

Fifth Series, Vol. XI, No. 7

Monday, March 20, 1972
Phalguna 30, 1893(Saka)

LOK SABHA DEBATES

Fourth Session



(Vol. XI Contains No. 1 to 10)

LOK SABHA SECRETARIAT
NEW DELHI

Price Rs. : 2.00

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LOK SABHA

Monday, March 20, 1972/Phalgun 30
1893 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[MR. SPEAKER in the Chair]

MEMBER SWORN

SHRI KARNESH MARAK—Tura
(Meghalaya)

ORAL ANSWERS TO QUESTIONS

Fair Price Shops for Foodgrains
in States

+

*81. SHRI KRISHNA CHANDRA HAL-
DER :

SHRI P. GANGADEB :

Will the Minister of AGRICULTURE
be pleased to state :

(a) whether Government had asked the
State Governments to open fair price
shops for distributing food grains at con-
trolled prices through a circular recently;

(b) if so, the main features thereof; and

(c) the reaction of the State Govern-
ments thereto ?

THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE (SHRI
ANNASAHEB P. SHINDE) : (a) and (b).
During the past few months several cir-
culars were sent to State Governments advis-
ing them to strengthen and enlarge fair
price distribution of Government food-
grains at fixed price and to open more
fair price shops where necessary

(c) The State Governments have repoi-
ted to have taken necessary action.

SHRI KRISHNA CHANDRA
HALDER : I would like to know from the
Minister whether, after the opening of the
fair price shops, the price rise has been
checked or not

SHRI ANNASAHEB P. SHINDE :
Marginally the price rise has been checked,
not only because of the opening of fair
price shops, but because of a number of
other measures taken by the Government
of India

SHRI P. GANGADEB : In view of
the new distribution policy and in the
context of the paradoxical situation of
plenty with the rising cost of living, may
I know whether a reasonable relief will be
given to the consumer by further reducing
the controlled price of foodgrains distri-
buted through the fair price shops ?

SHRI ANNASAHEB P. SHINDE :
This matter is usually considered at the
Chief Ministers' conferences. We are go-
ing to have such a conference for consider-
ing the problems relating to the price
policy on rabi cereals on 8th April next
and perhaps this matter also would be
considered in that conference. Hon. mem-
bers will appreciate that this year on acco-
unt of several reasons—flood, dislocation of

transport, large-scale influx of refugees, etc.—there has been some price rise in certain parts of the country, despite a very comfortable food position.

श्री मूल बंद डाला : उचित मूल्यो पर धान्य वितरण की दूकाने नगरपालिकाओं की सीमाओं के अलावा क्या गांवों में भी खोली गई थी या नहीं और गांवों में खोलने के बाद वितरण करने का तरीका क्या था ? मेरी समझ में उचित मूल्य की दूकानें आपने गांवों में कही नहीं खोली, केवल शहर के इलाकों में खोलीं जहां जरूरत नहीं थी ।

SHRI ANNASAHEB P. SHINDE : I appreciate that the public distribution system in the rural areas is not as strong as we desire it to be. Therefore, we have written to the State Governments from time to time to try and strengthen the public distribution system in the rural areas. But the impression of the hon. member that the fair price shops are mainly located in urban areas and not in rural areas is not quite correct. Out of the total number of 1.22 lakh fair price shops in the country, 2½ times are in the rural areas compared to urban areas.

DR. RANEN SEN : Besides rise in prices of the foodgrains distributed by the fair price shops, is it a fact that the quality of foodgrains is also deteriorating every year and there are complaints about it from almost all parts of the country, including towns, cities and villages ? If so, may I know what steps Government are taking to improve the quality of rice supplied ?

SHRI ANNASAHEB P. SHINDE : There is some truth in the complaint made by the hon member. Our attention has been drawn to it and my ministry is seized of the matter. Last year large quantities of wheat were damaged by rain and in order to help the producers we have to purchase the rain-damaged wheat. Therefore, there are some genuine complaints

about it. Regarding rice ultimately it is only the public procurement agencies which procure it and on the basis of our past experience, we are trying to improve the system as a whole.

MR. SPEAKER : Next question.

SHRI S. M. BANERJEE : He has not touched on sugar, which is also distributed through fair price shops. It is also a food-grain.

MR. SPEAKER : Next question.

Sale of Wheat by F. C. I. in Open Market

+

*82. **SHRI S. P. BHATTACHARYYA :**
SHRI S. R. DAMANI :

Will the Minister of AGRICULTURE be pleased to state :

(a) the reasons for the Food Corporation of India selling wheat stocks in the open market;

(b) the quantities sold so far, price realised and the profit or loss thereof; and

(c) the manner in which these sales have helped price stabilization ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) To arrest the upward trend in the prices of wheat in the open market and to bring down its price.

(b) So far, the quantity sold is 1,10,463 tonnes. The average price realised has been slightly above Rs. 82 per quintal as against the issue price of Rs. 78 per quintal fixed by Government for issue through the public distribution system. The extra amount realised by open market sales as against the issue price of Rs. 78 is yet to be worked out.

(c) Open market sales of wheat improved market availability of wheat considerably and was instrumental in bringing down open market prices of wheat to some extent. The wholesale price index for wheat prior to the implementation of the scheme was 220.4 points and after the scheme was put into operation the price index has come down to 217.9 points.

SHRI S. P. BHATTACHARYYA : Due to the change in the policy will there be any reduction in the price of wheat in the country ?

SHRI ANNASAHEB P. SHINDE : This was sold in the open market where the prices were going up. This has nothing to do with the fair price shops or ration shops where the price is controlled.

श्री रामाबलार शास्त्री : क्या यह बात सच है कि खुले बाजारों में जो गेहूँ बेचने के लिये भेजा गया है, उसमें से बहुत सारा गेहूँ खराब किस्म का था, जिसकी वजह से सरकार को कम कीमत मिली ?

SHRI ANNASAHEB P. SHINDE : We have not received any complaint that the foodgrains sold in the market is of inferior quality. In fact some of the State Governments have complained to us that the wheat which was sold by the FCI in the open market was of superior quality.

श्री रामाबलार शास्त्री : बिहार शाप-कीपर्स एसोसियेशन ने आप के पास लिखा है, मेरे पास उसकी कापी है।

SHRI ANNASAHEB P. SHINDE : From Bihar the complaint is that we sold A quality wheat.

श्री नरसिंह नारायण पाण्डे : आप ने 82 रु० प्रति क्विण्टल का भाव बतलाया है, क्या लोगों ने इससे ज्यादा भाव पर ओपन-मार्केट

से खरीदा है ? यदि खरीदा है, तो क्या इस के बारे में कोई शिकायत आप को मिली है ?

MR. SPEAKER : He has replied to that in his previous answer.

SHRI NARSINGH NARAIN PANDEY : The Minister says that it was purchased at Rs. 82 per quintal. I want to know whether it is a fact or not कि 82 रु० से ज्यादा भाव पर लोगों ने ओपन मार्केट से खरीदा है ? यदि खरीदा है तो क्या इसकी कोई शिकायत मिली है ?

SHRI ANNASAHEB P. SHINDE : Rs. 82 was the floor price recommended for open sales, because some broad policy directive has to be given. So, the FCI has given instructions to its staff about minimum floor price. Of course, in some cases it was sold at a higher price.

स्वास्थ्य सेवाओं के निदेशकों का सम्मेलन

*84. **श्री मोहन स्वरूप :** क्या स्वास्थ्य और परिवार नियोजन मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या खाद्य पदार्थों की मिलावट को रोकने के लिये प्रखिल भारतीय स्तर पर कोई सम्मेलन आयोजित किया जा रहा है जिसमें स्वास्थ्य सेवाओं के निदेशक भाग लेंगे ;

(ख) यदि हाँ, तो यह सम्मेलन कब आयोजित किया जायेगा; और

(ग) खाद्य पदार्थों में इतने बड़े पैमाने पर मिलावट को रोकने के लिये सरकार द्वारा क्या कार्यवाही किये जाने की सम्भावना है ?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. KISKU): (a) No, Sir.

(b) Does not arise.

(c) The provisions of the Prevention of Food Adulteration Act have already been made more stringent and the States asked to ensure proper enforcement of the Act.

A Central Unit has been set up to check the menace of food adulteration along with the State Health Authorities concerned. The Unit is mainly concerned with the functions prescribed in rule 9 of the Prevention of Food Adulteration Rules in respect of inter-State offences and helps in giving technical guidance to State Governments.

श्री मोहन स्वरूप : हालाँकि इसके लिये कानून है और उसके लिये सब व्यवस्था भी है, लेकिन वह कानून सही रूप से इम्प्लीमेंट क्यों नहीं होता है ? यह जो बीमारी महामारी की शक्ल में फैलती जा रही है उसके रोकथाम के लिये सक्रीय कदम क्यों नहीं उठा रहे हैं ?

निर्माण और आवास तथा स्वास्थ्य और परिवार नियोजन मंत्री (श्री उमाशंकर बीजित) : अध्यक्ष महोदय, सारे देश में यह कठिनाई फैली हुई है और राज्य सरकारों के द्वारा इस कानून का कार्यान्वयन होता है। मैंने पिछले अधिवेशन में निवेदन किया था कि सभी राज्य सरकारें फूड इंस्पेक्टर नियुक्त नहीं कर पाई हैं, सैनिटरी इंस्पेक्टरों से ही फूड एडल्टरेशन के इंस्पेक्शन का काम करवाती हैं और जितना रुपया इस काम के लिये चाहिये, उतना लगा नहीं पाती हैं। इसका एक ही मार्ग है कि पनिसमेंट बहुत डेटरेंट हो, इस दृष्टि से हमने पनिसमेंट को डेटरेंट किया है। 15 मार्च से जो संशोधित कानून बना है, उसमें 6 महीने

की सजा और एक हजार रुपये का जुर्माना कम्पलसरी है, इससे कुछ सुधार भी हुआ है। मैं यह तो नहीं कह सकता हूँ कि बहुत अच्छा सुधार हुआ है, लेकिन एडल्टरेशन की परसेन्टेज घटी है, 30 परसेन्ट से 21 या 22 परसेन्ट हुई है। लेकिन मैं इसको पूर्णतया विश्वसनीय नहीं मानता।

मैंने पिछले अधिवेशन में यह आश्वासन दिया था कि हम पालियामेंट की कन्सल्टेटिव कमेटी में इस विषय पर विचार करेंगे। यदि उनकी राय हुई तो कानून को और सक्त बनायेंगे। हमने डायरेक्टर्स की मीटिंग अभी उचित नहीं समझी है। जोनल कमेटी की मीटिंग बुला रहे हैं और भ्रम-भ्रमण दो-तीन जोन्स में उसको करने की कोशिश करेंगे। लेकिन मैं यह समझता हूँ कि पनिसमेंट डेटरेंट हो तो शायद ज्यादा लाभ हो सकता है। हर शहर में और हर गाँव में इंस्पेक्टर जायं और देखें, यह बड़ा कठिन-सा लगता है। जब तक नेशनल कर्रक्टर (राष्ट्रीय चरित्र) स्तर ऊँचा न बने तब तक यह काम कठिन मालूम देता है।

श्री मोहन स्वरूप : अध्यक्ष महोदय, खाने-पीने का स्तर तो वैसे ही गिरता जा रहा है और उसमें भी अगर मिलावट हो रही हो, तो उसका सेहत पर क्या प्रभाव पड़ेगा, आप स्वयं भ्रन्दाजा लगा सकते हैं। मेरा निवेदन यह है कि इसको रोकने के लिये कोई अच्छा उपाय होना चाहिये।

श्री उमाशंकर बीजित : मैंने अभी सब बातें बतलाई हैं, इस तरफ उन्होंने ध्यान दिया या नहीं, मैं नहीं जानता।

SHRI MOHANRAJ KALINGA-RAYAR : Will the Minister of Health and Family Planning please tell us

approximately how many cases of food adulteration have been detected by the Department in 1970-71 and what action has been taken ?

MR. SPEAKER : This question is about the conference of Directors

SHRI UMA SHANKAR DIKSHIT : I have not got the figures for 1970-71 ; I have got them only up to the end of 1969 and I can give those figures.

