Tribes and these were meticulously implemented. Attention of the recruiting authorities was constantly drawn to the necessity of filling all vacancies meant for the Scheduled Castes and Tribes belonging to these classes. Special Officers were also appointed in all railways to look into all aspects of their recruitment and other related matters.

He had other welfare schemes of railway men and pushed through schemes for construction of new quarters. As against as average.

(C) Food and Agricultural Minister:

Food and agriculture has been a number one problem in the country. Time and again, various Ministers came as Food and Agriculture Minister, but, despite a long period of 27 years, after independence, this vital problem could hardly be solved. As a result, there had been sufferings to the millions of the masses in this country and despite shortages of foreign exchange, the heaviest import bill has been towards the purchase of food grains, particularly, wheat, from various other countries of the world.

When Babu Jagjivan Ram became Food and Agriculture Minister, he made a real dent into this ferocious problem and during his tenure of office as such, the production in general went up and miseries of the
people were greatly minimized; although agriculture is subject to serious hurdles of nature beyond the control of human beings or the Govt. as the case may be.

Delivering the Annual Convocation of Agricultural University, Udaipur, on 20th January, 1968, the Union Minister of Food and Agriculture, Babu Jagjivan Ram said:

"During the reign of the East India Company, severe famines occurred in the years 1770, 1784, 1802, 1824 and 1837 and under the British Government –Administration in North-West India in 1860, in Orissa in 1865, in Rajasthan in 1868, in Bihar in 1873 and in South India in 1876 and in the entire country in 1896 and 1899. Following the famine of 1876, a Famine Commission was appointed and the Agriculture Department was established following the report of the First Famine Commission. There has been occasional scarcity of food grains in the past as our agriculture has remained stagnant over a long period of time. and agricultural production remained entirely dependent on natural factors. Since 1947, great changes have occurred in our agriculture. With the development of irrigation facilities, agriculture is becoming less and less dependent on monsoons. Steps are also being taken for maintaining and enriching soil fertility and minimising destruction of crops by pests and diseases."56

Delivering the Third Convocation at the Andhra Pradesh Agriculture University, Hyderabad, on 3rd February, 1968, the Food and Agriculture Minister, Jagjivan Ram, said:

"The main aim of an Agricultural University is to achieve a complete synthesis of education, research and extension both at
faculty and student level. The assumption behind this philosophy is that a teacher to be effective should not only have considerable research interests but ought to have extension experience as well."\(^{57}\)

Food and Agriculture Minister, Jagjivan Ram said at the 3rd meeting of the Indian National Campaign Department for the Freedom from Hunger Campaign, at New Delhi, on 17th July, 1968, that the intention of this organization was to mobilise good support to countries facing critical food shortages from those in a position to help. The concept has undergone a change. In India, particularly, the movement has taken up the form of efforts for promoting domestic food production with the help of gifts and assistance received from organizations in various other countries.

The Food and Agriculture Minister, Jagjivan Ram, speaking at the Diamond Jubilee Dimension of the Poona Agricultural College, on 2nd January, 1968, said that the country cannot prosper unless we are self-sufficient in food.

Speaking at the Seminar on Increasing the Yield of Crops in Unirrigated Areas, at New Delhi, the Food and Agriculture Minister said that it is proper to hold the Seminar during Convocation Week of the Indian Agricultural Research Institute for it will focus the attention of the students of the Institution who are passing out, on the problems and possibilities of dry farming. Mr. Ram hoped that “it is timely that the low rainfall areas and the unirrigated areas receive their due share of attention. Their problems have to be tackled both with a view Agricultural Department as well as general human”.\(^{58}\)

Speaking before the farmers in New Delhi, Mr. Jagjivan Ram said in his Address that when he assumed charge of the Food & Agriculture
Ministry, "the country was facing the grevest crisis of food shortages, but today, there is an air of confidence generated by the anticipated production of nearly 95 millions tons of food grains. The production of cotton, oilseeds and jute is also expected to be substantially more than in the past. The credit for this achievement should mainly go to the millions of farmers in India.

Speaking on food problems, the Minister of Food and Agriculture said:

"The subject of food has always evoked widespread interest. It is again very much in the news but with a difference. After two years of drought, shortages and high prices, prospects of better availability and price relief have come with a bumper crop estimated at more than 20 million Tons"59:

For the first time, Jagjivan Babu was giving stewardship to the Ministry of Food & Agriculture at a very critical time of India's history. At that time, the situation was precarious as a result of drought situation.' Nearly famine conditions prevailed in every part of the country. This had led to political troubles and the very political stability of the country was in danger. It was at this juncture in India's history that Jagjivan Ram took charge of this Ministry. Words cannot describe the admirable manner in which he tackled this most difficult problem. Not only was the food scarcity over, but the country approached a situation of near self-sufficiency which was regarded as a mere dream when he took charge of the Ministry. Agricultural production improved substantially and the distribution mechanism was streamlined. With this,' the political turmoil also subsided and the country settled down to a normal and stable life.

"It is my feeling that much of the phenomenal success and popularity of the Prime Minister was gained at that time on account of the
easy availability of food in contrast to the earlier scarcity situation, the credit for which should mostly go to Babuji. The work done during his time has turned the very fate of the country. The so-called Green Revolution has opened possibilities of economic extension which could not be visualized a few years ago. Now India has acquired a new image.\textsuperscript{60}

It was during these difficult conditions that Jagjivan Babu became a soothing sayer and walked as a Caesar, bewaring the ideas of Marx and killing their natural phenomena. It was really over-conquering the nature, the real gambles of nature and God and again, there was a tremendous outbursts of thunder storm and rainfall

When the situation grew worst, once again, Jagjivan Ram was persuaded to take over the charge of Food & Agriculture Ministry in October, 1974. The confident 'self this time played heroically riot with the soldiers as he did when he was Defence Minister, but, with God and Nature. And since this time, he has started winning game which has become the hope. Stakes were high and bid was low. But again so inevitable. There was marvelous improvement in food situation and the time came, when the surplus food was sent to other nations.

Food for thought was more expansive than food for body. It could not be generated just by means of policy in the air, plans, the so called commissions; the food could only be brought by hard labour, day and night work, irrigational means, etc. etc. And this was brought down. Jagjivan Ram chalked out the practical plan and executed within no time. Neither he waited for the results nor he waited for the orders; he executed the plan immediately and gave the results; tremendous and outstanding results and after he felt satisfied, he immediately switched over to his next assignment.
Babuji’s creative approach to life has left its impression everywhere. People say, whatever may be left to the care of Babuji, it would be gone through with as little blemish as possible. All those ministerial assignments which brought disrepute or doom invariably to his predecessors, were discharged and are being carried out with marked degree of success by Babuji, Food and Defense bear witness to that. Whatever may be the causes but the fact remains that as a Minister whatever portfolio lie may be holding, he has been second to none.

Food Ministry has always been a headache to the Minister concerned. Nobody could enjoy the reputation of solving the problem except the late Rafi Sahib. To many brilliant and top congress leaders, Food Ministry proved graveyard not only to their face but also to their career.

Prime Minister, Smt. Jindira Gandhi, once said: "I do not think, one can over-estimate the importance of solving our food problem. In my view, our honor is involved, our security is involved, the lives of our people are involved."61

The Prime Minister was true in her remarks as the key to economic recovery lies in the solution of the food problem. The rise in food grains has been the most important element stocking the fires of inflation. But what was the difficulty in Centre experienced in tackling the issue?

As in a federal structure like ours and with the primary responsibility in the matter of food production, procurement and distribution vesting in the federating States, the Centre can work in the mutually agreed approach to the problem and cannot take down a rigid line which, however, in principle, is difficult to be enforced. The potency of the Centre can be visualized, but when the portfolio was handed over to Mr. Jagjivan Ram, all these hurdles were set aside. He got the faith in the
National Food Policy revived. 'a National Food Policy is easier said than done and also, when the reigns of the Ministry he took, the country had already passed through consecutive drought years. He did not preach sermons to the dealers against hoarding, but he acted with density without much publicity in removing those causes which were responsible for all that. He had difficulties to surmount and reports coming from various States particularly, the surplus ones; indicate reluctance of the State governments to fall in line with the Centre.

Jagjivan Babu is of the conviction that if inevitable, fight should be fought. He took the Chief Ministers of the States by surprise by suggesting that the Zonal System was to be done away with and with it would go the smuggling which had reached disturbing dimensions. He was and is of the firm opinion that the problem of low productivity is closely linked with land reforms, small irrigation schemes, etc. His national- optimism is on its way to success when in the coming years bumper crops were there. Green Revolution changed the complexion of the Indian agriculture. PL 480 food imports would no more be needed in future as he was positive that the country would achieve self-sufficiency by 1970-71. In the years to come, the remarkable surplus of the food grains was so much that the prices of food grains sagged down and the Govt. had to come in the market to step up Govt. purchase to arrest the steep fall in food grains as the prices prevalent in the market may not be remunerative to the agriculturists. Agriculturists and farmers flourished. Precious foreign exchange could be saved because we were to pay for food 10 dollars throughout the year.

