(1) **MOTOR TRANSPORT IN PUNJAB.**

In Punjab the total route mileage of tarred, metalled and unmetalled roads maintained by P.W.D. and local bodies was about 9,184 miles till March 1950. The Punjab Government undertook the nationalisation of Motor Transport and started the operation of the local motor Bus services in Jullundur, Amritsar and Ambala. But the nationalisation was postponed as per resolution passed in the year 1950 by the Punjab Legislative Assembly.

As surveyed during the year 1952, there were about 1,856 passenger Buses operating in all the thirteen districts of Punjab, of which the total number of Buses in the S.M.Area in Punjab excluding Ambala district including Kangra district was about 1,400 and in the remaining districts of Punjab and Ambala district their total number was about 456. The approximate total capital investment in these Motor Buses in Punjab was about Rs.3,55,64,000 of which about Rs.2.69 Crores of capital investment was in the S.M.Area in Punjab minus Ambala district plus Kangra district. *

* All the figures are calculated on the information obtained through personal contacts with prominent Sikhs in Motor Transport business in Punjab.
The Sikhs are predominantly absorbed in the Motor Transport business in Punjab. The total number of Sikh families depending upon Motor transport as their livelihood was more in the S.M. Area in Punjab than in the remaining districts of Punjab, as the number of Sikh drivers is more in the S.M. Area in Punjab than in the remaining districts. Though the figures for the total number of Sikh drivers in Punjab could not be had yet it is a general belief that the Sikh drivers are more in the S.M. Area in Punjab.

The position of the Sikhs in the Motor Transport business in Punjab as well as in the S.M. Area in Punjab in respect of total number of passenger Buses and their approximate capital investment during the year 1952 was as under:

<table>
<thead>
<tr>
<th></th>
<th>Punjab</th>
<th>S.M.Area in Punjab</th>
<th>Remaining districts in Punjab plus Kangra district.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>minus Ambala district</td>
<td>minus Kangra district.</td>
</tr>
<tr>
<td>Total Number of Passenger Buses</td>
<td>1,856</td>
<td>1,400</td>
<td>456</td>
</tr>
<tr>
<td>Total Number of Passenger Buses owned by the Sikhs</td>
<td>976</td>
<td>840</td>
<td>136</td>
</tr>
<tr>
<td>Approximate capital investment by all.</td>
<td>Rs.3,55,64,000</td>
<td>Rs.2,69,00,000</td>
<td>Rs.86,64,000</td>
</tr>
<tr>
<td>Approximate capital investment by Sikhs.</td>
<td>Rs.1,87,39,200</td>
<td>Rs.1,61,40,000</td>
<td>0Rs.25,99,200</td>
</tr>
</tbody>
</table>

These Motor Buses and their total approximate
capital investment in Punjab were jointly owned by the Hindus and the Sikhs. The approximate share owned by the Sikhs were calculated as shown heretoforbove. 36 % of the total Buses and approximate capital investment owned by the Sikhs in Punjab during the year 1952 were in the S.M.Area in Punjab minus Ambala district plus Kangra district. While about 52½ % of the motor Buses were owned by the Sikhs in Punjab, their approximate capital investment in Punjab was about 45 %. The S.M.Area in Punjab minus Ambala district plus Kangra district, the approximate capital investment made by the Sikhs was about 60 % whereas in the remaining districts of the Punjab plus Ambala district minus Kangra district (other than S.M.Area), the approximate capital investment of the Sikhs in the Motor Buses was about 30 %.

Thus the contribution of the Sikhs in the jointly owned motor Buses in Punjab as well as in the S.M.Area in Punjab was quite substantial. In addition to these shares of the Sikhs in the Motor Buses owned by the Sikhs and Hindus jointly, there were eight other companies which were solely owned by the Sikhs in the S.M.Area in Punjab as shown below:

1. Ambala Bus Syndicate.
2. Doaba Motor Bus Service.
6. Akal Transport Company.
7. Satnam Transport Company.

The average approximate capital investment in these Motor Transport companies owned by the Sikhs varied between Rs. 4 lakhs to Rs. 5 lakhs per company. If an average of Rs. 4½ lakhs be calculated (though the actual is more in many cases) the approximate capital investment in the eight transport companies owned by the Sikhs comes to Rs. 36 lakhs. Adding this figure to the already estimated approximate capital investment of the Sikhs in the jointly owned motor Buses in Punjab, the figure comes to Rs. 2,23,39,200 as the approximate capital investment of the Sikhs in Punjab and Rs. 1,97,40,000 in the S.M. Area in Punjab. Thus their share in the motor transport increases much more than before, especially in the S.M. Area in Punjab, where their percentage of share is about 3/4 th to the total.

(2) MOTOR TRANSPORT IN PEPSU.