MR. SPEAKER : This question did not arise here, but if you have got the information, it is all right ; I do not object.

SHRI UMA SHANKAR DIKSHIT : I can give the figures for the last five years. In 1965, the number of samples examined was 1,66,900-and-odd, the number of samples found adulterated was 51,900 and the percentage of samples found adulterated was 31 per cent ; in 1966, the number of samples examined was 1,74,000, more than the previous year, the number of samples found adulterated was 44,500, that is, 25 per cent only ; in 1967, the percentage was 25.2 per cent ; in 1968, it was 24.3 per cent and in 1969, it was 22 per cent. There were 30,250 convictions under the Act in 1965, 23,282 in 1966, 20,000 in 1967, 17,800 in 1968 and 15,700 in 1969. This shows the trend.

SHRI NAWAL KISHORE SINHA : The hon. Minister has told us that he has brought certain changes in the laws since 1965. Will he condescend to tell us whether the amendments in the laws have brought about some improvement in the situation since 1965 and whether he is satisfied with it ?

SHRI UMA SHANKAR DIKSHIT : I am not satisfied, but I have just now been telling precisely that there has been some small improvement.

SHRI C.T. DHANDAPANI : The Minister says that the State Governments are not properly taking action to check adulteration of food. At the same time, the State Governments are complaining that they are not getting proper instructions from the Central Government. I would like to ask the Minister whether the Government is considering to entrust the whole work to the State Governments.

SHRI UMA SHANKAR DIKSHIT : It is already in the hands of the State Governments. It will be an interference if the Central Government went on giving them instructions as to how to carry on their work. It is a State subject.

SHRI H.K.L. BHAGAT : The enforcement of this Act is with State Governments while in the case of Delhi it is with the Delhi Municipal Corporation. May I know whether the Government of India have reviewed the working of this Act, the enforcement of this Act, by the Delhi Municipal Corporation and it has been found to be highly unsatisfactory and, if so, will the Government of India consider the question of giving the enforcement of this Act to the Delhi Administration instead of to the Delhi Municipal Corporation ?

SHRI UMA SHANKAR DIKSHIT : I went into these figures this morning. I find that the number of samples drawn in Delhi is less, about half the number during the last two years. I will consider the suggestion given by the hon. Member.

MR. SPEAKER : A slip on my part has drifted us away from the main Question. I just agreed that let the Minister give figures because there was the young Member who asked for them. Now, it has gone to the Delhi Municipal Corporation. The Question was simple as to whether any Conference is being held or not. It would have been sufficient to say, yes or no. You

are now going to other Municipal Corporations also. Next Question.

SHRI JYOTIRMOY BOSU: It is a vital issue.

MR. SPEAKER: Maybe. But I have to observe certain rules also.

Vacation of Building in the Possession of R.S.S. in B.H.U. Campus

***86. SHRI JHARKHANDE RAI:** Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether the building in the possession of R.S.S. in the campus of Banaras Hindu University has been vacated; and

(b) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN): (a) No, Sir.

(b) The University has filed a suit in the local Court for vacation of the building. The case is pending with the Court.

श्री भारखंडे राय: क्या शिक्षा मंत्री जी बतलायेंगे कि बनारस यूनिवर्सिटी की जांच के लिए जो कमिशन नियुक्त किया गया था उसकी रिपोर्ट कौं प्रकाशित हुए और उस पर बाद-बिवाद हुए लगभग दो साल बीत चुके हैं, उसमें इस बात की सिफारिश की गई थी कि इस भवन को वहाँ तनाव कम करने के लिए, वहाँ के जीवन को सुचारु रूप से संचालित करने के लिए फौरन हटा दिया जाये तो क्या वजह है कि पिछले दो साल में श्री सरकार ने या उससे

संबंधित संस्थाओं ने इस भवन को वहाँ से हटाने में असमर्थता महसूस की है?

प्रो० एस० नुरल हसन: जनाबेवाला, पहले यूनिवर्सिटी ने यह कोशिश की कि बातचीत करके इसको खाली करा लिया जाये लेकिन उसमें यूनिवर्सिटी को कामयाबी नहीं हुई तो उसके बाद जो कानूनी जरिया था वह अक्षितयार किया गया यानी मुकदमा दायर किया गया है कि यह खाली करा लिया जाये।

श्री भारखंडे राय: क्या शिक्षा मंत्री जी को इस बात की रिपोर्ट बनारस यूनिवर्सिटी के वर्तमान वाइस चांसलर से मिली है कि बनारस यूनिवर्सिटी के कैम्पस में शांति और सुव्यवस्था स्थापित करने के लिए यह निहायत जरूरी है कि यह तनाव का बिन्दु वहाँ से समाप्त कर दिया जाये?

अध्यक्ष महोदय: वह तो अदालत में जा चुका है।

श्री भारखंडे राय: इस सम्बन्ध में कोई समुचित कार्यवाही की जाये, ऐसी कोई रिपोर्ट वाइस चांसलर से सरकार को मिली है?

प्रो० एस० नुरल हसन: जी, नहीं। वाइस चांसलर से कहा है कि जैसे ही मुकदमे का फैसला होगा मजिद कार्यवाही की जायेगी।

SHRI HARI KISHORE SINGH: When was the case filed by the University in the court for getting the building vacated by the R.S.S.?

प्रो० एस० नुरल हसन: यह 25 नवम्बर, 1970 को फाइल हुआ है।

Master Plan for Development of Fisheries in Kerala

*88. **SHRI M. K. KRISHNAN** : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Government have agreed to review their earlier position with regard to Master Plan for the development of Fisheries in Kerala; and

(b) if so, the result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) and (b) The Government's view, which has been indicated on previous occasions is that the Master Plan provides a useful framework with reference to which detailed planning can be taken up. It has been pointed out that as the public and co-operative sectors are also involved in addition to the Government sector, detailed plans should be correlated with an assessment of resources available in the various sectors. There has been no change in this approach.

SHRI M. K. KRISHNAN : May I know from the hon. Minister the broad outline of the State Plan?

SHRI ANNASAHAB P. SHINDE : The State Master Plan broadly envisages an investment to the tune of Rs. 305 crores over a period of 20 years. That is broadly the framework of this Master Plan.

AN HON. MEMBER : To do what?

SHRI ANNASAHAB P. SHINDE : For fisheries development.

SHRI PILOO MODY : I cannot understand how Rs. 305 crores can represent a Plan. 'Plan' means plan for action and not plan for spending.

MR. SPEAKER : It is better he replies rather than the Minister. (*Interruption*)

SHRI M. K. KRISHNAN : The Master Plan envisages a foreign exchange earning of Rs. 170 crores per annum instead of Rs. 20 crores at present. Will the Government take an early decision to approve the Plan?

SHRI ANNASAHAB P. SHINDE : The State Government addressed a letter to the hon. Minister of Food and Agriculture, Shri F. A. Ahmed, as well as to the Prime Minister. We have amply clarified our position to the State Government. The Master Plan that has been formulated is in broad and general terms and for a period of 20 years. First of all, our planning is over a period of five years. Apart from that, take the case of Cochin; here the Plan which has been formulated only suggests that a harbour may be located at Cochin. "Investigation is in progress. An amount of Rs. 100 lakhs is to be provided for this." I am quoting from the Master Plan. As the hon. Member may be aware, Cochin harbour was sanctioned by the Government of India and our detailed investigation indicated that not Rs. 1 crore but Rs. 2½ crores would be required. Government of India have sanctioned Rs. 2½ crores for this. Therefore, our suggestion to Kerala Government is to speed up the details of the Plan so that efforts can be made to tie up the various elements involved and specify the Government's policy in each item.

SHRI JYOTIRMOY BASU : May I know from the hon. Minister whether, in this region of the country, a number of foreign-controlled monopoly business houses are coming into operation in the matter of fishing and if so, why Government have allowed these people to come there?

SHRI ANNASAHAB P. SHINDE : I can reply to this very forcefully, Sir, but is it a relevant question? This is Master Plan of Kerala. (*Interruption*)...He has nothing but only that subject in his mind.

SHRI VARKEY GEORGE : I would like to know from the hon. Minister whether Government has any plan to allow foreign collaboration in implementing the Master Plan in Kerala and if so, the name of the foreign country.

SHRI ANNASAHAB P. SHINDE : The general policy on foreign collaboration is under active consideration of the Government of India. We wish to spell out, in the near future, the Government's policy, and in the light of the Government's decision, perhaps it should be possible even to go into the proposal of collaboration formulated by the Government of Kerala or by the parties.

SHRI JYOTIRMOY BOSU : Was that question quite relevant, Sir?

SHRI PILOO MODY : It was.

SHRI JYOTIRMOY BOSU : We learn, Sir. If a question embarrasses the Government and if that is ruled out, keeping that in mind, we can only express our regret.

SHRI R. D. BHANDARE : That position is not correct.

Treatment of Harijans and Backward Class People of Village Shupi Patti Malla Dan Pur, District Almora

*89. **KUMARI KAMLA KUMARI :** Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Harijans and backward class people of village Shupi Patti Malla Dan Pur, District Almora are mal-treated by higher caste people and they have even approached Central Ministers for the redress of their grievances;

(b) if so, the steps taken by the Central Government as well as by the State Government in this regard; and

(c) if not, the reasons for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION & SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) to (c) We have no information whether any Central Minister was approached about this matter. According to the report received from the Uttar Pradesh Government, some cattle belonging to the Harijans damaged the crops belonging to the residents of village Shupi Patti in the first week of October, 1971. This resulted in a clash between Harijans and Swarna Gwalas and five persons belonging to both the sides were injured. There is at present peace on both the sides. However, the State Government has been asked to conduct an inquiry into the incident.

कुमारी कमला कुमारी : क्या माननीय मन्त्री महोदय यह बताने की कृपा करेंगे कि भारत सरकार शुपी पट्टी मल्ला दानपुर के लोगों की रक्षा के लिये कोई प्रबन्ध कर सकती है ?

शिक्षा और समाज कल्याण मंत्रालय तथा संस्कृति विभाग में राज्य मंत्री (प्रो० एस नूरुल हसन) : जब तक यह मालूम न हो जाये कि वहां पर खतरा है उस वक्त तक सुरक्षा के लिये क्या प्रबन्ध किया जा सकता है ? दूसरी बात यह है कि यह स्टेट गवर्नमेंट का मामला है । हमने उनकी तबज्जह दिलाई है और दरखास्त की है कि वह इस मामले में खानबीन कर लें ।

कुमारी कमला कुमारी : क्या मन्त्री महोदय बतलाने की कृपा करेंगे कि राज्य सरकार से कब तक वह इसकी जानकारी प्राप्त कर लेंगे और हमको सूचना देंगे ?

SHRI K. S. RAMASWAMY : We have got information from the State

Government that peace prevails in the village and the parties have mutually agreed to some settlement. There is no apprehension of breach of peace. They are now living in harmony.

श्री नरसिंह नारायण पट्टि : क्या मन्त्री महोदय इस बात की जानकारी प्राप्त करेंगे कि उस गांव में अभी तक हरिजनों को बड़ी जाति के लोग पानी पीने के लिये झलाऊ नहीं करते जिससे वह काफी परेशानी में हैं, और इसकी जांच करवाने के बाद कोई समुचित व्यवस्था करेंगे ?

अध्यक्ष महोदय : उन्होंने रिफर किया हुआ है ।

High-Powered Commission on Community Development

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*90. SHRI PRABHUDAS PATEL :
SHRI P. M. MEHTA :

Will the Minister of AGRICULTURE be pleased to state :

(a) Whether a high-powered commission will be set up to suggest ways for an integrated approach to Community Development Programme which has been very slow in the past; and

(b) if so, whether this decision was taken at the meeting of the Community Development Council ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) and (b) The proposal to appoint a high-powered commission for looking into Community Development and Panchayati Raj is under the active consideration of the Government. It was first mooted by the Consultative Committee of Parliament for the Department in 1969 and has since been reiterated by the Consultative Councils attached to the Ministry.

SHRI PRABHUDAS PATEL : May I know from the Minister as to when they will be accepting the report of the high-power commission ?

PROF. SHER SINGH : The high-power commission has not yet been set up. It is yet to be set up.