Babuji is a hard-headed realist and conservative in the sense that he cannot be easily swayed by slogans and catchy words and cannot be misled by mystery ideas in the name of socialism and progressive views. His Revolution in one of the AICC meetings, held at Indu Chacha Nagar, amply demonstrated that. While rejecting the demand for the elimination
of private trade in many other essential commodities and the demand for enlarging the scope of the wholesale trade by the State and nationalization of sugar and textile mills, he remarked.

"Those persons who wanted to force the Govt. hands to doing much more than it could, betray ignorance of the agrarian economy and were against the interests of the farmers".

This is the reason why Jagjivan Ram could come out with flying colours and a bouquet could be presented to him for making the most unsuccessful job a success.

In fact, Paul and William Paddock, in their famous book 'Famine 1974', had predicted that the fate of Indians by 1974 will be similar to that of sheep being taken to slaughter house. In other words, death from starvation and hunger was the only fate which many authorities felt, awaiting Indians by the mid 1970's Babuji. Therefore, proceeded with vigor and determination to ensure the success of the high yielding verities programme. He also introduced a sense of realism and a deep understanding of rural problems in dealing with agricultural planning.

Babuji realized that the benefits of technological advances should not only accrue to those who are located in ecologically favorable areas, but that the needs of those farmers who are struggling in arid and semi-arid areas should also be attended to. Above all, he emphasised the need for looking at the problems of soil fertility, maintenance in an integrated manner by attending to the physical, chemical and biological needs of the soil. Thus, he emphasised the improvement of re-cycling of organ wastes through the conservation of cow dung and other organic manure for agricultural apparatus and warns against attention being given only to fertilizer use.
When Babuji left the Agriculture Ministry to take over the onerous task of the Defense Ministry, he left the country in a favorable situation as regards the national food budget in fact, he left the Ministry with the problems related not so much to those arising from the scarcity, but those caused by problems of storage, transport and marketing. It will be useful, while paying, tributes, to so great a leader, to review. the agricultural situation since our independence.

Before 1947, the quantum of effort generated in agricultural research and education was miles far away in relation to the magnitude and diversity of the problems awaiting solution as early as in 1928. The Royal Commission on Agriculture had laid considerable stress on harnessing science to develop and spread new technologies for the arid-semi-arid and irrigated areas. The Indian Council of Agricultural Research established in 1929, was an outcome of a recommendation of the Royal Commission. Nevertheless, the Council had neither the authority nor the resources to effectively stimulate and coordinate agricultural research and education in the entire country.

Agricultural education earned low social status because of the widespread prevalence of the view that agriculture was a profession needing only brawn and not brain. That is why; Mahatma Gandhi attached so much importance to ending the difference between the intellect and labor in rural areas. As a result of poor social status attached to agriculture, as well as the poor, returns and high instability of income observed in farming, only those students who could not get admission in other professional courses like Medicine and Engineering as well as in Courses in Science and Arts, tended towards agricultural colleges. The manpower of agricultural departments was hence generally inadequate both qualitatively and quantitatively for facing successfully the numerous complex problems posed by a wide-range of agro-climatic and socio-ecological conditions.
met. Whatever work was done prior to independence in our research laboratories, seldom found widespread adoption in the field either because arrangements were not made for the production and distribution of inputs like seeds, pesticides, and fertilizers or because of very poor extension services. The extension work by and large, had very little to extend either by way of knowledge or of inputs and, therefore, became in object of ridicule and condemnation. The research workers were also condemned frequently as, "Ivory 'tower scientists'" with little concern for the welfare of the farmer. Even as recently as ten years ago, the view that what the country needed was not mere research, but only extension of the research, was widely heralded.

Thus, when India became independent, India had inherited agricultural research and educational system which had neither social prestige nor the self confidence essential for helping to transform the agrarian, economy. It is in this context that the call given by Jawaharlal Nehru that "agriculture cannot wait" became so significant in ushering in a new perspective for agricultural growth.

Just before we became independent, we had witnessed great human tragedy in the form of Bengal Famine. Famines had been regarded as a theme in our national history for a long time and it is, therefore, not surprising that Jawaharlal Nehru announced that one of the first tasks of independent India would be development of a viable and productive agricultural economy leading to self-sufficiency in our food requirements. Several steps were taken to give effect to this resolve and during the period 1947-1960 much progress was seen in infrastructure development through the community development and other programmes. The infrastructure development made it possible for scientific results to strike roots and bear fruit quickly. They started becoming available in more relevant forms during the last 12 years.
An index of governmental interest in the agricultural research and education can be found from figures concerning the funds made available to the Indian Council of Agricultural Research for work in these fields. Today, India has 23 well-equipped and well-staffed research institutions all over the country directly supported by the ICAR. In addition, there are 8 Soil Conversation Research Centres, We have 19 Agricultural universities with nearly all States having one such university. Throughout India, coordinated research project of ICAR has created excellent machinery for integral research and all problems of national importance in agriculture, animal husbandry and fisheries.

There are 69 such projects currently under operation and a unique feature of these projects is that they provide a mechanism for bringing together the scientists working in different disciplines and under different administrative hierarchies into a common working family. Above all, the most important, strength of our agricultural research system lies in the national grid of cooperating testing programmes and the screening programme of every experimental finding before it is passed on to the farmer.

While India and agricultural economy are identified as synonyms on the globe, nothing could be more satirical than the massive import of food grains under appealing needs the sometime on most humiliating terms. Though the country embraced it for decades till the attainment of Agrarian Revolution, factually recognized as Green Revolution. The hitherto controversial PL 480 Agreement on the import of food-grains is regarded by many nationalists as a indelible smudge on the country’s face and the most submissive compromise a country can be succumbed to strike for its poor bargaining capacity. While the drain of the limited resources for un-reproachable purposes viz, import of food grains for a developing country like India and its impact on the economy could well be estimated, the
stains inflicted to the image of a country with such a vast geographical boundaries to be rightly called a sub-continent, may better be imagined.

With the emergence of the idea of welfare state as the Directive Principles of Governance, the people cannot be allowed to live amidst scarcity, destitution and poverty. The 'laissez faire' and 'laissez passer' cannot be the theme for agriculture. It cannot be continued to be a speculation; 'Indra' and 'Varuna' may continue to be worshipped as mythical idols, but the agriculture cannot be left on their imaginary whims.

Babu Jagjivan Ram, ever since he took over the bridles from always tried to steep his actions with in genuineness and give a touch df his personality and organizational capacity to his plans for agricultural prosperity, like hybrid for the other faculties during his long tenure as superman of national matters. Babuji, instead of making a shallow approach, embarked upon striking at the very roots of the problem and that too on war footing. His analysis of the factors responsible for the depressed state of rural economy convinced him that the problem needed the infusion of his personal dynamism, but only in his planning, but in his actions also. The bold as he is, he restored to a new form of strategy with unconventional decisions regarding the elevation of the level of agricultural output through increased utilization of the modern methods of cultivation, use of improved fertilizers, minor irrigation projects, launching of package programmes and better incentives to the peasants.

Incredible as it sounds, the fertilizers worth 255 million dollars were imported in 1967-68, nearly 11 times the figure in 1960-61 obviously to confront the problem full-heartedly and undauntedly. A record fertiliser credit to the State Governments was envisaged to the tune of 105 crores outside the Plan. The proportion of the Plan expenditure devoted to agriculture was also increased. From 20% in the Third Plan to 22% in
1966-67 and to 23% in 1967-68 (Budget Estimates). Such unprecedented decisions while reflected upon the tenacity of purpose on the part of the man handling the affairs, also led to deduce that these decisions could flow from a person only with a transcendental history behind him like Babuji.

The stability of the food prices to a great extent be achieved by preventing the large fluctuations and continuous inflationary rises in the prices with the help of buffer stocks of agricultural commodities. Babuji rightly visualized the significance of this fact in the aggregate network of the economic development. Therefore, Annual Plans witnessed the record investment of Rs. 105 crores to check the price decline. When there were bumper harvests, to arrest the upward trend in times of scarcity.

The Community Development Movement came into being on October 2, 1952. Addressing a Conference of State Chief Ministers, held in Madras in June, 1968, Babu Jagjivan Ram, Union Food Minister said:

"While the bigger farmers have been quick to take advantage of the intensive agricultural programmes involving high-yielding hybrid seeds, the poor farmers continue to adhere to his ancient farming techniques. The Community Development Programme can play a decisive role in rectifying this imbalance so that the benefits of modern agricultural methods are shared by the big and small peasants."

The Cooperative Movement, besides other constructive objectives, was initiated in India to ameliorate the rural economy and to save peasantry from economic exploitation.
The significance of the co-operatives in the Agricultural Development Programme was rationally approved by Babuji while addressing the Conference of Chief Ministers in Madras on 12th June, 1968. Giving a message of hope and cheers to rural communities, artisans and farmers, landless laborers and social functionaries, Babu Jagjivan Ram described the agricultural development as the kingpin for all this and consequently attached the greatest importance to the agricultural programmes to be undertaken subsequently. He emphatically earmarked the cooperatives as the main instrument for the purpose besides the support of various other activities for these "programmes, when he said:

"Cooperatives have been made the principal source for providing credit to the farmers. They are one of the important channels for distribution of agricultural input and supplies. The cooperatives also play a significant part in marketing of the agricultural products and enable farmers to get a fair price."64

More than 40 years ago, the Royal Commission was set up to study the agricultural network. It was only in 1969 that the formation of the Farm Potential was declared by the Union Minister of Food and Agriculture, Jagjivan Ram and had attained the final stage. The Agricultural Commission complemented by the Irrigation Commission aimed at hunting a panacea for development of Agricultural Rural Economy.