During the year 1952, there were 156 routes with total route mileage of 2,484 in Pepsu and the total number of vehicles on road was about 4,700. Of these vehicles, about 492 belonged to the State Government of Pepsu, and 500 belonged to the Royal families of Sikh rulers i.e. 10 % of the total vehicles were owned by the Sikh rulers families alone. The vehicles running on hire and available to the public in
general against payment were as below:—*

- Buses = 774 Nos.
- Trucks = 448 "
- Tandis = 16 "

In addition to this there were 1327 cars, 385 motor cycles, 184 Jeeps, 236 trucks, 3 station wagons and 331 Tractors owned by the people for their private use only, of which the share of the Sikhs was more than the Hindus and the others. But we are mainly concerned with the motor transport available on hire to the public on payment.

Till December 1952, there were about 46 Transport Companies operating in Papsu, of which the community-wise number of 41 companies is as under:—

<table>
<thead>
<tr>
<th>Community</th>
<th>Total Transport companies in Papsu</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sikhs.</td>
<td>21</td>
</tr>
<tr>
<td>Mixed (Hindus &amp; Sikhs)</td>
<td>17</td>
</tr>
<tr>
<td>Hindus.</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total.</strong></td>
<td>41</td>
</tr>
</tbody>
</table>

The mixed Motor Transport Companies were those in which either the Hindus and the Sikhs were working on partnership basis or on share basis in case of the public or private limited companies. In majority of these companies, the major portion of shares were held by the Sikhs. Of the

* Figures from the Provincial Transport Controller™, Papsu, Patiala.
41 Motor Transport companies, 22 were private and public limited concerns. The total number of companies owned by the Sikhs, Hindus and mixed companies, as well as their paid up capital investment till the year 1962 were as under:

<table>
<thead>
<tr>
<th>Community</th>
<th>Number of Transport Companies</th>
<th>Paid up Capital Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Sikhs.</td>
<td>14</td>
<td>Rs. 13,41,805</td>
</tr>
<tr>
<td>2. Mixed (Hindus &amp; Sikhs)</td>
<td>7</td>
<td>Rs. 5,75,690</td>
</tr>
<tr>
<td>3. Hindus.</td>
<td>1</td>
<td>Rs. 92,615</td>
</tr>
<tr>
<td>Total</td>
<td>22</td>
<td>Rs. 20,10,110</td>
</tr>
</tbody>
</table>

Thus the position of the Sikhs amongst the Motor Transport operators in Pepsu was as under:

(a) That more than 50% of the total transport companies were owned by the Sikhs. (Out of 41 companies surveyed).

(b) That a little more than 63% of the total private and public limited liability companies belonged to the Sikhs.

(c) That their total paid up capital investment in these limited liability companies was a little more than 60% of the total capital investment by all the communities.

(d) That out of a total paid up capital investment of Rs. 5,75,690 in the seven mixed companies, the majority of the shares were owned by the Sikhs.

This shows that the major portion of the motor Transport business in Pepsu was carried on by the Sikhs alone, even leaving aside the motor Transport companies operating

* The figures exclude the cost of motor Buses. If the cost of motor buses is calculated even @ the lowest rate of Rs. 15,000 per Bus instead of Rs. 20,000 or onward, the approximate capital investment of the Sikhs would amount to about Rs. 1.10 Crores.
jointly by the Hindus and the Sikhs. The majority of the
Transport vehicles of all kinds on road whether for public use
or private use were owned by the Sikhs, especially the Tractors
for agricultural purposes the total number of which in Punjab
was about 416 till December 1952 of which more than 90 % were
owned by the Sikhs.

The main areas in Punjab where the motor Transport
companies operated predominantly were Patiala, Bhatinda, Sangrur,
Barnala and Fatehgarh districts in order of priority. The less
important routes being in the districts of Kandaghat, Kapurthala
and Mohindergarh.

Even if the Transport business is viewed from the angle
of its working class, it will go to a far greater way than the
figures of motor transport companies owned by the Sikhs, to
prove that the majority of the families and persons depending
upon this business are from the Sikh community. The total
number of driving licences issued and renewed till June 1952
were 10,931 whereas the total number of licences issued during
the years 1950-51, 1951-52 and 1952-53(till December 1952) were
2,877 in the whole of Punjab. The following statement show the
classification of the driving licences issued during community-

* Till December 1952 the grand total of the driving licences
issued and renewed was 11,500. These figures continue
straight before the formation of Punjab, during the days of
respective States of Patiala, Nabha, Jind, Faridkot,
Malerkotla and Kapurthala and Kalsia. Only three years
have been taken as an average to estimate the Sikh
figures.
It is evident from these figures that during the year 1950-51 the Sikh drivers in Pepsu formed about 50% of the total number of newly licensed drivers in Pepsu. Similarly, in the years 1951-52 and 1952-53 the percentage of the Sikh drivers was about 85% and 81% respectively, whereas the average percentage for these three years was about 81%. Even if we make some deduction for the driving licenses issued to the private cars and motor cycle owners etc. than the professional drivers, the number of the Sikh drivers who are not professional is too low in comparison to the professional drivers.