SHRI PRABHUDAS PATEL : A decision to that effect has already been taken by the Community Development Council. When will that decision be implemented by the Ministry ?

MR. SPEAKER : The Minister says that it has not yet been set up

PROF. SHER SINGH : The high-power commission is yet to be set up

MR. SPEAKER : It will be set up. He is asking about implementation.

SHRI PRABHUDAS PATEL : There seems to be some difference in the efficiency of the implementation of the community development programmes from State to State.

PROF. SHER SINGH : The performance of the Community Development and Panchayati Raj programmes is not uniform in all the States. It differs from State to State. In some States, it is very well and in some other States, it has not been so well. That is also one of the terms of the proposed Commission.

SHRI P. M. MEHTA : It appears from the reply given by the Minister that the proposal is receiving the Government's active consideration since 1968, but no action has been taken so far. It means that the Government have ignored the advice of the Consultative Committee as well as the need for an integrated approach to the problem. Keeping this in view, may I know whether the Government are

aware of the fact that there is an overlapping of the functions under the different centrally-sponsored schemes ?

If so, will the Government propose to have planning for integrated approach during the pendency of the appointment of the high power commission ?

PROF. SHER SINGH : The delay was because the terms of reference were modified. The Ministry suggested some names; those names were not acceptable. We are now actively considering the appointment of this commission very soon and this question will of course be one of the terms of reference of the Commission itself and we want that there should be no overlapping. That is the attitude we are taking now.

SHRI P. M. MEHTA : Are they prepared to take action ? That is what I want to know.

PROF. SHER SINGH : Certainly we are taking action, as I said. In the recent meeting of the Council also this question came up that there should not be overlapping. We want to see that there is no overlapping.

SHRI S. M. BANERJEE : It is a fact and I hope the Minister knows that the functioning of community development in various States is far from satisfactory. Before any Commission is appointed within 2 years or 3 years, I would like to know from the Minister, whether any effort has been made or not to assess which has developed, whether the community or the department. Because, it appears, it is only the Department which has developed and not the community. So I want to know whether any assessment has been made in

the Department itself about the failure of the community development programmes.

PROF. SHER SINGH : We are making assessment and we want that this Community Development Programme becomes the champion of the weaker sections of our population. The Community Development Department is doing very useful work, this caters to rural employment, taking interest in promoting small farmers, development agencies of farming, etc.

MR. SPEAKER : He asked whether the department has expanded and whether any assessment was made by the department itself.

PROF. SHER SINGH : Individual States have made assessment; we are also making assessment.

श्री रामबन्ध बिकल : मैं कृषि मन्त्री महोदय से यह जानना चाहता हूँ कि जो उच्च शक्ति-प्राप्त आयोग बहू बनाना चाहते हैं वह कब तक बना देंगे और उनमें ग्रामीण दृष्टिकोण रखने वाले लोग रखे जायेंगे या नहीं ?

अध्यक्ष महोदय : आप कहां से कहा पहुँच गये ?

श्री रामबन्ध बिकल : वह कहते हैं कि आयोग मुहरूर करने वाले हैं। तो कब तक करने वाले हैं। 1969 से अब तक तो हुआ नहीं।

श्री० शेर सिंह : हम कर रहे हैं और उसमें जिनका ग्रामीण जीवन से सम्पर्क है अधिकतर वही रखे जायेंगे।

Proposal to Nationalise or Control Private Transport

*93. **SHRI S. C. SAMANTA** : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether there is any proposal to nationalise or control the private transport of goods;

(b) in what States this transport has passed into public hands already and the States contemplating to do so in future; and

(c) the reaction of the Central Government in this connection ?

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS AND IN THE MINISTRY OF SHIPPING AND TRANSPORT (**SHRI OM MEHTA**) : (a) to (c)—A statement giving the information required is laid on the table of the Sabha.

STATEMENT

The State Road Transport Undertakings in Assam, Himachal Pradesh, Jammu & Kashmir, Manipur, Tripura and West Bengal (North Bengal State Road Transport Corporation) are operating goods services, to a limited extent, besides passenger services. The Central Government have established the Central Road Transport Corporation Ltd. which operates goods services between Calcutta and the northern parts of West Bengal and Assam. In some other States, nationalised passenger services also carry goods on a restricted scale as unaccompanied parcels.

2. In view of the constraint on resources, the emphasis is on consolidating and improving the passenger road transport services in the public sector. This aspect is particularly emphasised during the discussions with the State Governments in the Planning Commission on their Annual Plan proposals relating to road transport. The executive responsibility in respect of

road transport vests in the State Governments; information regarding their plans or proposals to enter the field of goods transport in the future is not available.

SHRI S. C. SAMANTA : I want to know whether the Central Road Transport Corporation which operates between Calcutta and Assam through North Bengal was created for some other reasons ? What are the reasons for such formation of Central Road Transport Corporation for West Bengal and Assam only.

SHRI OM MEHTA : There was some difficulty about transport of goods to these areas. So this corporation was formed, keeping this in view so that goods to Assam and other inaccessible areas could move more easily.

SHRI S. C. SAMANTA : Is it managed by Centre or by States ? In the statement it is stated that executive responsibility rests with State Governments.

SHRI OM MEHTA : State Government has nothing to do with it; it is a corporation under Central Government.

SHRI D. BASUMATARI : In view of the fact that Bangla Desh has been established, may I know whether the Government of India are thinking of reviving the shipping transport to Assam from Calcutta ? All the material of the Jayanti Shipping Company taken over by the Government have been destroyed. So, I want to know whether the shipping arrangement will be revived from Bengal to Assam now ?

MR. SPEAKER : The main question relates to nationalisation of road transport.

SHRI D. BASUMATARI : The Jayanti Shipping Company is also a nationalised corporation now.

SHRI S. M. BANERJEE : The hon. Member wants the nationalisation of Seventh Fleet.

SHRI D. BASUMATARI : All the material has been destroyed. The hon. Minister knows it very well. I want to know whether the service is going to be revived now ?

MR. SPEAKER : I am sorry that this does not arise out of the main question. He may table another question some time on this.

SHRI R. S. PANDEY : With regard to the proposal to nationalise goods traffic by road, may I know whether this matter was referred to the Planning Commission, and if so, the suggestion by the Planning Commission to the States in this regard ?

SHRI OM MEHTA : This matter was referred to the Planning Commission and the Planning Commission has said that at present in view of the severe financial stress and strain, the States can ill-afford to find resources required for nationalisation of goods traffic which would involve very substantial outlay, and the present emphasis is, therefore, on completing the nationalisation of passenger transport services and consolidating and improving these services.

Nutrition Programme for Children

*94. **SHRI C. CHITTIBABU :** Will the MINISTER OF EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) the amount spent under the Nutrition Programme for children during the last three years; and

(b) the areas covered in this country and the number of Balwadis in back-ward areas that have been given financial assistance for equipment and for maintenance and feeding of children ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) and (b) A statement giving information required is placed on the Table of the House.

STATEMENT

There are two schemes of Nutrition which are being implemented by the Department of Social Welfare at present :

- (i) Special Nutrition Programme for Children of 0-6 year and Pregnant Women and Nursing Mothers in tribal areas and slum areas of the country which was started as a non-Plan scheme in the year 1970-71.
- (ii) Nutrition Programme through Balwadis in Day-care Centres for Pre-school Children in the age-group 3-5 years of low income families which was introduced as a Plan Programme in the year 1970-71.

Information regarding the two schemes are as follows :

(i) Special Nutrition Programme

The Special Nutrition Programme for Children of 0.6 years and Pregnant Women and Nursing Mothers is implemented by the Department in the tribal areas and urban slum areas of the country through all the State Governments and Union Territory Administrations except Meghalaya, Arunachal, Laccadiv, Minicoy & Amindive Islands. The expenditure incurred on the scheme during 1970-71 and 1971-72 is as follows :

Expenditure

1970-71	1971-72
129.76 lakhs	993.06 lakhs (anticipated)

This scheme has been converted into Plan-programme from 1971-72.

There is no Balwadisprogramme under the Special Nutrition Programme.

- (ii) *Nutrition Programme Through Balwadis and Daycare Centres for Pre-School Children in the Age-Group 3-5 Years.*

This programme was included in the Fourth Five Year Plan. This programme was initiated in the year 1970-71. The expenditure on the scheme is as follows :

Expenditure

1971-71	1971-72
2.10 lakhs	84.50 lakhs (anticipated)

This scheme is being implemented in 20 States and 6 Union Territories with the help of four national-level social welfare organisations, namely, the Central Social Welfare Board, Indian Council for Child Welfare, Bharatiya Adim Jati Sevak Sangh and Harijan Sevak Sangh. Out of 5400 Balwadis through which the programme is being implemented 362 are located in tribal areas.

SHRI C. CHITTIBABU : ** May I know from the hon. Minister, . . .

The hon. Minister comes from Tamil Nadu and he knows Tamil, and so, I want to put the question in Tamil.

MR. SPEAKER : All right, let him keep on . . .

SHRI C. CHITTIBABU : ** In reply to the main question, the hon. Minister has furnished a statement . . .

MR. SPEAKER: He does not want the other Members to understand his question, but he wants to talk to the hon. Minister only in Tamil ?

SHRI C. CHITTIBABU : The translation is there. So, all the Members can show interest while I speak in my mother-tongue. Kindly ask the other Members to hear what kind of question I am going to put. This is the first time that I am making such a request.

** In reply to the main question, the hon. Minister has laid a statement on the Table of the House. The statement refers to two schemes. The first reads as follows :

“Special Nutrition Programme for Children of 0-6 years and pregnant women and nursing mothers in tribal areas and slum areas of the country which was started as a non-Plan scheme in the year 1970-71.”.

May I know the kind of nutritious food-stuffs supplied under these programmes, the categories of people to whom they were supplied and the basis on which their eligibility was determined ? If the basis was income, then, may I know which authority determined the income ?

SHRI K. S. RAMASWAMY : The Special nutrition programme was started as a non-Plan scheme . . .

SHRI C. CHITTIBABU : I am sorry the hon. Minister is replying in English. He knows Tamil. So, let him explain to me in Tamil. I am sure all the Members will agree. If we both talk in Tamil, they will hear the translation from Tamil into English. As a special case, I am requesting the hon. Minister to explain it to me in

** English translation of question asked in Tamil.

Tamil, because he is a Tamil Nadu Minister.

DR. KAILAS : If I want to ask a supplementary question, how am I to understand the answer ?

MR. SPEAKER : The practice that has been followed so far is different. If a new practice is going to start now, then we Punjabis will talk to each other in Punjabi and those from Tamil Nadu will talk in Tamil

SHRI C. T. DHANDAPANI : Let there be arrangement for translation from other languages also. Hon. Members from other States are also agitated over this question.

SHRI C. CHITTIBABU : Once for all, Tamil Nadu has settled the language problem. We are not worried about that. But he belongs to Tamil Nadu and I am asking him to reply in Tamil.

MR. SPEAKER : Order, order. What is this Tamil and Tamil Nadu all the time? We do not hear any other word.

SHRI C. CHITTIBABU : I request the other members also to hear the reply in Tamil.

SHRI C. T. DHANDAPANI : The feelings of Tamil Nadu have to be properly understood by the Indian leaders. That is why we are talking about Tamil Nadu.

MR. SPEAKER : I do not think this is the appropriate time for that. Let him wait for some other time.

SHRI K. S. RAMASWAMY : This special Nutrition Programme was started as long ago as 1970-71. It has been made a Plan scheme for 1971-72. This scheme is confined to children in the tribal areas, children in slums in towns and big cities

having a population of one lakh or more. The Nutrition food costs about 18P . . .

SHRI C. CHITTIBABU : May I request the hon. Minister to answer the point raised in my question ? My question is : what type of nutrition they are giving ? I do not want to know whether it costs 18P or 16P or Rs. 19 lakhs.

SHRI K. S. RAMASWAMY : For children upto 1 year, milk and food of semi-solid consistency giving 200 calories and 12 grams of protein; for children from 1—6 years, processed/prepared food giving 300 calories and 12 grams of protein; for expectant mothers, processed/prepared food giving 500 calories and 20—25 grams of protein and in addition, folic acid and iron daily and multi-vitamin tablets on alternate days and; for nursing mothers, processed/prepared food giving 500 calories and 20-25 grams of protein and MV tablets on alternate days.