According to the Union Ministry of Food and Agriculture Review, India had an all time record of food grains production of 95.6 million in 1967-68. The Review also estimated that food grain import during 1967-68 were 14% less than those in 1966, Compared with an average in the First Five-Year Plan period, the food grain production in 1967-68 was 75% higher. However biased one may be and whatever factors that culminated
into uncultivated success, one is compelled to put the feather into Babuji's cap. In fact, that year was treated by the Economists of India as that of the beginning of the Agricultural Revolution.

During these years, when the food situation in the country became alarming once again, the Prime Minister had to persuade Shri Jagjivan Ram to take over the portfolio of Food & Agriculture again. In October, 1974, when Babu Jagjivan Ram took over the Food & Agriculture portfolio, the Times of India remarked on October 10, 1974 as follows:

"The Minister with a reputation for good luck Mr. Jagjivan Ram had another good Oman. On the day he got Agriculture portfolio—there were showers in Delhi." "If this is the weather in the North, the experts said, it could be a harbinger of a good rabbi crop as it would help sowings."65

"Mr. Jagjivan Ram has held this portfolio during the three years period 1967-70 when it was marked by good rainfall and a steady growth rate in agricultural production."66

The Union Agriculture Minister, Mr. Jagjivan Ram declared, after taking over again the Agriculture portfolio, that none would be allowed to die of starvation. Referring to the plight of the flood and drought affected people of Bihar, he said:

"I cannot assure you a full meal. But I can assure you that none of you would be allowed to die of starvation."67

"The government would buy food grains from all countries." However, he ruled out purchase of food grains from US under PL-480 "being against the self-respect of the country." He was addressing the concluding Session of the Two-Day Bihar State Community Fascists Convention, Mr. Jagjivan Ram asked the Bihar Government to launch anti-
hoarding campaign without bothering about its consequences. "There is enough stock with farmers and it must come out." he said,

Reported by The Times of India dated October 20, 1974. The Union Agriculture and Irrigation Minister Mr. Jagjivan Ram said in Calcutta on October 22, 1974 that the Centre had instructed State governments to take all "effective steps including MISA and DIR, if persuasion failed, to bring out food grains hoarded by big farmers.

Shri Jagjivan Ram stated that the food problem was exaggerated. "I do not say, there is no scarcity. But it is nature made and man made," He said, "If all state governments took vigorous steps to dishoard unauthorised stocks, I thinks, the situation will improve." 68

There was a downward trend in the price of food grains when stocks were brought out by big farmers recently. Even the price of rice in Calcutta's open market showed a marked fall. He assured State Food Department officials in West Bengal of early arrival of fertilizers but said, "the Rabi procurement programme in West Bengal which had a good crop this year, should be implemented."

Mr. Jagjivan Ram said, "If there was cooperation from state governments in various production programmes, I do not see why India should not be self-sufficient in food- When I say food, I do not mean cereals only." About supply of seeds, he said that arrangements had been made although there was some shortfall in the quantity that was to be brought from Haryana.

Asked about the time limit for achieving self-sufficiency in food-grains, he said, "the country would have to purchase adequate quantity of food grains to meet requirements even during years when weather conditions were not favorable." For these, irrigation potential and supply
of power would have to be increased besides acquiring seeds, fertilizers, insecticides and pesticides. But at the best of all this was required the rational land system which "we have not been able to achieve so far." All state governments have been asked to rationalize the land system and a beginning has been made in this direction. The Editorial of the Times of India commented" on the face of it, the new Union Minister of Agriculture, Mr. Jagjivan Ram, may yet prove to be a second time lucky. During his first innings in the Ministry, the country had three bumper crops in a row. His advent at Krishi Bhawan lastly has coincided with welcome widespread showers. What is more, the prices of food grains in various 'Mandies' have noticeably come down during the last one month. The decline ranges from nearly 10% in the case office in Calcutta, Delhi and some of the southern states to 15% or more in wheat at almost all the centers,' The Government, however, has tied up arrangements for the import of nearly five million tons of grains from the US, the member nations of EEC and other countries. For all that, there is no room for complacency. On all accounts, the fall in grain prices has been due mainly to combined effect of the government's dehorning drive, credit squeeze and the decline in the purchasing power of the poor; in the very nature of the things, the clandestine stocks that are now coming into the market must soon get exhausted. That apart, there has been a shortfall of at least 7 million tons in the production of kharif cereals; neither import nor the late sown crops whose prospects have been brighten by the recent rains, can wholly make for these particularly in;' view of the steady rise in population. As for the coming rabi harvest, the conditions for sowing are no doubt propitious due to the presence of moisture in the soil, but the authorities have yet to overcome the shortages of quality of seeds, fertilizers and power."
In this situation, Mr. Jagjivan Ram's first task must be to ensure maximum possible procurement when the new kharif crop starts coming into the market within a fortnight or so. Though some of the state governments have already decided to impose a levy on the millers as well as the big farmers, several others have still to be brought in line. Indeed, a uniform system of levy on the huskers and millers throughout the country may yet enable the government to relax the existing restrictions on the movement of rice and thus narrow the wide differentials in the prices of this cereal from region to region. A similar move is even move necessary in the case of wheat whose price vary all the way from Rs. 116 a quintal an Ludhiana to Rs. 210 in Bombay and Rs. 250 in Delhi.  

Shri Jagjivan Ram attended recently in November, 1974, the World Food Conference in Rome. He took an initiative in evolving a minimum emergency package programme to translate the core themes of the World Food Conference a world food authority and emergency agriculture development fund-into action-oriented programmes.

Mr. Jagjivan Ram met many heads of delegations and impressed upon them the need to evolve minimum package programme without which the hopes aroused on the eve of the Conference will be belied.

A new resolution or, World trade drafted by a Committee (including India) on behalf of the '77 Group was moved at the Conference by Mexico. A controversial issued had been the demand of developing countries for a link of the price of their exports with the price of their imports from developed nations. The resolution calls upon governments within the framework of UNCTAD, GATT and the FAO, the establish an equitable and remunerative price level for the agricultural products exported by developing countries in relations to the price level of products them import from developed countries.
Shri Jagjivan Ram called for the elimination of Tariff and non-Tariff barriers on exports from developing nations.

India also suggested the formation of a smaller group representing both the developed and developing countries so that more informal discussions could be held to iron out differences.

The Resolution on Irrigation co-sponsored by India, Bangladesh, Pakistan, Indonesia, Egypt and Nigeria calls on international institutions and agencies to provide external assistance of about 2000 million dollars to 4000 million dollars a year for 10 years to enable developing countries to undertake minor irrigation and flood control projects.

In response to the thousands of words spoken during the first week of United Nations World Food Conference in Rome, India's Agriculture Minister said that a week of sentiments was over and it was time to come to grips with reality in the second week.

Mr. Jagjivan Ram's proposal for the setting up of a Food Security Council on the lines of the United Nations Security Council is doubt meant to highlight both the needs and urgency of international cooperation in the inter-linked areas of food production, financing and aid. Concern for ensuring the growth as well as stability of world agriculture is no longer confined to the poor countries threatened by famines; it is also shared, though for different reasons, by the affluent nations as their response to the position papers prepared by the Secretary-General of the World Food Conference in Rome, clearly shows.

Though Mr. Ram had rightly endorsed the remedial measures proposed by the US, Secretary of State, Mr. Kissinger, the setting up of Internal Coordination Groups to step up production, marketing and emergency resources of food—this is clearly not enough. Mr. Ram stressed.
"Tor setting up Agro-Industrial Complexes and tapping solar energy to improve production in the farms and industries."\textsuperscript{70}

India’s resolution on Irrigation, which recommends external aid totaling 2 to 4 billion dollars annually for the next 10 years to the developing countries so that the progress of minor irrigation works could be speeded up, was accepted in the Rome Conference.

Mr. Jagjivan Ram told a group of Press Conference in Rome that he hoped that the Conference would evolve a minimum of package programme for rushing aid to the scarcity hit countries; that there was a greater awareness among the rich nations of the problems of the developing countries and a greater awakening among the developing countries themselves showed that the Conference cannot fail to produce an action-oriented plan.

Shri Jagjivan Ram also told a Conference in Rome meeting on "Nutrition that "every well-fed person in the world, i.e. anybody consuming more than 2000 calories a day, should give up a meal as a humble gesture which would have meaning in the present context of the world food crisis."

Agriculture Minister, Jagjivan Ram kept up his contacts with delegations throughout the day in Rome in the light of the latest proposals by the world's major grain exporters.

Representatives of the USA, Canada, Australia. ECM who met to consider the plight of India, Bangladesh and Sri Lanka, met again to seek ways to provide upto 12 million tons of grains to help nations such as India, facing dramatic shortages in this year's harvests.
Lastly, the Union Food Minister, Shri Jagjivan Ram stated at the Rome Conference that although a large number of Indians were not getting enough to eat, nobody was starving there. (Addressing the news conference, he said "India needed 1 million ton? of grains a month to meet its minimum needs until next May." But he declined to say how much of this would have to be imported. He said:

"India was negotiating commercial agreements with exporters but contracts with U.S.A. were not finalized yet."