As to the working class depending upon Transport, we find a great difference between figures of Punjab and Pepsu. According to the Census Report 1951, the total number of persons depending upon Transport for their livelihood was 1,21,308 in Punjab and 1,39,019 in Pepsu (in a total population of 12,000,000).
of 34 lakhs). Thus the percentage of the working class depending upon Transport is more in Pepsu than in Punjab though the route mileage of Pepsu was about 1/4th to that of Punjab. But the larger percentages of persons upon Transport in Pepsu as compared in Punjab do not imply that Transport is more developed in Pepsu, but that general labourers and those engaged in carrying goods themselves or with the help of pack animals figure in Pepsu in larger numbers than in Punjab.

(3) MOTOR TRANSPORT OUTSIDE PUNJAB & PEPSU.

Wherever the Sikhs have gone outside Punjab and Pepsu, they have taken to Motor Transport business. They are mostly Motor transport owners and drivers. In Delhi, the share of the Sikhs in the Motor transport business is not less than Punjab and Pepsu. Delhi is adjoining Punjab and its many Buses run on Punjab routes. Almost all over East, West, Central and North-West India, the Sikhs are controlling Motor Transport whether to a lesser degree or greater. In Calcutta, they have contributed fairly well. In the Bengal Bus Syndicate during the year 1952 there were 244 members owning a total of 427 Buses, of which 90% were Sikhs, the remaining 10% being Muslims, Biharis, Bengalis etc. In 24 Parganas Area, 327 Buses were running on 16 routes in which the share of the Sikhs was about 60% of the total. In Bombay State though the

* Census Report Punjab 1951.

** Though no figures could be had about the share of the Sikhs in Motor Transport business in Delhi yet it was authoritative ly revealed by some Sikh business men engaged in Motor Transport that the Sikhs had not played less part in Delhi than they have done in Punjab and Pepsu in the development of motor transport business.
On the whole, there has been a tremendous increase in Motor Transport system both on the metalled and unmetalled roads as well as in the urban and rural areas. While the individual proprietor of a motor Bus has disannaeered, his place has been taken by a number of companies operating with limited liability. This has resulted in better buses on the roads for carrying passengers as well as punctuality of timing in their running, and greater civility on the part of those engaged in the motor transport system towards the passengers and those who send goods from one place to the other.

The Motor Transport business in Punjab, Pepsu and other places has benefitted the Sikhs financially much. While the Sikh owners of the Motor Bus companies have improved their economic conditions through their earnings in this business, the Sikh working class such as Motor drivers, motor mechanics, fitters, etc. have also found avenues of employment in this line. Even in the big cities like Calcutta and Bombay, we very often come across the Sikh Taxi drivers who are also owners of the taxis driven by them. This enables them to earn a handsome income, because by virtue of their direct working, they eliminate the wage
which are available at Amritsar, Ludhiana, Ambala, Dehra Dun, Delhi (Karol Bagh), Delhi (Pahargunj), and Karnal offices. The Bank makes advances against approved securities, bullion, gold, ornaments, goods etc.

During the year 1952, the Bank had authorised capital of Rs. 10 lakhs in shares of Rs. 50/- each, issued and subscribed capital of Rs. 7.75 lakhs, reserved capital of Rs. 2.25 lakhs, called up of Rs. 3,87,500, paid up including advance calls Rs. 4,55,266-2-5 and Reserves as on 31st December 1951 held in G.P. Notes was Rs. 29,56,270-10-5.

The Punjab & Sind Bank allows interest @ 1/4 % per annum on the calendar quarter yearly minimum balance of multiples of Rs. 1,000 on current accounts and at 1 1/2 % to 2 1/2 % per annum on fixed deposits and at 1 1/4 % per annum on Savings Bank accounts. During the year ending 31st December 1951 the Bank showed a gross earnings of Rs. 2,73,831-6 and the net profit amounted to Rs. 2,22,690-10-3. The cash and other balances inclusive of Government Papers stood at Rs. 1,10,87,675-14-9 on 31st December 1951 as shown in the Balance sheet. The total of deposits on the same date stood at Rs. 1,43,80,964. This all helps us to conclude that the Bank is quite in a sound position.

Consequently on the formation of Pensu, the State Bank of Patiala founded by the ruler of Patiala was changed to Bank of Patiala. Banking in Pensu offers greater facilities to the public in the sense that during the year 1950-51 there

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was a Banking office for every 80,000 of population while in the rest of India, there was Banking office for every 2½ lakhs of population. The Bank of Patiala embarked on a new scheme of mobile Bank to mop up the rural savings. This was a novel scheme in the history of Indian Banking and it is hoped that it would succeed in achieving its objectives.