MR. SPEAKER : The question simply was about the amount spent.

SHRI K. S. RAMASWAMY : We have upto now spent a little more than Rs. 10 crores benefiting more than 20 lakh children.

SHRI C. CHITTIBABU : What is the period during which they have spent this amount ?

My second question is this. They are providing money to all State Governments and Union Territories administrations except Meghalaya, Arunachal, Laccadiv, Minicoy and Amindive Islands. They are giving this only to big States, not to poor people in small territories and islands like Laccadives. Also why should not this amount be paid direct to State Governments instead of channelling [it through private organisations like the Central Social Welfare Board, the Indian Council

for Child Welfare, Bharatiya Adim Jati Sevak Sangh and the Harijan Sevak Sangh, and why should not Government direct the State Governments to do it themselves? I accuse these organisations as being bogus sanghs.

SHRI K. S. RAMASWAMY : Government are concerned with giving food to the children . . .

SHRIMATI V. JEYALAKSHMI : They are all very good organisations.

MR. SPEAKER : What has gone wrong with the hon. member?

SHRI C. CHITTIBABU : I am all right. I know what is this Balwadi. Day before yesterday, I had seen a Balwadi organisation . . .

MR. SPEAKER : Order, order, Kindly be patient. Do not speak at the top of your voice. Put the question rather a little softly. Do not be very aggressive. I never found you like this except after you have grown the beard.

SHRI K. S. RAMASWAMY : This special nutrition programme is being implemented through the State machinery. We give the amount and it is being administered by the State authorities. It is being done through the municipalities and local bodies, voluntary agencies, etc.

Regarding the Balwadies, this is a centrally sponsored scheme. Balwadies are run by the voluntary agencies: the Indian Council for Child Welfare, Bharatiya Adim Jati Sevak Sangh and the Harijan Sevak Sangh. These are voluntary agencies and they are doing it.

SHRI C. CHITTIBABU : These voluntary agencies can be bogus. I have got authority which I shall produce before this Parliament. Instead of work being

done, political influence is coming there and is being injected by the political people. This organisation should be—
(*Interruption*)

MR. SPEAKER : Are you going to sit down or not?

SHRIMATI MUKUL BANERJI : I oppose what the hon. Member has said. The Central Social Welfare Board, the ICCR who are dealing in this matter, are doing very good work in the field. It is a well known fact.

MR. SPEAKER : I advise you not to clash with him on this issue. (*Interruption*) Order please.

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : I would like to make it clear that the Government deeply value the offer which is made by various voluntary organisations and the Government hope that in all the activities of social welfare, the voluntary organisations will play an increasingly important part.

MR. SPEAKER : I am not going to allow any more question.

SHRI C. T. DHANDAPANI : Why have the Government chosen only these four organisations?

PROF. S. NURUL HASAN : On the other hand, if the hon. Member would kindly have a look at the figures, he would see.....(*Interruption*)

SHRI C. T. DHANDAPANI : Figures never speak the truth.

SHRI C. CHITTIBABU : This is the first time. I am requesting you to let me

say that as a Member of the Public Accounts Committee, while I was there.....
(*Interruption*)

MR. SPEAKER : Kindly sit down. Order, order. This has taken so much time and all the other questions are left out. I am not going to allow any more question.

SHRI C. CHITTIBABU : Just one word. While I was in the Public Accounts Committee, there was a charge against the Bharat Sevak Samaj

MR. SPEAKER : I am not going to allow it.

SHRI C. CHITTIBABU : **

MR. SPEAKER : It will not go on record. He is speaking without my permission. I do not like this.

SHRI C. CHITTIBABU : **

SHRI K. S. RAMASWAMY : The Bharat Sevak Samaj is not entrusted with this work.

MR. SPEAKER : I am passing on to the next question. We have taken so much time on one question.

National Housing Policy

*95. SHRI ARJUN SETHI : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether Government are contemplating to evolve a National Housing Policy; and

(b) if so, the time by which the Policy will materialise?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) A number of social housing schemes, aimed primarily at ameliorating the living conditions of the lower income brackets, have been in operation from 1952 onwards. However, studies are now under-way to evolve an overall National Housing Policy, based on physical, economic and fiscal considerations. For this purpose, a seminar is also scheduled at New Delhi the next month, where experts of various disciplines, both from the public and private sectors, will have a comprehensive exchange of views.

(b) Obviously, no realistic time limit can be prescribed for such exercises.

SHRI ARJUN SETHI : In view of the urgency of the programme, may I know whether the Minister has fixed any priority for evolving a scheme immediately?

SHRI I. K. GUJRAL : The hon. Member must have seen that the Rashtrapati, in his Address, and the Finance Minister, in his budget speech, have laid emphasis on this, but I must confess that merely an allocation of priority does not solve the problem. The shortage is so acute and the backlog keeps on increasing at such a speed that the problem is really overwhelming us, and I think we have to do a lot of thinking on this to evolve any quick policy to meet the problem.

SHRI S. M. BANERJEE : Has the Government chalked out any scheme to have two roomed tenements for class III and IV employees in Delhi because the backlog is more than 65,000. What amount has been sanctioned during the Fourth Plan specifically for class III and IV employees?

SHRI I. K. GUJRAL : So far as construction for Government employees in Delhi is concerned, in the Plan we have an

allocation of Rs. 24 crores for Delhi and elsewhere but mostly it will be in Delhi. Most of this money is spent on lower categories because we are not building any houses in higher categories.

SHRI D. N. TIWARI : Every year some allotment is made to the State Government for housing in rural and urban areas. The rural areas have been neglected. On the one hand there is shortage of accommodation in rural as well as urban areas. But the State Governments are not able to spend money allotted to them and most of it lapses. What steps have the Government taken to see that the allotment made for housing is spent in full. Have any studies been made to find out how far these steps have improved the housing problem?

SHRI I. K. GUJRAL : The Fourth Plan allocations are made on the basis of block grants and block loans and therefore it is not earmarked. Of course studies are undertaken by the working groups as to how much should go to housing but my regret is that ever since the idea of block grants and block loans has come in, money spent by the State Governments on housing is falling short of our target, both rural and urban, and the situation is getting out of hand; it is worse and it has not improved.

Outside the Plan we have taken two schemes in the Centre; one giving a provision of 100 per cent grant for house sites in rural areas.

MR. SPEAKER : I have called the next question.

Family and Child Welfare Projects

*96. **SHRI V. MAYAVAN :** Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state.

(a) the number of Family and Child Welfare Projects that are functioning in backward areas of the country; out of the total 221 such projects;

(b) the amount spent so far on such projects in the backward areas of the country; and

(c) whether the nutrition programme for children upto 3 years of age cannot become a part and parcel of the Family and Child Welfare Project in backward areas?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) The number of Family & Child Welfare Projects that exist in the country at present is 240. Of these 49 exist in the backward areas;

(b) the amount spent so far on the projects in the backward areas is Rs. 61,53,620,

(c) The two schemes are being merged, in respect of the nutrition part.

SHRI V. MAYAVAN : Sir, the hon. Minister in his reply has stated that there are 240 family and child welfare projects throughout the country and that 49 of them are located in backward areas. Sir, 90% of the population of our country live in backward areas of our country but it is, indeed, surprising that only 49 projects are located in the backward areas. Not only that, hon. Minister has also stated that a sum of Rs. 61,53,620 has been spent so far on these projects. Does the hon. Minister. consider whether the amount spent is adequate for the purpose?

SHRI K. S. RAMASWAMY : We have started this scheme and out of 240 projects that exist in the country, 49 are located in the backward areas. It is our intention to

expand the scheme if finance permits. It is not that we want to start centres only in forward areas.

SHRI V. MAYAVAN :** Sir, Shri Siddhartha Shanker Ray, on an earlier occasion had stated that this nutrition programme was going to be formulated on a five-year basis. In reply to part (c) of my question, it has been stated that the nutrition scheme and the family and child welfare project are being merged. I would like to know from the hon. Minister whether the merger was thought of only on seeing my question or the matter was processed earlier?

SHRI K. S. RAMASWAMY : It is a five-year programme.

SHRI K. NARAYANA RAO : What precisely is the nature of the activities that have been contemplated under the family and child welfare schemes?

SHRI K. S. RAMASWAMY : Let me explain the objectives of the scheme.

They are :

- (1) Provision of integrated social welfare services to children in the villages, specially to pre-school education;
- (2) Provision of basic training to women and girls in home craft, mother-craft, health, education, nutrition and child care and of the essential health and maternity services for women;
- (3) Assisting women in villages through Mahila Mandals, and specially established centres as well as existing agencies for obtaining supplementary work and income; and

- (4) Promotion of cultural, educational and recreational activities for women and children.

WRITTEN ANSWERS TO QUESTIONS

हरिजनों के कल्याण के लिए नियत की गई निधि का उपयोग

*83. डा० लक्ष्मी नारायण पांडेय :

श्री नरेन्द्र सिंह :

क्या शिक्षा और समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अनुसूचित जाति तथा अनुसूचित जनजाति के आयुक्त ने हाल ही में प्रस्तुत किए गए अपने प्रतिवेदन में बताया है कि हरिजन कल्याण के लिए नियत की गई निधियों का अकसर पचायतो द्वारा अन्य उद्देश्यों के लिए उपयोग कर लिया जाता है और वे हरिजन कल्याण कार्यों में तनिक भी रुचि नहीं लेती हैं, और

(ख) यदि हाँ, तो इस बारे में वास्तविक स्थिति क्या है और इस पर सरकार की क्या प्रतिक्रिया है ?

शिक्षा और समाज कल्याण मंत्रालय में उप-मंत्री (श्री के० एन० रामास्वामी) :

(क) तथा (ख). अनुसूचित जातियों और अनुसूचित आदिम जातियों के आयुक्त ने अपनी रिपोर्ट में कहा है कि या तो धन का खर्च अन्य प्रयोजनों पर किया जाता है अथवा उसका समय पर सख्त योजना

**English translation of question asked in Tamil.

में उल्लिखित ढंग से उपयोग नहीं किया जाता है। उन्होंने सरकार को सूचित किया है कि ये निष्कर्ष प्रायुक्त और उप प्रायुक्त द्वारा अपने दौरों के दौरान पड़े साधारण प्रभावों पर तथा उनके कार्यालय में यदा कदा प्राप्त हुई रिपोर्टों पर आधारित है। राज्यो तथा संबं धासित क्षेत्रों में इस सम्बन्ध में वास्तविक स्थिति की जानकारी माँगी जा रही है।

Agricultural Universities during Fourth Plan

* 85 SHRI N. SHIVAPPA :
SHRI BIRENDER SINGH RAO :

Will the Minister of AGRICULTURE be pleased to state

(a) whether Government propose to set up Agricultural Universities in the country during the Fourth Five Year Plan,

(b) if so, the names of places and States where such Universities are likely to be set up; and

(c) the funds allocated for the purpose ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) to (c) : The Government of India do not themselves set up Agricultural Universities. However, they assist the State Governments through the Indian Council of Agricultural Research in the establishment and development of such Universities. Hundred percent central financial assistance is provided under the Plan for selected items subject to a ceiling of Rs. 2 crores per University during the Fourth Plan period. Technical advice and assistance are also rendered to the State Governments concerned on drafting legislation, introduction of teaching reforms etc. So far, during the Fourth Plan, 8 Agricultural Universities have been established in the following States :

<i>Name of the University</i>	<i>Headquarters</i>	<i>State</i>
1 Assam Agricultural University	Jorhat	Assam
2. Punjabrao Krishi Vidyapeeth	Akola	Maharashtra
3 Haryana Agricultural University	Hissar	Haryana
4 Rajendra Agricultural University	Patna (Temporary)	Bihar
5 Himachal Pradesh University, Agricultural complex.	Simla	Himachal Pradesh
6 Tamil Nadu Agricultural University	Coimbatore.	Tamil Nadu
7. Gujarat Agricultural University	Ahmedabad (Temporary)	Gujarat
8 Kerala Agricultural University	Mannuthy	Kerala

These are in addition to the 9 Agricultural Universities set up earlier in U. P., Punjab, Rajasthan, Orissa, Andhra Pradesh, Mysore, Madhya Pradesh, West Bengal and Maharashtra. In Delhi, Indian Agricultural Research Institute is a deemed University for the purpose of imparting agricultural education at the post-graduate level. A proposal from the State of Jammu & Kashmir for the establishment of an Agricultural University has recently been received and is under examination.