If grain shipments were not forthcoming, "the Indians would have to tighten their belts." (But at the time of completing this book in March 1975 while I was in U.S.A. the U.S.A. agreed to-supply 800,000 tons to wheat to India)

The New York Times dated March 24, 1975 reported the following:
"The new agreement for the supply of 800,000 tons of American wheat to India on confessional terms has been welcomed by officials here with much relief."

"It's most timely-it will solve a lot of our problems," said one official at the Food Ministry.

Although for political reasons the Government is playing down the significance of the agreement that was signed in Washington on Thursday, officials here privately acknowledge the beneficial effect on food prices, stocks and Government finances.

The agreement provides for the delivery of the entire quantity before June against repayment in dollars spread over a period of 40 years. This was the first confessional loan agreement signed between India and the United States after the termination of similar accords under public law
480 that were in operation for more than a decade until 1971, and that brought 60 million tons of United States grains to India.

The quantity now pledged is probably one-fourth of what the Government will have to import by commercial purchases this year. But it has come at a time when officials are struggling to formulate a workable policy on prices and food management.

Currently, the New Delhi Government is resisting pressures from state chief ministers to grant a higher purchase price for wheat than last year to induce farmers to sell to Government agencies. Last year farmers preferred selling to private traders who offered nearly double the Government price. It resulted in poor internal procurement and higher imports.

Even after a record import of 5,000,000 tons of grains last year, because of poor local procurement the public-distribution system nearly reached a breaking point and food riots erupted in several cities.

The Food Ministry is now planning to stick to last year’s prices and also to bar private traders from wholesale trading in wheat outside their states. This is a major shift in the food policy and takes it back to the policy of 1973 when the Government took over the wheat trade. Then the experiment ended in near disaster because farmers held back food because of low Government prices.

The following year the Government reversed the policy and increased prices by nearly 50 per cent and also allowed private traders to operate. This also failed to bring enough grains to Government stocks. The Government accused the traders of hoarding and pushing up prices artificially.
This year with a substantial quantity of American wheat-worth $128-million-available at no immediate cost, the Government could tell the farmers that wheat is available outside India at a much lower price.

The budget for this year has already provided enough funds to import at least the same quantity of grains as last year.

Officials say that wheat prospects this year are bright and that the total wheat output is likely to reach 27 million tons, 5 million tons more than last year. Present plans call for freezing of food prices and the building up of at least 10 million tons of Government stocks that can keep the public-distribution systems on a fairly sound basis.

However, the total food picture will be as poor as the last year's. The food output for the fiscal year ending June 1 is not likely to exceed the last years. Production of 103 million tons. Nevertheless, according to officials, whatever deficit there is could be taken care of from the substantial stocks. With at least five and a half million tons of local purchases, they are confident of building the stocks with the imports.

"Apart from the confessional food, we are assured of availability of enough grains in the United States market this year" said the Food Ministry official.

The American agreement to supply the wheat is seen here as a step toward improving relations between India and the United States. One of the things affecting those relations was Washington's recent announcement lifting the arms embargo on the subcontinent at the behest of Pakistan. "The agreement is to be welcomed both for itself and as signaling the process of healing between the two countries," said The National Herald, the New Delhi newspaper close to the Government.
"The lifting of the arms embargo and the United States stand on a number of other issues are likely to rankle in the Indian mind for a long time to come the paper added. "But its good to know that cooperation, where this is possible, is not having to wait on the resolution of policy differences in other fields.

This turn of events came after Jagjivan Ram took over Food and Agriculture Ministry again.

**AS DEFENCE MINISTER (JUNE, 1970 TO OCTOBER, 1974):**

Resurgent India has been tremendously fortunate in having a genius like Shri Jagjivan Ram, a seasoned political leader, successful statesman and as a Central Cabinet Minister of such a great stature and long experience who has influenced great events and decisions of national importance. He is one of the few colourful personalities in contemporary India who has the clear conception and rare vision of future India. Rather, he is one of the builders of new India, what it is today.

As a man of tremendous energy and stupendous capacity, coupled with high calibre and efficiency, Shri Jagjivan Ram left lasting impressions on our succeeding Prime Ministers from Pandit Jawaharlal Nehru to Shrimati Indira Gandhi. He has been the natural choice in moments of crisis, be it foreign or domestic, political or military and his is a story of great success as Union Minister for over 24 years. His crowning achievement is his becoming the Union Minister for Defence in 1970. By his inspiring leadership the Indian Defence forces fought against Pakistani aggression and liberated the oppressed people of Bangladesh and the events of December, 1971 those moments of supreme national crisis, speaks of the quiet confidence, patience and immense courage and the unparalleled resoluteness which Shri Jagjivan Ram displayed during those historic days.
Babuji is a peace-loving man, but when the blasts of war were to be head in our country it was he who rose to the occasion and responded to the nation's urges and aspirations. Readers of the history of Bangladesh uprising and the subsequent Indo-Pak war of 1971 will never forget the name of Babuji in this glorious context.

What happened in Bangladesh may be called the blackest spot not only in the history of nations concerned, but the humanity as a whole. Spotting the emergence of the problem, it was the desire of the few to dominate the majority to exploit them for their personal prosperity. Ever since its origin the West Pakistan had been refusing to extend the rightful representation to the East Pakistan in political as well as economic spheres in spite of latter’s rich natural resources and intelligentsia. The East Pakistanis, in spite of their sizable contributions to the economy as well as the intellectual growth of the nation, were subjected to the discriminatory policy and as a consequence were refused the bestowal of power, even though they held the majority in the House. While a feeling of discontentment was percolating in their mind for a pretty long time, this served as a last bang on their back. A feeling of revolt and a desire to go to the extremes to fight for their rights, therefore, erupted out as a demand for a separate Bangladesh. As this struggle for independence and liberty from the servile bondage was initiated by the civilians of East Pakistan, in general, the power-ridden rulers of Pakistan tried to crush it by satanic power.

The inexpressible atrocities were, therefore, inflicted upon the civilian population of the East Pakistan just to terrorize them and dampen their zeal for the cause. Their suppressive measures brought to force the mass slaughters, the outrages, the massacres of the innocent children, arson and loot. The innocent and harmless population cried for a help from not only the countries in the vicinity, but the great powers of the
world including the world organisations. While the other countries because of their geographical distance from the spot, were in a position to have some margin of time to study the situation, and frame up their policy with due regard to their foreign relations, India could not manage to afford sitting on the fence and bear the cry of the atrocities-torn humanity, as the refugees had already started pouring in overwhelming numbers. The oppression-dented human figures were silently imploring for a dressing of their physical and mental wounds and then Shri Jagjivan Ram stepped forward as the Defence Minister with the whole nation behind him to give a healing and soothing human touch to the broken population.

As the repressive measures of the Pak Army continued in intensity, the children and the old population decided to flee and take refuge in any bordering country, where their lives and interests could be contemplated safe. India, because of its established devotion to humanity and co-existence, was obviously struck as the first choice. The influx of the refugees for the fear of their lives continued on an ever-increasing rate. While Pakistan was anticipating a discouragement in view of their overwhelming numbers and consequent adverse impact on the delicate Indian economy.

India stuck to her old traditions and accorded shelter to the suffering human beings. India's steps was commended by almost all the Nation,* except a bigoted few, who tried to link it with a country's interference in the internal matters of another country. This did not dampen the hum, in principle of our country that the welfare and survival of human race is supreme to all the whims of the people in power. India, as a policy, never interfered in the internal matters of Pakistan at any time, but the massive-influx of refugees and. their deliberate pushing to the Indian border by the Pak forces created a situation here a claimed internal problem of Pakistan also became an internal problem of India,
The Defence Minister, Shri Jagjivan Ram, in this context emphatically said: "The refugee influx is a humanitarian problem and we could not refuse shelter to the unfortunate people, without bothering the criticism that, with the rampant poverty, the country should not have allowed the refugee influx". He stressed "the country could of course stop the influx but the point is should we? Which civilised country, least of all, one with tradition like ours, could seal off the borders and allow innocent civilians to face the bullets," he-asked instead.

The fatigue and suffering stricken refugees needed the quickest mobilisation of the measures to provide them shelter, food, clothing, minimum level of sanitation, medical facilities and security. To face this challenge and make overnight arrangements, Shri Jagjivan Ram along with his lieutenants and energetic Jawans behind, came forward to expedite the rehabilitation work. Frustrated by the compassion extended by India to the millions of refugees, Pakistan started openly treating India its enemy and threatened a total war. Defence Minister, Shri Jagjivan Ram, speaking at a special function in Chandigarh, on September, 26, 1971, called these threats against India as 'childish'. He further added that President Yahya Khan was threatening India because of the frustration caused by his failure to suppress the people of Bangladesh, while India did not want to attach any undue importance to these desperate threats, it would thrash Pakistan if they embark on aggression.

Even as far back as March 25, 1971, soon after the military crackdown in Bangladesh and the beginning of the influx of refugees into India, Shri Jagjivan Ram warned Pakistan that if she dared start a military adventure against India, she would receive due punishment at the hands of the latter. Thus, addressing a meeting in Bombay on April 23, 1971, he made it clear that although India was committed to a policy of peace, if Pakistan launched any attack, India could retaliate in full measure.
Addressing a meeting in Shivapur (Madhya Pradesh) the next day, Shri Jagjivan Ram declared that India had to remain ever vigilant and poised to repulse any aggression on our soil. At the same time, Babuji repeatedly made it clear that as millions of refugees were pouring into India, the latter could not close its eyes to what was happening in Bangladesh. This was the burden of his speech at Nagpur on May 5. Speaking at a meeting in Calcutta on June 2, Shri Jagjivan Ram went a step further and warned that if Pakistan did not see reason, India would have to take the necessary steps. The next day, speaking at the annual prize distribution ceremony of the training ship Duffer in Bombay he observed that Pakistan was playing a 'mischievous game' by pushing millions of refugees into India and declared: "We cannot remain silent spectators to this mischievous act. We have to think of some device to save our nation from the increasing burden of the refugees". He also took care to alert armed forces officers and jawans quite early to the possibility of war being thrust on us in spite of our keen desire to avert it. Thus, addressing the officers and jawans at Jullundur on June 20, 1971, he observed: "We are a peace-loving country and we want to avoid war. But a war may be thrust on us". Leaving no doubt about the outcome of such a war Babuji added that the Indian armed forces were better prepared than ever before to meet any aggression.

Soon the struggle in Bangladesh entered a new phase. The Mukti Bahini emerged as a well-organised force and launched a vigorous guerrilla campaign against Pakistani forces. While the Indian people were providing relief to the refugees, they were also helping the freedom fighters in organizing themselves and carrying forward their struggle. As this aspect of the struggle intensified, Defense Minister, Shri Jagjivan Ram came out openly in its support. Thus, addressing a public meeting in Agartala (Tripura) on June 26, he praised the freedom fighters and declared that they were determined to attain their independence from
Pakistani occupation forces. He also solemnly affirmed that the millions of refugees who had poured into India would be sent back to the "Bangladesh of Shiekh Mujib and not into the clutches of Yahya Khan".

Speaking at Tura (Meghalaya) the next day, he congratulated the people of Bangladesh on their heroic battle for liberation and conveyed his greetings and good wishes to them.

The most forthright statement on this point as made by Shri Jagjivan Ram in the Lok Sabha on July 12 in the course of his reply to the debate on the Defence Ministry's demand for the year 1971-72, when he pledged India's full support to the Mukti Bahini, Dealing extensively with the situation in Bangladesh he affirmed that the Pakistani military junta would not be permitted to crush the people of Bangladesh and perpetuate military rule. "One thing", he asserted, "is clear. The indomitable courage of the freedom-fighters will ultimately succeed in establishing Bangladesh."

He further added: "In their determination to establish a democratic order in Bangladesh freedom-fighters will have all our sympathy and support."

Defense Minister Jagjivan Ram also took this opportunity to allay members' apprehensions regarding the state of preparedness of the Indian armed forces to deal with the developing situation and confidently declared that the country was fully prepared to defeat any evil design of its adversaries. He further informed Parliament that vigilance had been strengthened all along the western as well as the eastern borders of the country and instructions had been issued to the armed forces to deal firmly with infiltrators. Finally, he assured the House that every arm of the defence forces was in every way more than a match for the enemy's. "Our growing strength, he concluded, "has been such that our adversaries are disconcerted."
Times without number, the Defense Minister went on to warn Pakistan and her friends in clear and unambiguous terms. He observed on one occasion: "It is clear that the Pakistani army is engaged in a ruthless genocide of the people of Bangladesh and is, in the process, mounting a threat to our economy, our society and on the basic principles which our Constitution enshrined." He further added: "The values we cherished and the commitments we have made for our own social and economic development are in jeopardy. The Government is alive to its responsibility to meet this threat." Referring to the "frantic attempts" being made by the "Pakistani military junta" to raise new regiments, to conscript the youth and to procure military hardware, arms and ammunition "stealthily" or through the agencies of their friends in some countries the Defence Minister observed that those preparations were being made in order to "extinguish the flame of freedom and democracy in this sub-continent." In view of this those who are helping Pakistan should be aware of "the purpose for which these death dealing weapons are being poured".

The Indian Press widely applauded the Defense Minister's forthright speech and his reply to the Lok Sabha debate on his Ministry's budget demands and said it was "invigorating and self-confident, "a clear warning to Pakistan that India's patience is not inexhaustible", and the Hindustan Times in its main editorial, on July 15, commented: "Jagjivan Ram's statement would suggest a noticeable hardening of the Government of India's commitment to Bangladesh. President Yahya Khan and international opinion will have to take this factor increasingly into consideration."77

Indeed, the Government of India's commitment to Bangladesh had hardened. On the other hand, the Mukti Bahini stepped up their guerrilla activities extending the area of its operation in Bangladesh. All this made; the Pakistani rulers nervous and they began to issue provocative
statements and indulge in aggressive actions against India. Two Pakistani Aircraft intruded into Indian airspace on July 20 over the Kashmir valley. A second intrusion took place north of Jammu the next day. Though these were detected by the Indian Air Force, no action was taken because of the limitations imposed by the civil aircraft using Srinagar Airport. While explaining these incidents to Parliament on July 20, the Defence Minister took care to allay members' apprehensions regarding India's preparedness to meet the Pakistani challenge. He pointed out that there was nothing very much to worry about in the Pakistani intrusions, which were acts of desperation by a regime rattled by the successes of the freedom-fighters in Bangladesh and anxious to divert from them the attention of Pakistani people as well as the people of other countries. He assured the members of Parliament that orders had been issued to the Indian Air Force to shoot down all intruding Pakistani aircraft in future.

In this broadcast to the Indian armed forces on August 15, the Defense Minister referred to the dual threat from Pakistan and China and affirmed that steps were being taken to augment the strength of the armed forces and improve the striking powers of the three services. Going into details of some of the recent improvements, he stated that the mobility and firepower of the Army, including infantry, artillery and armored units, had been enhanced. The anti-tank capacity of the Army had been increased by the introduction of missile units. The Air Force had been equipped with more modern and faster ground attack aircraft and to intercept surface-to-air guided missiles, and a highly sophisticated and reliable air defense in communications system. At the same time the anti-submarine role of the Navy had been further strengthened by the introduction of missile carrying naval craft and the acquisition of modern submarine hunting aircraft.
Defense Minister Shri Jagjivan Ram while referring to some of these improvements made in the Indian defense apparatus remarked, "aggression will be beaten back; no quarter will be given to any aggression". Undoubtedly, these statements were made with a purpose, namely, to assure the Indian people that their armed forces were ready to meet any eventuality. The New Delhi representative of the Hindu, G.K. Reddy, aptly remarked in the course of a dispatch published in his paper on August 16, that "as Defense Minister, Mr. Jagjivan Ram had to speak through the barrel of a gun to tell the people of India's preparedness to meet the dangers of Sino-Pakistan collusion.

At the same time Defense Minister also reiterated his old stand that India would continue to support the liberation struggle in Bangladesh. Taking the place of the Foreign Minister, Sardar Swaran Singh (who had gone abroad) in replying to the Rajya Sabha debate on August 14, on the Indo-Soviet Treaty (signed on August 9), Shri Jagjivan Ram declared that there was nothing in that treaty to "abridge or restrict" the sovereign right of India to recognize Bangladesh at the "appropriate time". He also added that the solution India visualized was an "independent Bangladesh" for the only condition in which the refugees would go back would be an assurance that Bangladesh was not going to be ruled any more by the military junta of Pakistan. Support to the Defense Minister also took the opportunity to lend his warm support to the Indo-Soviet Treaty and declared that it would serve as a deterrents to any further "acts of madness" on the part of Pakistan. Pakistan, he made it clear, would pay dearly if she did not desist from such acts. He agreed with a member that by signing the treaty India had "moved a little" from the old policy of non-alignment, but emphasized that had only demonstrated that non-alignment was "not a static, but a dynamic policy, with and vitality."
By now General Yahya Khan, the head of the Pakistani military junta, became so incensed by the advances made by the Mukti Bahini in Bangladesh that he began to threaten India with a general war. As war to be expected the Indian Defense Minister was not impressed or perturbed by such threats and characterized them as "childish". On September 18, 1971, while explaining in a speech in New Delhi on India's Defense preparedness, he made it clear that if ever the Pakistani ruler carried out his threat, he would receive a fitting reply. "I will not only protect my borders," he declared, but thrust the enemy deep down into his territory," Again in his speech before the meeting of the All India Congress Committee at Simla on October 9, the Defence Minister stressed that while India was in favor of a political solution of the Bangladesh crisis, the elected representatives of Bangladesh had already spelt out what that solution would be by opting unequivocally for independence and sovereignty. Besides, no solution could be worth considering unless it permitted the refugees from Bangladesh to return to their homes in safety and with honour, kind that would be possible only if the elected representatives of Bangladesh were in full control of their country. Referring to the war threats of Yahya Khan, the Defence Minister stated that they showed that the Pakistani Generals had lost their balance and, finally, he warned the Military junta in Pakistan that if they dared to violate the borders of our country, Indian forces would carry the war into the heart of Pakistan.