Fall in Price of Coconut in Kerala

* 87. SHRI C. M. STEPHEN : Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government are aware of the fall in the price of Conconut in Kerala and if so, the extent of the fall as compared to the price in the corresponding month in 1971;

(b) the total production of coconut in Kerala and the total annual loss the agriculturists will suffer as a result of the fall in price and the reasons therefor; and

(c) the steps taken by Government to restore the price level ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) Yes, Sir. An idea of the extent of fall in prices may be had from the statement (statement laid on the Table of the House) [Placed in Library. See No. LT-1466/72] giving the wholesale prices of coconuts during the last four years.

(b) According to All-India Final Estimate of Area and production of Coconut, 1970-71, production of coconuts in Kerala in this year has been estimated at 3981 million nuts. The final Estimate of Area and Production for 1971-72 is not yet available. In view of the fall in prices, the sale proceeds of the crop are likely to be less this year than last year.

(c) Watch is being kept on the behaviour of prices. Also, a team of officers is being sent to Kerala to study the position. Corrective measures will be taken after this study has been made.

भारत-पाकिस्तान युद्ध (1971) के परिणाम-स्वरूप फसलों की हुई क्षति के लिये सीमावर्ती क्षेत्रों के किसानों को मुद्रावला

*91. श्री हुकम चन्द कछबाय : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1971 के भारत-पाकिस्तान युद्ध में सीमावर्ती क्षेत्रों के किसानों की फसलों को जो क्षति हुई थी उसके मुद्रावले के रूप में क्या संबन्धित किसानों को कृषि

उत्पादन बढ़ाने के लिये कोई सहायता प्रयोज्य क्षति प्रति के लिये कोई ग्रन्थ सुविधायें दी जा रही हैं ;

(ख) क्या सभी राज्यों में समान रूप से सहायता/सुविधाएं दी जा रही हैं;

(ग) यदि हां, तो विभिन्न राज्यों के संबंध में ब्योरा क्या है और कृषि उत्पादन में कितनी क्षति होने का अनुमान है; और

(घ) प्रत्येक किसान को कितनी राशि दी गई है ?

कृषि मंत्रालय में राज्य मंत्री (श्री अण्णासाहेब पो० शिन्डे) . (क) और (ख). अभी हाल के भारत-पाक युद्ध से सीमावर्ती क्षेत्रों में रहने वाले जो लोग प्रभावित हुये हैं उन लोगों को अनुग्रह रूप से सहायता देने के लिये, भारत सरकार ने ममस्त सीमावर्ती राज्यों को व्यय की मजूरी दे दी है। इसमें फसलों के खराब होने का मुद्रावला भी शामिल है।

(ब) और (घ) : ममस्त सम्बन्धित राज्य सरकारों से सूचना मांगी गई है और प्राप्त होते ही सभा पटल पर रख दी जायेगी।

Rural Works Programme in Sidhi

*92. SHRI RANABAHADUR SINGH. Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Rs. 2 crores sanctioned for the Sidhi District under the Rural Works Programme have not yet been released and the execution of these works is being delayed thereby ; and

(b) if so, the reason therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) (a) and (b) For the Drought Prone Areas Programme (formerly called Rural Works Programme), an outlay upto Rs 2 crores would be available for each selected district during the Fourth Plan period. The State Governments have to draw up master plans for each selected district and based on these plans, individual works to be taken up in different sectors are to be sanctioned. Pending the finalisation of master plans for Sidhi district, schemes with an estimated cost of Rs 87.33 lakhs were sanctioned in the first year of the Programme itself on an *ad hoc* basis. Depending on the progress of expenditure, funds are also released to the State Government and the execution of works is not held up for want of funds.

Jobless Doctors

*97 SHRI BHOLA MANJHI Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) the number of doctors who are jobless

(b) whether the Indian Medical Association surveyed the position in different States regarding jobless doctors, and

(c) if so, their findings?

THE MINISTER OF WORKS AND HOUSING & HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) (a) We have no statistical data showing the number of jobless doctors in the country. There is an overall shortage of doctors in the country particularly in rural areas,

(b) No

(c) Does not arise

सुरक्षा विश्वविद्यालय की स्थापना

*98. श्री राम रतन शर्मा : क्या शिक्षा और समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूना विश्वविद्यालय के वाइस चांसलर डा० बी० पी० घाटे ने हाल ही में यह सुझाव दिया था कि देश में एक सुरक्षा विश्वविद्यालय स्थापित किया जाना चाहिये, और

(ख) यदि हा, तो इस बारे में सरकार की क्या प्रतिक्रिया है ?

शिक्षा और समाज कल्याण मंत्रालय तथा संस्कृति विभाग में राज्यमंत्री (प्रो० एस० नुक्ल हसन) (क) पूना विश्वविद्यालय के कुलपति ने रक्षा विश्वविद्यालय की स्थापना के लिए कोई सुझाव नहीं दिया है। रक्षा मंत्रालय ने, पूना विश्वविद्यालय तथा महाराष्ट्र सरकार से पूना क्षेत्र के सुरक्षा प्रशिक्षण संस्थानों को जवाहर लाल नेहरू विश्वविद्यालय में सम्बद्ध करने के लिये सहमति प्राप्त की थी। पूना विश्वविद्यालय के कुलपति ने यह महसूस किया कि पूना स्थित संस्थानों को पूना विश्वविद्यालय से सम्बद्ध किया जाना चाहिये, न कि जवाहर लाल नेहरू विश्वविद्यालय से। रक्षा सचिव से विचार-विमर्श के दौरान उन्होंने व व्यक्त किया कि यदि रक्षा-सेवा-विश्वविद्यालय की स्थापना अलग से होती है, तो यह दूसरी बात है और तब पूना विश्वविद्यालय को इसमें कोई आपत्ति नहीं होगी।

(ख) मामला रक्षा मंत्रालय के विचाराधीन है।

**Allotment of land to Scheduled Castes
and Scheduled Tribes**

*99. SHRI B. K. DASCHOWDHURY: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to refer to reply given to the Unstarred Question No. 1110 on the 17th November, 1970, and state :

(a) whether information has since been collected from the State Governments regarding the allotment of lands to Scheduled Castes and Scheduled Tribes during the Gandhi Centenary year in the country, and

(b) if so, the land allotted State-wise ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) and (b). The information has been received from all the States and Union Territories except Assam. The Governments of Andhra Pradesh and Tamil Nadu have furnished information in respect of Scheduled Castes only. The information received is given in the statement is laid on the Table of the House. [Placed in Library. See. no. LT-1467/72]

**Stoppage of Wheat Import under PL-480
and Self-sufficiency in Wheat and Rice**

*100. SHRI S. M. BANERJEE : Will the Minister of AGRICULTURE be pleased to state :

(a) whether import of wheat under PL-480 from USA has been stopped completely ;

(b) if so, whether this has been done as a protest against the American attitude towards India during the 14-day War with Pakistan; and

(c) whether India has reached a state of self-sufficiency in the matter of wheat and rice ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) : Yes, Sir,

(b) No Sir.

(c) At the current level of production of wheat and rice, Government has been able to build adequate stocks to meet normal public distribution requirements and also maintain an adequate buffer stock. Concessional imports of wheat and rice have also been stopped.

**Report on Working of Mannam Sugar
Mills Cooperative Ltd. Pandalam, Kerala**

640. SHRI VAYALAR RAVI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government have received the Report of the Committee appointed to go into the affairs of the Mannam Sugar Mills Cooperative Ltd. Pandalam, Kerala; and

(b) the steps taken or proposed to be taken to make the working of the Mills more efficient ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) Yes, Sir.

(b) The State Government have initiated action to implement some of the recommendations of the Committee, including the setting up of a State Farming Corporation, allotment of 3,000 acres of forest land and advance of Rs. 30 lakhs to the Corporation, for intensive development of sugar-cane, for ensuring adequate supply to the Mannam Sugar Mills Cooperative Ltd. The State Government have also been advised to create necessary infra-structural facilities and administrative arrangements for sugar-cane development. For improving the economic viability of the Mills, it

has also been suggested to them to consider adding a distillery unit, after expert study about its techno-economic feasibility, with financial assistance from the National Co-operative Development Corporation. These suggestions are under consideration of the State Government.

Complaints about the Quality of Seeds supplied by National Seeds Corporation

641. SHRI BISHWANATH JHUNJHUNWALA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the number of complaints about the deterioration in quality of seeds supplied by the Seeds Corporation has increased during the last three years,

(b) if so, the number of such complaints received during the same period year-wise;

(c) number of complaints from Government agencies and the variety of seeds with regard to which the complaints were mainly received; and

(d) whether each complaint has been inquired into and if so, in how many cases the deterioration was due to malpractice. What punishment has been given to the persons responsible and what steps have been taken to improve the quality of seed where malpractice is not involved ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

Steps taken to check rise in Price of Sugar

642 SHRI BISHWANATH JHUNJHUNWALA :
SHRI S. M. BANERJEE :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the price of sugar in open market has recorded sharp increase during the last two months;

(b) if so, the extent of increase in the different States;

(c) whether Government have analysed the causes for the rise in prices and if so, the main features thereof;

(d) whether steps were taken to bring down the prices during the last two months and if so, the results thereof; and

(e) whether price rise is due to non-lifting of sugar from mills and its distribution through fair price shops ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) and (b). A statement showing wholesale prices of sugar in the open market at important consuming centres in various States during the last three months as on 7th January, 1972, 4th February, 1972 and 3rd March, 1972 is laid on the Table of the House [Placed in Library. See No. LT-1468/72]

(c) The main reasons for the rise in the prices are :-

(i) expectation of a substantial fall in the production of sugar, as a result of a fall in the area under sugar-cane, and the damage to the standing crop by excessive rains and floods in the north and drought in some areas in south;

(ii) sympathetic effect of rise in the prices of gur and khandasari;

(iii) increase in the cost of production of sugar as a result of payment of higher price for sugar-cane by factories and other factors;

- (iv) speculation about the likely increase in the tariff value as a result of monthly revision, followed by the actual increase decided by the Government. The tariff value was revised from Rs. 135 per quintal to Rs. 150 per quintal on the 1st January, 1972, to Rs. 165 per quintal on 1st February and to Rs. 190 on 1st March, 1972. 30 percent *an valorem* duty is levied on the basis of the tariff value on sugar sold in the open market;
- (v) speculation about increase in the rate of excise duty on sugar in the forth coming budget, and
- (vi) temporary transport difficulties.
- (d) The following steps have been taken to check the rise in price of sugar during 1971-72 :—
- (i) The quantity of sugar for sale by sugar factories is being regulated by monthly releases.
 - (ii) The period of delivery of sugar by factories against the release orders has been reduced from 45 to 30 days.
 - (iii) Sugar factories have been prohibited from refusing to deliver sugar if undespached sugar is available with them against a valid release order.
 - (iv) Sugar factories have been prohibited from despatching to any one dealer more than 2,200 quintals of sugar per week.
 - (v) Sugar factories are required to despatch or deliver at least 20 per cent of the released quota of sugar, every week.
 - (vi) Quantitative restrictions have been imposed on holding of stocks by dealers; the quantitative limits being 250 quintals in the case of dealers in towns having population of less than 1 lakh, 500 quintals in the case of cities with a population between 1 lakh and 5 lakhs, and 1,000 quintals in case of cities with a population of over 5 lakhs, except that in the case of importers in Calcutta the limit is 7,500 quintals.
 - (vii) While the sugar factories are free to sell sugar in any States, inter-State movement of sugar by dealers has been banned.
 - (viii) Bank advances to sugar dealers against sugar stocks have been restricted and bank margins thereon have been increased from 45 to 65 per cent.
 - (ix) In consultation with the sugar industry, a scheme was introduced with effect from 1st January, 1972, under which the sugar industry makes available 60 per cent of the released quota of sugar every month at a fixed price for distribution mainly to domestic consumers through fair price shops and the same is being allotted to State Governments for arranging such distribution.
 - (e) Yes Sir, to some extent in areas where the dealers could not lift appreciable part of the quota from factories due to transport difficulty or other causes.
- Development of Tuber Crop Research
Institute, Trivandrum**
- 643. SHRI VAYALAR RAVI:** Will the Minister of AGRICULTURE be pleased to state :

(a) steps taken to develop the Tuber Crop Research Institute at Trivandrum; and

(b) the recommendations of the Achievement Audit Committee which visited the Institute in April, 1972 ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHFB P. SHINDE) : (a) The Central Tuber Crops Research Institute of the Indian Council of Agricultural Research was established at Trivandrum in July, 1963. The Government of Kerala provided 52 acres of undulating land which after terracing, levelling and bunding is being utilised as the experimental farm. The aims and objectives of Central Tuber Crops Research Institute are to evolve improved varieties of tuber crops like tapioca, sweet potato, yam etc and formulate practical measures for increasing the yield and quality of tuber crops.