In the meanwhile, the strength and stamina and the guerrilla operations of the freedom-fighters in Bangladesh beginning to cause serious concern to the Pakistani Military junta, forced Pakistan to step up its war preparations. On the other hand, with a view to attracting international attention and securing great power intervention in the subcontinent and, thereby retrieving the situation in Bangladesh where the Mukti Bahini's forces were forging ahead day by day, the Pakistani forces
were moved forward at various points on the western front from their normal peace stations to the border and indeed to their battle locations. In the eastern sector also Pak forces were moved quite close to the Indian borders. And in both the sectors Pakistani soldiers began to indulge in various provocative actions in order to turn the Bangladesh crisis into a "Indo-Pakistan confrontation and thereby facilitate international intervention. Faced with this situation, Defence Minister Jagjivan Ram took counsel with the three Service Chiefs and other concerned officials and ministers and arranged for necessary precautionary measures. Indian forces were also now moved close to the borders. A Defence Ministry spokesman told the Indian Press in New Delhi on October 16, that the Pakistani army had moved in size very near to the Indian border both in the east and west and added, "we have also taken adequate steps". The Defence Minister was reported that day to have given his Cabinet colleagues a detailed picture of the military situations and assured them that India was fully prepared "to meet any eventuality". He also conveyed to them his assessment, that Pakistan might launch an aggression against India in sheer desperation as it was becoming impossible for her to stand the steady advance of the Mukti Bahini in Bangladesh.

The following day at Jullundur, the Defense Minister spoke on the growing threat of Pakistani aggression and warned that if a war was thrust on India, it would be fought on Pakistani soil and India might not vacate the territories occupied during the conflict. "We shall go right up to Lahore and Sailkot", he said, "and shall not come back whatever the consequences." He also made it clear that India would not withdraw her forces from the borders so long as the Bangladesh issue was not resolve and affirmed: "India will not submit to world pressure in this regard."
As tension mounted on the borders, Defence Minister Jagjivan Ram, in the course of an address before the National Defence College in New Delhi on October 25, spelt out at length India's defence policy. He reiterated that India would not be satisfied merely defending its territorial integrity in the event of a Pakistani attack, but would carry the fight right into the enemy territory so that the war was not fought on Indian soil as far as possible. This offensive-defensive posture of the armed forces, he emphasized, was not aimed at provoking Pakistan, but only at ensuring that any attack by the latter would be resisted with full force for inflicting the maximum possible punishment on the aggressor. While India had no desire to take any step which could be regarded as aggression, she was fully prepared to strike back with devastating effect if Pakistan dared to attack her. Shri Jagjivan Ram also repeated his earlier stand that, regardless of international pressure, Indian troops would remain in their forward positions on the borders as long as the Pakistani threat continued to exist. "I am going to keep my troops there as long as the Pakistani threat endures," he said. "If international pressure is exerted for withdrawal of troops, India would demand that these nations assume responsibility for the return of 10 million refugees to Bangladesh." India was not going to be influenced by merely verbal assurances in this regard, but would demand positive action. "As a proof of this," observed Shri Jagjivan Ram, "the movement of refugees into India should stop and the movement of refugees from India to Bangladesh should start. India would then consider the withdrawal of troops from the western border." Explaining India's difficulties on this point, he pointed out that the Pakistani cantonments in the west were so close to the border that the troops could be brought back to the front at short notice. But the Indian cantonments were mostly 1,000 to 1,500 kilometres away, and this placed our country at a considerable disadvantage. Nevertheless, India was prepared to consider mutual withdrawal if Pakistan created the necessary
conditions for it and the international community assumed responsibility for the return of the refugees.

On October 26, in the course of an interview with the India-based correspondent of West German Television, the Defence Minister reiterated his old stand regarding carrying the war into Pakistani territory and strongly denied that it ran counter to the defensive posture of the Prime Minister. He said, "we are always defensive, but (being) defensive does not mean that if our country is attacked I shall fight only on the border or on my soil. Defence means that I will push the aggressors and, certainly, when I push them, I will push them to their country and I will push them to the point where they surrender. It does not mean aggression." He further added: "I have always said that we do not want war. In case we are attacked, certainly we will defend our country, but defence does not mean fighting just on the border, but pushing the aggressor inside (his territory)." In an interview televised by the Canadian Broadcasting Company on November 9, the Defence Minister repeated his stand, describing it as normal for any one in his position. "If any country is attacked by an enemy," he asked, "what will it do? Will that country fight on its own soil? Or will it try to have the fight on the enemy's soil? What I said is the normal, simple strategy of any defense of any country against any enemy."79

Then, the Defense Minister undertook extensive tour of the border areas in the Punjab, Haryana and Rajasthan and visited the forward positions of the Indian Army on the western front, with a view to personally supervising all the arrangements and talking directly to all the concerned jawans and their officers as also the people living close to the border. While talking to a party of newsmen on November 10, at the end of the tour, the Defense Minister expressed full satisfaction at the state of defense preparedness in the border areas. Discussing his own role at that
time he said that he was a "messenger", carrying messages from the
general people to the jawans and back. The message from the jaivans was
that they were fully prepared and would give a fitting reply to Pakistan if it
dared to attack India. The message he conveyed to foe jawans was that
the entire nation would stand behind them and sacrifice anything for the
integrity of the country.

Shri Jagjivan Ram had indeed performed his duty as a "messenger"
remarkably well and shown how effective and a necessary link he was
between the Indian civilian and soldiers. Further, he had also made his
mark as a spokesman for India in relation to Pakistan and repeatedly
conveyed to the latter India's firm resolve to defend her borders. His
efforts in this direction were highly appreciated by the Indian people as
evidenced by the comments in the Indian Press, which gave glowing
encomiums to the Defence Minister's strategy.

Some felt the Prime Minister and the Defence Minister were
speaking two voices. Actually, they were playing a complementary role to
each other. While the Defence Minister engaged himself in boosting the
morale of the Indian soldiers and keeping them in a state of maximum
preparedness, the Prime Minister was busy mending the diplomatic fences
and preparing world opinion for all eventualities. It was largely through
her bold initiative that the indo-Soviet Treaty on Peace, Friendship and
Cooperation was signed on August 9, 1971. Although not a military pact, it
provided for consultations between the two countries in case of an attack
or threat of an attack on either of them. She had also succeeded in
securing a clear Soviet commitment to cooperate with India in the solution
of the Bangladesh problem as contained in the following paragraph of the
communique: "Taking note of the developments in East Bengal since
March 25, 1971, both sides consider that the interests of the preservation
of peace demand that urgent measures should be taken to reach a
political solution of the problems which has arisen there paying regard of
the people of East Bengal as well as the speediest and safe return of the
refugees to their homeland in conditions safeguarding their honour and
dignity."80

The Prime Minister, not content with securing Soviet goodwill and
support, visited a number of countries between October 29 and November
13, namely, Belgium, Austria, U.K., the USA, France and West Germany to
vindicate the seriousness of the situation faced by India as also India's
resolve to do all that might become necessary in order to project her
legitimate interests. On her return, she reported to the Parliament on
November 15 that India could not depend on the international community
or even the countries she visited to solve our problems. She further
added. So far as the threat to our security is concerned, we must be
prepared and we are prepared to the last man and woman, to safeguard
our freedom and our territorial integrity".

Situation on both the eastern and western fronts had deteriorated
about the middle of November, when the Prime Minister returned from her
foreign tour. Pakistan had begun shelling the territory in Tripura,
Meghalaya and West Bengal. Our troops naturally returned the fire, but
refrained from crossing the international border. There were several
ceasefire violations in Jammu and Kashmir. Pakistan stepped up air-
intrusions into Indian air space.

On November 15, the Defense Minister made identical statement in
both Houses of Parliament giving the background of the tension along the
eastern and western borders describing the situation as "very serious
indeed" and assured Parliament that all necessary steps had been taken to
safeguard India's security,
As war clouds gathered on the horizon and Yahya Khan followed up the proclamation of emergency on November 24 by declaring that he would be fighting a war within 10 days. Again Defence Minister Jagjivan Ram thought it fit to warn Yahya Khan of the consequences of his folly and showed him a peaceful way out of the impasse. It was still open to Pakistani rulers to release Sheik Mujibur Rehman and negotiate a peaceful, political settlement with him on the basis of a sovereign, independent Bangladesh, In any case, he solemnly affirmed that India would never agree to make the refugees return to "Yahya's Pakistan". They could return only to "Mujib's Bangladesh.

Speculations for an imminent aggression were in the air. Yahya Khan had declared on November 25 that he would not be in Rawalpindi and would be off fighting a war in 10 days. On the ninth day of his statement, that is, on December 3, 1971, Pakistan declared a total war against India, when the Pakistani Air Force launched a pre-emptive air-strike on a number of Indian airfields, Amritsar, Pathankot, Srinagar, Avantipur, Uttarlai, Jodhpur, Ambala and Agra. Both the Prime Minister and the Defense Minister, who were away in Calcutta and Patna, hurried back. The situation was reviewed by the Defence Minister with the cooperation of all the three Chiefs of Staff and the Indian response was swift and magnificent. A state of emergency was proclaimed by the President. The Indian Air Force not only emerged unscathed from the Pakistani attack but went into action immediately with retaliatory attacks on a number of Pakistani airfields.