In order to strengthen the research activities of the Institute, additional staff has been provided under the Fourth Five Year Plan Scheme. Laboratory building and glass house are being constructed.

(b) The Achievement Audit Committee of the Central Tuber Crops Research Institute which visited the Institute in April, 1971 have made the following important recommendations :—

(i) To fill up the vacant posts sanctioned under the expansion plan of the Institute. (The Director, Central Tuber Crops Research Institute has been asked to fill up all the vacant posts, urgently).

(ii) The necessity for early construction of the buildings of the Institute. (Construction work has been started by the Central Public Works Department).

(iii) To investigate the problems of proper transport and storage requirements for the Tapioca produced which may have to be utilised for industrial purposes. (Action is being taken by the Director).

(iv) To strengthen the All India Coordinated Research Project on Tuber Crops (other than potato). (Action has been taken).

(v) The Institution of Post-Doctoral Research Fellowships to intensify research on Tuber Crops. (The Director has been requested to send a detailed proposal in this regard).

Extension of Scheme for benefit of Marginal Farmers and Agricultural Labours to Palamau in Bihar

644. KUMARI KAMLA KUMARI : Will the Minister of AGRICULTURE be pleased to state :

(a) the District in Bihar which has the largest number of marginal farmers; and

(b) whether the scheme for the benefit of marginal farmers and agricultural labour is proposed to be extended to Palamau District in Bihar ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) The District of Darbhanga in Bihar has the largest number of marginal farmers with holdings below 2.5 acres. Out of the total number of 101876 farmers in the District, marginal farmers number 65787 (about 65%) in this District.

(b) No. At present there is no proposal to extend Marginal Farmers and Agricultural Labour Projects to fresh districts like Palamau.

**Construction of Houses in Greater Kailash
Part II, New Delhi**

645. **SHRI N. SURYANARAYANA :**
SHRI BISHWANATH JHUN-
JHUNWALA :

Will the Minister of WORKS AND HOUSING be pleased to refer to the reply given to Unstarred Question No. 2079 on the 29th November, 1971 and state :

(a) whether the colonisers have since completed the provision of all the services in Greater Kailash Part II other than 'E' Block), New Delhi ;

(b) if not, by which time it is expected to be done; and

(c) the action which Government propose to take against the colonisers for non-fulfilment of the terms of the lay-out plan and contract entered into by them ?

**THE MINISTER OF STATE IN
THE MINISTRY OF WORKS AND
HOUSING (SHRI I. K. GUJRAL) :**

(a) and (b) The colonisers who were required to complete all the service by December, 1971 as per conditions of the approval of lay-out plan, have not completed the work. However, as an alternative, they have paid the cost of deficiencies for roads and storm water drains on 28th February, 1972. They have also paid the cost of deficiencies in respect of Water supply and sewer lines directly to the water Supply and Sewage Disposal Undertaking in accordance with the resolution passed by the Water Supply Committee on the 14th October, 1971, which is yet to be ratified by the Standing Committee of the Municipal Corporation of Delhi. The General Wing of the Corporation and the Water Supply and Sewage Disposal Undertaking would now complete the deficiencies in services. The Corporation have, however,

not indicated the time by which the work will be completed.

(c) In view of the above position the question of taking action against the colonisers does not arise at this stage.

**Service Conditions of Staff employed at
all Day Milk Stalls of D.M.S. in Depart-
ments/Ministries**

646. **SHRI K. SURYANARAYANA :**
Will the Minister of AGRICULTURE be pleased to state :

(a) whether the staff like Managers and Assistant Managers employed at All-Day Milk Stalls run by the Delhi Milk Scheme in various Ministries and Government Offices in New Delhi/Delhi are treated as 'ministerial' staff or governed by the Factory Act for the purpose of working hours, Overtime Allowances and other amenities ; and

(b) the relative service conditions under the two sets of Rules relating to the factory staff and ministerial staff ?

**THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE (PROF.
SHER SINGH) :** (a) Managers/Assistant Managers posted in the All Day Milk Stalls of the Delhi Milk Scheme are Non-industrial Class III Government employees. They are governed in respect of the general conditions of service such as working hours, overtime allowance and other amenities by the rules and orders of the Government of India in force from time to time as applicable to appropriate categories of employees in the Delhi Milk Scheme. They are not governed by the Factory Act for purposes of working hours, overtime allowance and other amenities.

(b) The information is being collected and will be laid on the Table of the House.

**Working Hours of the Staff of D.M.S.
Booth in Various Departments/Ministries**

647. SHRI K. SURYANARAYANA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the working hours of staff employed at the D.M.S. Stalls in the various Ministries and Offices of the Government including the lunch hours are co-terminus with those of the Ministries/Offices concerned in which they are located ; and

(b) if not, the reasons for keeping these stalls open even after the closure of the Ministries/Offices concerned ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF SHER SINGH) : (a) No, Sir. With effect from 1st March, 1972, the working hours of the staff employed at the D.M.S. Stalls in the various Ministries and Offices of the Government are from 9.30 A.M. to 5.45 P.M. with a lunch break between 12.30 P.M. and 1 P.M.

(b) The closure time of the Ministries is 5.30 P.M. The revised closing times of the Stalls is 5.45 P.M. The stalls remain open for fifteen minutes extra to enable the staff to close the daily accounts after the sales are over.

Dredgers for Beypore Port in Kerala

648. SHRI RAMACHANDRAN KADANNAPPALLI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether sea-going dredges capable of working in swells are necessary for dredging at the river mouth of Beypore Port in Kerala; and

(b) if so, steps taken to supply one sea-going dredge to this Port ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) Yes.

(b) One of the cutter suction dredgers belonging to the Ministry of Shipping and Transport is proposed to be deployed at Beypore during the next fair season.

Incentives to Junior Engineers

649. SHRI S. D. SOMASUNDARAM : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) the Junior Engineers, who acquire higher qualifications while in service, are given any incentives and, if not, the reasons therefor;

(b) whether the Engineer-in-Chief issued instructions to the Superintending Engineers (Co-ordination) to recruit only Graduates with First Division, as there is a reported imbalance of Diploma and Degree holders; and

(c) whether no imbalance is maintained in case of promotion of Junior Engineers in the absence of any notified promotion rules ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) The scale of pay of Junior Engineers is Rs. 180-10-290-EB 15-380. The pay of a Graduate who joins as a Junior Engineer is fixed at Rs. 240 and the pay of a Diploma holder Junior Engineer who acquires Degree or AMIE qualification while in service is fixed at Rs. 240 in the scale with effect from the date of the announcement of the result of the examination so passed, if his pay is less than Rs. 240 on that date. The maximum of six increments are given to Diploma holders as an incentive for acquiring the Degree/AMIE qualification quickly. The C.P.W.D. had recommended that six advance increments

should be given to such personnel regardless of the stage at which they are drawing their pay in the prescribed scale. As the Third Pay Commission is seized with the problem of pay scales, it has been decided to wait for their recommendations.

(b) Yes, Sir In view of the availability of a very large number of Graduate Engineers including 1st Class Graduate Engineers for consideration for selection as Junior Engineers, Engineer-in-Chief had issued instructions for recruitment of 1st Class Graduate Engineers failing which other Graduate Engineers, in the Grade of Junior Engineers. As there is no quota fixed for Graduate Engineers and Diploma holders for recruitment to the post of Junior Engineers, the question of imbalance in the cadre does not arise

(c) The Recruitment Rules for appointment to the grade of Assistant Engineers have been notified. The quota for appointment by different methods which were adopted in consultation with the U.P.S.C had not, however, been notified. In accordance with the adopted quota, parity was maintained in regard to the promotion of Graduate Junior Engineers and non-Graduate Junior Engineers. The Delhi High Court has recently held in a Writ Petition filed by some of the Assistant Engineers in the C. P. W. D. that the quota for appointment to the grade of Assistant Engineers have not been correctly determined. In the light of this judgment, promotion to the grade of Assistant Engineer will be made hereafter, from a common list of eligible officers consisting of both Graduate and non-Graduates on the basis of merit-cum-seniority.

Cases of Junior Engineers in C.P.W.D.

650. SHRI S. D. SOMASUNDARAM. Will the Minister of WORKS AND HOUSING be pleased to refer to the reply given

to Unstarred Question No. 15 on the 15th November, 1971 and state :

(a) whether the information has since been collected; and

(b) if so, the gist thereof?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) and (b). Yes, Sir. The position relating to Junior Engineers as on 1st April, 1971 is as follows :

Type of cases	No of cases actually due	No of cases finalised
	for	
Quasi permanency	1041	634
Permanency	573	317
Efficiency Bar	179	152

The number of cases which are more than two years old as on the 1st April, 1971 is as under —

Quasi-permanency	291
Permanency	132
Efficiency Bar	7

The number of Junior Engineers who have completed six years of service as on 31st August, 1971 and have not been declared permanent is 1400

Every year a review is made with a view to convert 80% of all temporary posts, which are in existence for more than 3 years and are required for work of a permanent nature, into permanent ones. However, the number of posts of Junior Engineers to be made permanent is restricted to four times the number of permanent posts of Assistant Engineers and Assistant Executive Engineers i.e. at the rate of 4 Junior Engineers for each Assistant Engineer/Assistant Executive Engineer. The Junior Engineers are confirmed in order of their seniority subject to the reservations for candidates belonging to Scheduled Castes and Scheduled Tribes.

Posting of Assistant Engineers in Andaman P W D

651 SHRI S D SOMASUNDRAM Will the Minister of WORKS AND HOUSING be pleased to state

(a) whether the Assistant Engineers posted to Andaman P W D are not joining in a reasonable time and in a number of cases the posts are lying vacant for more than two months and

(b) if so the reasons therefor and the action proposed to be taken by Government to fill up the vacancies within two months?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I K GUJRAL) (a) and (b) The posts of Assistant Engineers lie vacant for some time in the Andaman P W D, in cases where the officers due for repatriation are relieved in anticipation of their substitutes joining there. At present one such post is lying vacant since May 1971 as the officer posted against this vacancy could not be relieved in the interest of work. He has since been relieved and is expected to take up his assignment in the Andamans shortly. Efforts are made to have such vacancies filled up expeditiously.

Excavations in Purana Qila in New Delhi

652 SHRI H N MUKERJEE Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state the latest progress report regarding excavation in the Purana Qila site, New Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) The excavations at Purana Qila were resumed for the third season on the 3rd December,

1971, with two fold purposes (i) to ascertain the nature of structures of the Mughal Period between Sher Mandal and Qila-i-Kuhna mosque and (ii) to probe into the periods prior to circa 5th century B C.

As a result of these excavations, two structural phases of the Mughal Period were brought to light. Belonging to the lower phase are the remains of a stone-flagged court and a massive brick wall with associated floors. The structures of the upper phase are mainly represented by a Hammam complex and a house with a square cistern inside. Notable antiquities of the period consist of fragment of coloured tiles, terracotta finials with numerous designs on the exterior, sherds of glazed ware, Chinese porcelain and a paper-thin deluxe ware, pieces of glass bottles, and terracotta lamp stands and figurines.

In lower levels the remains of ordinary houses of rubble, mud brick and brick bats were also brought to light. These belonged to the Sultanate Period, as indicated by the associated coins.

Deep digging at a few places confirmed the sequence already determined during the last two seasons. However, in one of the trenches, below the levels associated with the Northern Black Polished Ware, a cultural horizon represented by a fine and thin grey ware closely affiliated to the Painted Grey Ware has now been located.

Shipyards Project at Cochin

653 SHRI RAMACHANDRAN KADANNAPPAI LI Will the Minister of SHIPPING AND TRANSPORT be pleased to state the action taken or proposed to be taken on the suggestion made by Kerala Government for the speedy implementation of the Scheme regarding Shipyards Project at Cochin in Kerala State?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR):

The Kerala Government had suggested that the formation of a company was essential for the speedy implementation of the Cochin Shipyard Project. The Union Government had already initiated necessary preliminary action in this direction on their own and the Kerala Government was informed accordingly. Since then a formal decision to form a company has also been taken and the company is expected to be registered shortly.

Development of Central Coconut Research Station at Kasaragod, Kerala

654. SHRI RAMACHANDRAN KADANNAPPAIII: Will the Minister of AGRICULTURE be pleased to state:

(a) whether a proposal has been received to develop the Central Coconut Research Station at Kasaragod in Kerala State; and

(b) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASHEB P. SHINDE): (a) yes.

A scheme for strengthening of the Central Plantation Crops Research Institute at Kasaragod, has been formulated by the Indian Council of Agricultural Research at a cost of Rs. 40 lakhs. This proposal has been approved by the Planning Commission and is now to be cleared by the Ministry of Finance.

(b) The main features of the scheme are the intensification of the current programme of research of the institute and provision of adequate facilities for expanded programme of research activities. It is also proposed to start investigations on oil palm, and varieties of Spices under the above Institute

Report of Enquiry Committee on the Working of Lifts in Government Buildings

655. SHRI S. D. SOMASUNDARAM: Will the Minister of WORKS AND HOUSING be pleased to state:

(a) whether Government had appointed a Lift Enquiry Committee regarding the improvement in the working of the lifts in Government buildings and if so, whether the Committee had submitted a report; and

(b) the action taken by Government to implement the recommendations made by that Committee?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL):

(a) Yes. The Government had appointed a Committee under the chairmanship of the Chief Engineer (Electrical), Central Public Works Department, with representatives of the Central Public Works Department, Ministry of Works and Housing and the Directorate General of Supplies and Disposals as member, in August, 1968 and the Committee submitted its report in May, 1969

(b) The recommendations of the Committee were duly communicated to the concerned authorities for implementation. However, following a fatal accident that took place despite the above action, a further Committee under the Chairmanship of Engineer-in-Chief, Central Public Works Department, with the Chief Engineer (Electrical Central Public Works Department and representatives of the Directorate General of Supplies and Disposals, Directorate General of Technical Development, Central Water and Power Commission, as members, has been appointed to go into this question again. The Committee will report, *inter-alia* on whether the recommendations of the previous

committee have been implemented properly and what further steps are required to be taken and by whom. The Committee will also make further recommendations with a view to ensure that the lift services in Government buildings operate with maximum of safety and efficiency.

Lifts maintained by C. P. W. D.

656. **SHRI S. D. SOMASUNDARAM :** Will the Minister of WORKS AND HOUSING be pleased to state :

(a) the number of lifts being maintained by the C. P. W. D. in Delhi, New Delhi and other places throughout India; and

(b) the number of accidents which occurred in these Lifts during the last three years ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) Four hundred and twenty-one.

(b) Three.

Export of Suji and Malda

657. **SHRI C. JANARDHANAN :** Will the Minister of AGRICULTURE be pleased to state :

(a) whether India propose to export Suji and Malda to other countries; and

(b) if so, how much and to which countries ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) and (b) The matter is being examined.

Reclamation of Water Logged Areas of Chambal Project Command with Assistance of United Nations Development Programme

658. **SHRI N. K. SANGHI :** Will the Minister of AGRICULTURE be pleased to state :

(a) whether as a result of pilot project carried out with the assistance of the United Nations Development Programme, about 20 per cent of the water-logged areas of the Chambal Project command area is reclaimable for cultivation by consolidation of holdings, terracing and reshaping and that the farmers in this process are fully co-operative;

(b) whether the Government of Rajasthan have formulated a scheme for development of 45,000 acres out of five lac acres and have sought Central assistance for this purpose; and

(c) if so, whether Government have considered the matter and the decision taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) to (c) : A Land and Water Use and Management Project in the Chambal Irrigated Area, Rajasthan, was started with the United Nations Development Programme (Special Fund) assistance in March, 1968. As a result of the work done by this project, a system of soil and water management has been developed, which promises to provide a remedy to the ills of this area. The system has been tried over a pilot area of about 150 acres. It has proved to be very popular with the farmers, so much so that other farmers in the vicinity are applying to the Project authorities that similar improvements may be carried out on their lands on cost basis, the cost to be repaid over a period of 10 years.

Briefly the new approach involves a detailed study of the soils, topography and

layout of the area commanded by each distributory or minor and the levelling of land in terraces along the contours. Lined water courses are provided along natural ridges so as to irrigate strips lying along either side of them while drains to take-away excess water are provided along the natural depressions. To be successful it requires a complete redrawing of individual field boundaries, the removal of bunds between old fields and the reallocation of land to farmers in the contour terraces. It has been possible to achieve all this in this pilot area and in the process to also carry out a voluntary consolidation of holdings and to save about 20% of the total area (which was previously under unnecessarily long and wide water resources, field bunds, etc. and to a certain extent permanently water logged), for redistribution among land owners

The Rajasthan Government have formulated a scheme for the development of 45,000 acres during 1971-76. The agricultural Refinance Corporation and the Agricultural Finance Corporation have agreed in principle to advance long-term loans to finance it. The Rajasthan Government have also sanctioned the necessary staff for the execution of the scheme

While the State Government would provide the necessary funds, apart from the loan assistance to be made available to the cultivators by the A. R. C. and A. F. C., the Government of India have agreed to finance on a 100% basis the present pilot project for Land and water-use and Management, with U. N. D. P. assistance, which was hitherto being financed by the State Government. Under this pilot project, apart from other activities, demonstrations will be laid on the fields of cultivators in such areas as are taken up for land development under the A. R. C. and A. F. C. schemes.

It may also be mentioned that it has been decided to include the Chambal Irrigation Command in Rajasthan in the

Central Sector Area Development Programme under which Central assistance to the extent of Rs. 1 crore would be available to the State Government during the remaining period of the Fourth Plan for strengthening of infrastructure facilities with regard to communications and marketing centres, subject to the State agreeing to meet the other services and facilities necessary for an integrated developmental approach.

Decline in Growth of Tobacco

659 SHRI NIHAR LASKAR : Will the Minister of AGRICULTURE be pleased to state—

(a) whether Government have recently studied the problems of tobacco growers in the country;

(b) if so, the outcome of the study; and

(c) whether the growth of tobacco in the country has declined considerably, and if so, the causes thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) and (b). No such specific study has been made in the recent past. However, the problems of tobacco growers are reviewed from time to time and suitable remedial measures are taken

(c) There have been fluctuations in area and production of tobacco during the last five years as evident from the following :—

Area : Thousand Hectares
Production : Thousand Tonnes

Year	Area	Production
1966-67*	423.5	353.4
1967-68*	423.5	368.7
1968-69*	439.8	361.0
1969-70*	437.9	337.1
1970-71†	440.7	349.9

*Partially revised estimates.

†Final estimates.

These fluctuations have been due to normal weather and other related conditions.

**Proposal for Research Institute for
Cashew Nut Shell Liquid at
Quilon, Kerala**

650. SHRI A. K. GOPALAN : Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government have received any proposal to establish a Research Institute in Kerala exclusively for Cashew, where intensive research on processes for new uses and application of cashew nut shell liquid could be undertaken;

(b) if so, whether the Kerala Government have requested the Central Government to agree to meet 50 percent of the expenditure for the establishment of the Research Institute; and

(c) the reaction of Government thereto ?

THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE (SHRI
ANNASAHIB P. SHINDE) : (a) Yes, Sir.

(b) Yes, Sir.

(c) The proposal has been received in the Ministry of Foreign Trade. They have intimated that it is not feasible to agree to the proposal at present. Indian Council of Agricultural Research is, however, taking steps to strengthen the research programme in respect of these crops under its All-India Co-ordinated Project on Cashew and Spices.

Import of Tractors during 1970-71

661. SHRI N. K. SANGHI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether during 1970-71, Government had taken a decision to import 35,000 tractors, as one of the tractor manufacturers in the country closed down their plant and the biggest manufacturer reduced production by 50 per cent;

(b) the number of Imported tractors still lying unsold with the Agro-Industries Corporation;

(c) whether Government have made any enquiry to find out the basis for determining the quantum of imports and the reasons why indigenous manufacturers closed down their factory or curtailed production; and

(d) if so, the findings thereof ?

THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE (SHRI
ANNASAHIB P. SHINDE) : (a) No, Sir.

(b) The required information is being collected from the various State Agro-Industries Corporations and will be laid on the Table of the Sabha after it is received.

(c) and (d) : The factory of M/s. Hindustan Tractors Ltd., Baroda for the manufacture of Hindustan 50 and 35 h. p. tractors was not closed down but the production has practically come to stand still since March, 1971. This unit had slowed down the production due to financial difficulties experienced by them but have now commenced normal production as the sale price of indigenous tractors has been revised with effect from 11th February, 1972. It is expected that this unit as well as other units would further increase the production of tractors.

M/s. Escorts Ltd., Faridabad, were allotted 7,350 nos. of Ursus-328/335 and Ford-3000 tractors for assembly out of 35,000 tractors and also 3,000 Ford tractors under their manufacturing programme. The unit has been busy in assembly of imported packs of tractors and

consequently the normal production of Escorts tractors had slowed down

The Government has entrusted to the National Council of Applied Economic Research the assessment of the demand for tractors based on a detailed and scientific market survey conducted on scientific lines. The report is awaited

दिल्ली में शराब की खपत और बिक्री

662. श्री मूलचन्द डागा क्या शिक्षा और समाज कल्याण मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या दिल्ली में 1967 के बाद के चार वर्षों में जितनी शराब की खपत हुई उसके मुकाबले 1970-71 में उसकी खपत में 90 प्रतिशत की वृद्धि हुई है; और

(ख) क्या दिल्ली में विदेशी शराब की बिक्री में बहुत वृद्धि हो गई है और यदि हा, तो कितनी ?

शिक्षा और समाज कल्याण मन्त्रालय में उप-मन्त्री (श्री के० एस० रामास्वामी)

(क) 1967-68 की तुलना में 1970-71 में केवल 14 प्रतिशत वृद्धि हुई है।

(ख) 1967-68 की तुलना में 1970-71 में 3,21,000 लिटर की वृद्धि हुई किन्तु 1968-69 तथा 1969-70 की बिक्री 1967-68 की बिक्री से कम थी।

Plan for Delhi as an Ideal City

663 SHRI JAGANNATH MISHRA :
SHRI BIRENDER SINGH RAO :

Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether Union Government have any proposal to take over adjoining Ghaziabad and Faridabad towns of neighbouring States to make Delhi an ideal city; and

(b) if so the expected time by which the decision is to be taken ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) No

(b) Does not arise

Inclusion of Scheme from Kerala under Crash Programme for Rural Employment in Fourth Plan

664 SHRI C. JANARDHANAN
Will the Minister of AGRICULTURE be pleased to state :

(a) whether Kerala Government have submitted a scheme as part of the crash programme against unemployment to be included in the next year of the 4th plan,

(b) if so, the main features thereof, and

(c) the decisions taken thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) No, Sir

(b) and (c) Do not arise

ग्रामीण रोजगार के लिये द्रुत कार्यक्रम का पुनर्विलोकन

665. श्री मोहन स्वर्ण .

श्री माधुसूय हालदार :

क्या कृषि मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय ग्रामीण रोजगार के लिये द्रुत कार्यक्रम" जिसके लिये 50 करोड़ रुपये रखे गए थे, की सफलता ग्रथवा असफलता के बारे में कोई विश्लेषण किया गया है;

(ख) यदि हाँ तो इसकी मुख्य बातें क्या हैं

(ग) क्या चौथी पंचवर्षीय योजना के शेष दो वर्षों में यह कार्यक्रम जारी रहेगा, और

(घ) यदि हाँ, तो इस पर कितना व्यय होने की सम्भावना है ?