Thanks to the farsighted sagacity of the Defense Minister, who himself kept drawn in scrutinizing the day-to-day development and the defense preparedness of the armed forces, got removed all the aircraft from the point of actual landing, thus denying the chance of damaging our crafts. The meticulous planning in that went on earlier under the able
guidance of the Defense Minister was indeed remarkable. He maintained regular to contact, on the one hand, with the Chiefs of Staff and other officials of his Ministry and, on the other, with the Prime Minister, the Cabinet Secretary and other concerned officials. He also maintained a close touch with the leaders of the various sections of opinion in Parliament, which enabled him all-round coordination in the efforts of the Defense Ministry.

Thus, the Plan to meet out the Pakistani aggression was well outlined and soon our Air Force was able to maintain a study offensive with 500 sorties a day. And our Navy was able to go right up to Karachi, bombard the port installations and set fire to oil depots there besides destroying the Pakistani submarine and naval vessels. The Indian land forces collaborated with the zealous efforts of Mukti Bahini. The Pak forces faced a set-back on all the strategic points in the wake of the declaration of total war by Pakistan.

In the short span of a 14-day war the Indian jawans completely smashed the Pakistani striking power in both the eastern and western sectors and also it witnessed massive destruction of Pak strategic points oil storage, warships and submarines and also disruption of their supply lines in the eastern sector. The Pakistani generals were humbled and a surrender draft was signed by Pak. Lt. Gen. A.A.K. Niazi on December 16, 1971. The Defense Minister told the Lok Sabha on December 18, 1971, thus: "The successful completion of this campaign of liberation, within a period of 12 days, across a vast expanse of land, criss-cross with rivers and rivulets, inhabited by nearly 75 million people and held down by 93,000 regular and para-military forces of west Pakistan origin will rank in the annals of military history as a remarkable feat". It was a glorious and finest hour for the Indian Defense Forces whose matchless courage, skill and sacrifice went to the making of the victory. Behind them stood the
solid, rocklike personality of Shri Jagjivan Ram. It is said that a man's qualities are best tested in a crisis, and the Indo-Pakistan war of 1971 was one such which brought the best out of Shri Jagjivan Ram. It was actually the morale and confidence he infused into the Defence Forces that won the war. Still in border to keep the morale high, he toured the fronts and cheered the jawans. The imposed war ended after 14 days and the suffered population of East Pakistan was blessed by the long cherished Free Bangladesh.

If a menace was imposed, it was to be met in all the circumstances, but surely, Babuji's sagacity, organizational capabilities, confidence, dynamism and farsightedness minimized the fierceness and led the country to a glorious victory.

The steadfast courage with which Shri Jagjivan Ram led our Delhi forces during the crisis with Pakistan is well known. The Indian people will long remember his cool courage even under the threat of intervention by U.S. Seventh Fleet in the closing days of the war. The Defence Minister knows his jawans very well and trusts fully in their selflessness and spirit of sacrifice. That is why he had the confidence to declare, retrospectively, on January 18, 1972, that the Indian armed forces' morale was so high that "they would not hesitate to sacrifice a few lives to sink the U.S. Aircraft Carrier Enterprise if it had created any trouble." It goes to the credit of Shri Jagjivan Ram to have kept the forces in such high and fine spirit and to have provided a dynamic leadership as was the need of the hour.

The main decisions regarding the defence preparedness were taken by the Defence Minister's Committee which met regularly under Defence Minister's Chairmanship and consisted, besides him, of the Minister of Defence Production, Defence Secretary, the three Chiefs of Staff, the
Financial Advisor (Defence) and the Scientific Advisor to the Ministry of Defence. And hoc committee of senior officials, under the Chairmanship of the Cabinet Secretary, looked after the coordination between the defence services and the civil administration. The successful working of these organisations was due to the able leadership and guidance provided by Defence Minister Jagjivan Ram,

The result of all these organizational efforts was evident from the fact of a total victory of the Indian forces in the eastern sector within a period of just 14 days and the liberation of Bangladesh. The enemy had paid dearly for aggression. Pakistan's losses in equipment were computed at 94 aircraft, 246 tanks, 2 warships, 2 sub-marines two mine-sweepers and 16 gunboats, both in the eastern and western sectors. Our losses had been comparatively small—15 aircraft, 73 tanks and one frigate. All our defense installations were in full operational order. Substantial gains were made by us in the western sector, particularly across the old ceasefire line in Jammu and Kashmir. In Kargil, Gurai and Uri sector, our troops occupied nearly 50 posts. In the Tithwal sector, a substantial portion of the Lipa valley came into our hands. Some commanding heights across the ceasefire line were also captured by our forces in the Poonch-Rajauri-Naushera sector. The whole of the AkhnurJ5aggar salient and a number of border posts in the Jammu sector were captured. Besides, our forces had occupied a vast area of Sind, right up to Naya Chor and Umarkot. Defence Minister Jagjivan Ram, on November 25, said: "We really mean that the battle will be fought only on their territory and not on Indian soil" and "if a war is imposed on us, we will give a death blow to the aggressor." Shri Jagjivan Ram did what he said, "I will fight to win," and he really fought and won.
At the end of the war Shri Jagjivan Ram felt a sense of fulfillment and freely expressed his feeling in course of a television interview on December 18. He was happy because his pledge that the refugees would be sent not to Yahya Khan's East Pakistan but only to Mujibur Rahman's Bangladesh had been fully redeemed. He was also happy that the Indian forces had carried out his wishes that if war was thrust on India, the fighting must take place on Pakistan's soil. He said: "I have a sense of fulfillment. I am so grateful to the armed forces that I cannot adequately express my gratitude. All the three wings of defence forces have acquitted themselves so magnificently and all of them had tried to keep my word that if aggression takes place, the fight will take place in Pakistan."

Throughout the period of crisis and conflict Defence Minister Jagjivan Ram was noted for his utterances full of daring and courage and once victory had been achieved, he changed his tone and spoke with the vision of a statesman, looking forward to an era of peace and prosperity in the sub-continent. On December 18, 1971, in a statement made in the Lok Sabha, he disavowed any territorial ambitions on the part of India and called for the evolution of a new pattern of relationship with Pakistan based on bilateralism, without any third party interference, ensuring lasting peace and safeguarding the legitimate interests of both the countries. He said: "we have no territorial ambitions. Our Jawans who have fought so bravely and who have sacrificed their lives at the call of duty will, however, need to be assured that the sacrifices will yield results of lasting value to the peoples of India and Pakistan. They already have the satisfaction that they have contributed to the liberation of Bangladesh and to the emergence of a secular democratic state on our eastern borders. It will now be our endeavour to force, through bilateral negotiations, a new relationship with Pakistan, based not on conflict but on cooperation, guaranteeing to us the security of borders and our vital road communications, and assuring to the peoples of the two countries
freedom from fear of recurring wars and an opportunity to devote their full attention to economic and social problems.

"The Nation can be proud of the devotion, the dedication, the determination, the skill and the efficiency of those of our citizens who fought with all their might, on land, at sea, and in the air, the dark forces of aggression. Our military leadership rose to the occasion. The cooperation, understanding and cohesiveness achieved by the three services in planning and executing the joint operations have been gratifying. The Defense Forces of India are now a well-knit team capable of guaranteeing the security of our motherland against external aggression". The word of Shri Jagjivan Ram, spoken in the course of his report to the Lok Sabha on December 18, 1971, succinctly sums up the achievements of our armed forces in the course of the last Indo-Pak war. He also said: "The House owes its gratitude to the vast number of men and women whose exertions and sacrifices have contributed to the success of our arms. We owe a special duty to the next of kin of those who have laid down their lives and to those who have been disabled by the confect"- These are not formal tributes, but represented the human feelings of the Defence Minister. He was most keen to see that the widows and children of the soldiers who has laid down their lives as also those who had been disabled did not depend upon public charity, but were looked after by the State itself so that they might live with dignity and honour and readjust themselves to changed conditions of life.

With this in mind the Defence Minister took the initiative in securing liberalised pensions for families of servicemen killed or wounded in action. The new scheme, announced by him on February 22, 1972, provided that the widows of commissioned officers would receive a family pension at three-fourths of the pay which the officers were receiving at the time of death, up to the time the deceased would have continued in service in
normal circumstances. Thereafter, the pension would be equal to what the deceased officer would be entitled to had he rendered the full normal service. In respect of all others, the family pension would be equal to full pay last drawn by the Servicemen at the time of the casualty. Under the rules existing till then, pension was available for the support of the parents and other dependants of soldiers for two lives. This concession was now extended to the parents of the young officers, who had died as bachelors. If one of the parents died while in receipt of the award, the other parent would be able to draw dependant's pension. The rates of children allowance were also liberalised. The special gratuity payable on death due to enemy action was enhanced in all cases.

The Defense Minister further announced that Government had decided to retain all officers and jawans who had been disabled but who could be employed in "sheltered" appointments. Those who could not be retained in service would be paid a "War Injury Pay" the quantum of which would be the related broadly to the extent of disability sustained. Thus, a soldiers who had been totally disabled would get for life an amount equal to his total pay and allowances which he had been in receipt at the time of his disablement. In respect of young commissioned officers, similar protection of total pay and allowances was provided in the event of total disablement. In the cases of senior officers, the War Injury Pay could be arrived at on a similar basis, but subject to a total monetary ceiling.

In addition to the above pensionary benefits, Shri Jagjivan Ram also announced the following measures:

a. Widows of Servicemen who were killed in action would be provided with land free of cost. Arrangements were being made1 for financing the construction of a house on that land or renovation of homestead.
b. Special arrangements for employment of widows and disabled servicemen were being made. Any training required for this would be arranged free. Various self-employment schemes were being formulated to enable the widows and disabled men to supplement their pension. Two dependants of each deceased Serviceman would be given special priority by the Employment Exchange for employment in Government Departments. Medical standards would be lowered to enable re-employment in Government of semi-Government undertakings of disabled ex-Servicemen who were otherwise fit for employment. It was proposed to enact a law with a view to reserving a percentage of vacancies in private and public sectors for employment of all disabled personnel, including ex-Servicemen.

c. Families of Servicemen, killed or disabled, would be entitled to Medical treatment in military hospitals,

d. Full cost of education of all children of those who were killed or disabled in the last conflict, up to the end of the first degree course, would be met by Government. This would include exemption from tuition and other fees levied by educational institutions, grants to meet hostel charges for those who won’t boarders, cost of books and stationery, and cost of uniform when it was compulsory61.

The Defense Minister further said that it had been decided to set up a central organization to be headed by a senior officer to ensure that the above benefits were made available to all entitled persons. This organization would also ensure optimum utilization of donations in and kind offered by State Governments, commercial organizations, associations and individuals specifically for the families of the dead and wounded
Servicemen. It would evolve a programme of construction of low cost houses and flats for allotment on ownership basis.

These benefits were to be extended to all families of servicemen killed and ex-Servicemen disabled in the 1947-48, 1962 and 1965 conflicts. Similar orders were to be issued in respect of para-military forces like BSF, CFP, Assam Rifles, etc., and civilians serving with the Defence Services including Border Roads personnel.

The orders were to take effect from February 1, 1972. The payments of full pay and allowances made to the widows of those who were killed, under special orders already issued, would not, however, be disturbed.

These liberalized pensions rules and concession show Shri Jagjivan Ram's deep interest in the welfare of Servicemen and their families and will always be remembered as one of his major achievements as Defense Minister. At the root of this interest is the conviction that there is the most valuable asset of the Indian armed forces and everything possible should be done for his welfare. As the Defence Minister put it in course of his speech in the Lok Sabha on May 2, 1972:

"The members of our Armed Forces have proved to the World that in the final analysis it is the man behind the machine who counts. It is his valour, dedication, determination, morale and skill which brought success to our arms. It is his conduct and his regard for human values, which earned us and our forces a good name from our friends in Bangladesh and from foreign observers. Some Hon'ble Members have given expression to the feeling that his problems receive attention mainly when the security and integrity of the country are threatened. Later they tend to be forgotten. I am determined to see that this does not happen."
Shri Jagjivan Ram had also tried to bring about some long-term reforms in the organization of our armed forces. He had publicly expressed his view that caste of community should not be a factor in the organization of any regiment. Being careful not to upset or disturb the organization of any regiment, he did not want to bring about any radical change at one stroke, but was clear about the final objective and had already ordered steps in that direction. Recruitment practices were liberalized and some members belonging to other communities were included in a regiment ordinarily meant for a single community, such as the Jat Regiment or the Dogra Regiment. The Defence Minister had also been keen to strengthen the role of the armed forces in the field of national integration and had tried to see that recruitment centers were evenly distributed in all parts of the country.

The defense policy and strategy of a country are largely influenced by its foreign policy. India has, ever since Independence, consistently pursued a policy of non-alignment and has advocated and practised the principle of peaceful coexistence. However, the 1965 and 1971 conflicts with Pakistan highlighted the need to further reduce our dependence on foreign countries for the supply of defence equipment. Our production policy has had, therefore, to be oriented, with greater emphasis on "indigenisation" and closer coordination with the larger development effort in the country. We have achieved a great deal of self-reliance. The accepted aim of self-reliance is being progressively translated into specific programmes.

During the time of Shri Jagjivan Ram's Defence Minister ship, there were 28 Ordinance Factories situated from the extreme north in Chandigarh to extreme south in Aruvankadu (Nilgiri) and in the west from Amaranth to the extreme east near Bangladesh border. These are working under the control of the Department of Defence Production.
These units produce a wide variety of stores and equipment for the Army, Navy and Air Force ranging from highly sophisticated defence equipment like guns, ammunition, instruments, bridges, anti-submarine projectiles, explosives and vehicles to certain specialized items of food and clothing. The Defence industries in general and the Ordnance Factories in particular with established organizations are engaged in making the defense requirements of our country wholly self-dependent, not only for the needs of this country but also to help other friendly countries at the time of their needs, and in this task these defense organizations were greatly encouraged by the Defence Minister Jagjivan Ram. These Ordnance Factories in 25 years of freedom have raised the value of production from Rs. 150 millions in 1947 to Rs. 1,700 millions in 1971-72. In 1971 war the production went beyond the rated capacity. Production of semi-automatic rifles increased by 46 per cent, LMGs by 50 per cent, Carbines over 80 per cent, mortars by 200 to 400 per cent. Production of Artillery weapons was kept up in face of many difficulties, while artillery ammunition was raised by 20 per cent.

Apart from 28 Ordnance Factories, Ministry of Defence is exercising control of Heavy Vehicles Factory at Avadi now engaged on production of Vijayanta Tank, and accelerated Freeze Drying Factory, Hazratpur (Agra Dist.) which is engaged in production of precooked dehydrated meat for the requirement of the Army deployed in high altitude.

The Ministry of Defence has seven Public Sector undertakings under the Department of Defence Production, viz., HAL (Bangalore), Bhanit Electronic (Banglore), Mazagon Dock (Bombay), Garden Reach Workshops (Calcutta), Praga Tools (Secunderabad), Bharat Earth Movers (Bangalore) and Goa Shipyard (Goa). These provide an important base for the manufacture of equipment required for Defence Services. In the execution of the programme of modernisation and re-equipment, Shri Jagjivan Ram
played a unique role in creating a feeling and sense of legitimate partnership among the workers in the Defence Services in their efforts to safeguard the sovereignty and territorial integrity of their motherland and also as partners in ensuring peace and tranquility in the land.

The Trade Union movements in various Defence Organizations have been somewhat different and distinct than other industries in public and private sector, because, unlike other industries the initial movement grew with the demand (in the Defence industries) for full utilization of the available capacity for production of civilian goods in order to divert its production for purpose of war production during emergency. This is known as industrially oriented movement which gives priority to the development of industries before development of increase in wages of workers.

With his pragmatic approach to labour problems Shri Jagjivan Ram was able to give guidance to the defence workers' unions, and there was favourable and harmonious relationship between men and management. There was a perfect regard and scrupulous observance of functional boundaries of men and management during those crisis days.

The Defence Minister shoulders the crucial responsibility of ensuring that the defense apparatus of his country is kept in perfect trim with all defense requirements. In the preparation for the defense of the country, science and technology play a vital role and the development of science and technology does tremendously influence the capabilities of a nation for ensuring national security. Defence Minister Jagjivan Ram had given great importance to the research and development aspect of the defense organizations. The Defence Research and Development Organization through its network of 34 major Establishments/Laboratories, manned by nearly 2,000 scientists, technologists and nearly 4,000 scientific, technical supporting staff kept up the tempo of its defense effort by undertaking
tasks of design and development of new weapons and equipment and modification of the existing ones for improving their effectiveness. Necessary scientific and technical support was provided to the Defence Services and guidance was offered to civil industry in the development and production of new equipment with a view to making the country increasingly self-reliant in the defense requirements. There has been progressive increase in the budget since the inception of the organization. The rate of growth has been particularly rapid since 1962-63, the increase being nearly five times from a figure of Rs. 5.2 crores in 1962-63 to Rs.25.37 crores for 1972-73. With the further building of facilities and infrastructure in the priority areas, the budget rose to over Rs. 32 crores in 1973-74.

There is no denying the fact that it is Shri Jagjivan Ram's superb leadership and his able and masterly handling of the defence affairs of the country which won us the war in 1971. This is the greatest contribution a Defence Minister can make to serve the motherland. Jagjivan Babu always shows his worth in midst of bitter crisis, conflict and challenge. When national integrity is in danger he knows how to inspire the living spirit of entire nation. With his dependable leadership he serves the Nation and guides the people like a friend and philosopher in moments of crises and calamity thus strengthening the hands of our Prime Minister Shrimati Indira Gandhi at each period of crises. The nation is legitimately proud of these two gallant leaders. They have proved great both in peace and in war.
Notes and Reference:

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60. Ibid Page-91.
61. Prof.Ramesh Chandra Dr. Singh Mitra Jagajivan Ram and his times Opcit-168.
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71. Ibid Page-94.
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75. Ibid Page-
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