कृषि मन्त्रालय में राज्य मन्त्री (प्रो० शेर सिंह) (र) और (ख) इस योजना के कार्यान्वयन में हाँ रही प्रगति का निरन्तर पुनर्विलोकन किया जाता रहा है। यह योजना 20 फरवरी, 1971 को घोषित की गई थी। राज्यों तथा केन्द्र शासित क्षेत्रों से अनुरोध किया गया था कि वे अपने प्रस्ताव केन्द्रीय सरकार के अनुमोदन के लिए 15 मार्च, 1971 तक भेज दें। योजना के महत्व को समझाने और शीघ्र कार्यवाही करने हेतु अनुरोध करने के लिये मुख्य सचिवों का एक सम्मेलन 12-13 अप्रैल, 1971 को किया गया था। 50 करोड़ रु० के कुल नियतन के मुकाबले में 348 जिलों के 47.07 करोड़ रु० की राशि के प्रस्ताव 29 फरवरी, 1972 तक अनुमोदित किए गए थे। मई, 1971 के अन्त से पूर्व तक केवल 50 प्रतिशत से कुछ अधिक प्रस्ताव प्राप्त हुए थे और केन्द्र ने जून 1971 के अन्त तक कुल नियतन की आधी राशि के मूल्य के प्रस्ताव अनुमोदित कर दिये थे। लगभग 80 प्रतिशत प्रस्ताव सितम्बर 1971

तक अनुमोदित किए जा चुके थे, जिससे कि राज्य तथा केन्द्रशासित क्षेत्रों के प्रशासन अक्टूबर, 1971 से प्रारम्भ होने वाले कार्य मौसम का लाभ उठा सकने की स्थिति में थे। तथार्थ, योजना का कार्यान्वयन उतनी तेजी में नहीं चल पाया जितनी कि अपेक्षा थी, क्योंकि यह कार्यान्वयन का प्रथम वर्ष होने का कारण राज्य तथा केन्द्रशासित क्षेत्रों की सरकारों को सतोषजनक प्रस्ताव तैयार करने तथा आवश्यक तकनीकी, वित्तीय और संगठनात्मक प्रबन्ध करने में कुछ समय लग गया। केंद्रीय सरकार के अधिकारी राज्यों का दौरा करते रहे हैं और उन्हें योजना के उपयुक्त कार्यान्वयन के बारे में सलाह देते रहे हैं, ताकि अन्तर्निहित उद्देश्यों की पूर्ति हो सके। राज्यों के दौरो, राज्यों के प्रतिनिधियों में हुई चर्चाओं तथा राज्यों से हुए परामर्शों से बहुत सी समस्याएँ सामने आई हैं, जिन पर नीति निर्णय लिए गए हैं और उनके बारे में राज्य सरकारों को सूचना दी गई है। ग्राम रोजगार की त्वरित योजना के कार्यान्वयन के सम्बन्ध में एक सगोष्ठा एवं गोष्ठी 17-19 फरवरी, 1972 को नई दिल्ली में हुई थी। राज्य सरकारों पर यह जोर दिया गया कि लक्ष्यों की प्राप्ति के लिए प्रशान्त को कारगर बनाया जाय।

(ग) हाँ, हाँ।

(घ) पंचवर्ष 50 करोड़ रुपए।

अति सख्त के कारण लोगों की मृत्यु

666 श्री मोहन स्वरूप :

जीमती ज्योत्सना चण्डा :

क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि .

(क) क्या प्रति सर्दी के कारण देश के विभिन्न भागों में लोगों की मृत्यु हुई है,

(ख) यदि हा, तो गत तीन वर्षों में राज्य-वार इनका विवरण क्या है, और

(ग) क्या सरकार का विचार सर्दी तथा गर्मी से भिखारियों के बचाव के लिए मकान बनाने का है ?

निर्माण और आवास तथा स्वास्थ्य और परिवार नियोजन मंत्री (श्री उमाशंकर बीरत) (क) और (ख) सर्दी के कारण कितने व्यक्तियों की मृत्यु हुई इसके बारे में सूचना उपलब्ध नहीं है क्योंकि ऐसी मौतें अविशुद्ध नहीं होती हैं।

(ग) जी, नहीं। ऐसा कोई प्रस्ताव सरकार के विचाराधीन नहीं है। बैसे, नन्दी बस्ती सफाई एवं सुधार योजना के अधीन राज्य सरकारें तथा सघ शासित क्षेत्र जिन शहरो तथा नगरों में पटरी पर रहने वालों की समस्या तीव्र हो वहाँ रैनबसेरे बना सकती हैं। भिक्षावृत्ति पर नियन्त्रण तथा उसका उन्मूलन करने की जिम्मेदारी पूर्णतः राज्य सरकारों की है।

Representations against former Managing Director of Central Warehousing Corporation

667. SHRI K P UNNIKRISHNAN
Will the Minister of AGRICULTURE be pleased to state

(a) whether Government have received representations against the former Managing Director of the Central Warehousing Corporation; and

(b) if so, the action taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P SHINDE) : (a) Yes, Sir.

(b) An investigation is being held into the allegations

Labour-Intensive Schemes

668 SHRIMATI JYOTSNA CHANDA
Will the Minister of AGRICULTURE be pleased to state

(a) whether Government propose to execute a scheme to provide employment to the needy members of the community through labour intensive works in all the Districts of the country, and

(b) if so, the duration of the scheme and amount allotted for this purpose?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) The Crash Scheme for Rural Employment was taken up for implementation from April 1971 with the basic objective of providing employment to those labourers who belong to families where no other adult member is employed or the labourers remained unemployed or under-employed for a major part of the year. The scheme proposed to cover all the districts of the country through the execution of projects which are essentially labour intensive.

(b) The scheme was started as a Non-Plan scheme during the year 1971-72 with an outlay of Rs. 50 crores. It is now included as a Central Sector Scheme for the remaining two years of the Fourth Plan with an outlay of Rs. 50 crores per annum.

Strikes by Government workers in Tuticorin Harbour Project, Tamilnadu

669. SHRI S. A. MERUGAUNTHAM : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government workers of Tuticorin Harbour Project in Tamilnadu went on a strike on 20th January, 1972,

(b) if so, the reasons thereof; and

(c) the steps taken to reach a settlement?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :
(a) No.

(b) and (c) Do not arise.

Utilisation of funds by States under Crash Programme for rural employment

670 SHRI M. K. KRISHNAN : Will the Minister of AGRICULTURE be pleased to state :

(a) whether funds allocated by the Centre to the States for implementation of Crash Programme for rural employment have not been fully utilised;

(b) if so, the reasons therefor; and

(c) State-wise utilisation of funds during 1971?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) to (c) A statement showing the State-wise utilisation of funds during 1971-72 is placed on the Table of the House. [Placed in Library. See No. LT-1469/72]. This being the first year of the implementation of the programme, the State and Union Territory Governments took some time in formulating satisfactory

proposals and in making the necessary technical, financial and organizational arrangements. Further, the works under the Scheme had to be durable and could not be taken up during rains which began rather early and continued till October or so in several areas of the country.

दरभंगा जिले में बालीराजपुर में राजा बाली के किले में खुदाई कार्य

671. श्री जगन्नाथ मिश्र : क्या शिक्षा और समाज कल्याण मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या सरकार को पता है कि दरभंगा जिले में झरपुर के निकट बालीराजपुर नामक गांव में राजा बाली का एक किला है ;

(ख) क्या उस किले में इस समय खुदाई कार्य हो रहा है ;

(ग) यदि हा, तो उस एजेन्सी का नाम क्या है जिसके द्वारा खुदाई कार्य किया जा रहा है ; और

(घ) इस मामले में केन्द्रीय तथा राज्य सरकारों का क्या अंशदान है ?

शिक्षा और समाज कल्याण मंत्रालय तथा संस्कृति विभाग में राज्य मंत्री (प्रो० एस० मुबल हसन) : (क) जी, हाँ ।

(ख) जी, नहीं ।

(ग) प्रश्न नहीं उठता ।

(घ) प्रश्न नहीं उठता ।

Prices of Fertilizer in India and Abroad

672. SHRI R R SINGH DEO

SHRI HARI SINGH

Will the Minister of AGRICULTURE be pleased to state

(a) the consumption prices of fertilisers item wise,

(b) how do these prices compare with prices in various developing and developed countries, country-wise, and

(b) efforts being made to reduce prices of fertilisers so that the same may be within the reach of all farmers ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P SHINDI) (a) The retail prices of important imported fertilisers for the farmers as on 16-3-72 are as under —

Name of fertiliser	Rs per M T
1 Ammonium Sulphate	229
2 Urea (46% N)	923
3 Calcium Ammonium Nitrate	575

The maximum retail prices of the fertilisers mentioned above are statutorily fixed, for both the imported and indigenously produced fertilisers. Regarding the other fertilisers, both imported and

indigenously manufactured, like Ammonium Phosphate, Ammonium Nitro Phosphate, Super Phosphate NPK complex fertilisers etc., there is no statutory price control, but their prices prevail more or less at the levels of prices of nitrogen, phosphate and potash nutrients of fertilisers imported by Government.

(b) and (c) The prices of fertilisers prevailing in various countries vis a vis India as available in the latest available F A O publications are shown in the attached statement. It will be seen therefrom that the prices of fertilisers in India are relatively high. But it is also to be noted that the prices of agricultural produce in India are comparatively more remunerative than in several other countries. Scientific use of fertilisers, despite their relatively high price, brings in reasonable profits for the farmers.

The price of imported fertilisers depend upon the cost of procurement from abroad. Every effort is made by Government to import fertilisers at the lowest possible cost. Government continuously review the prices of these fertilisers and reduce the prices whenever possible. In fact, the prices of certain varieties of Ammonium Sulphate were reduced by Rs 100 per tonne in 1969-70 and Urea by Rs 20 per tonne in March 1971.

Statement

Fertiliser prices paid by Farmers (1967-68)

Rs per M T of Plant Nutrient content in the material)

Country	Ammonium Sulphate N	Urea N	Single (a) Superphosphate (P ₂ S ₅)	Muriate of (b) Potash (K ₂ O)
India (71-72)	2520	2001	2000	872
Australia	1987	1950	847	585 60%
Belgium	2047	1770	1455	607 60%
France	2070	—	1785	687 60% (Bulk)
West Germany	2055	1935	1702	600 50%
Netherlands	2100	—	1770	697 60%
Japan	1920	1687	1792	727 45%
U S A	2160	1800	1740	735 45%
U.A.R. (1966-67)	2242	2280	1380	—
Canada	2220	1747	1732	650

(a) Below 25% P₂S₅

(b) Above 45% K₂O

Notes : Prices are those paid by farmers at the farm gate and relate to the period July-June. They are shown with subsidies deducted wherever possible. Exceptions to these general features are given below :—

Australia : Prices of fertilisers at nearest railway station. Prices are for 20 ton lots. Nitrogenous fertilisers are unsubsidized.

Belgium . No subsidies

West Germany : Prices at nearest railway station. No subsidies Prices 2 for 20 tons lot.

Netherlands : No subsidies.

U.A.R. : Prices at retail stores. No subsidies

Canada Prices nearest railway station. No subsidies.

U.S.A. . No subsidies. Prices at retail stores.

India . Prices at retail stores.

राजनैतिक दलों को नई दिल्ली में कार्यालय तथा रिहायशी स्थानों का आवंटन

673. डा० लक्ष्मीनारायण पांडेय :

श्री आर० आर शर्मा :

क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि :

(क) विभिन्न राजनैतिक दलों को नई दिल्ली में कार्यालय तथा रिहायश के लिए आवंटित विभिन्न श्रेणी के आवासों का व्यौरा क्या है और ये स्थान कब से आवंटित किये गये हैं ;

(ख) इनमें से प्रत्येक का किराया कितना है और राजनैतिक दलों की ओर किराये

एवं अन्य रूप में कुल कितनी धनराशियां शेष हैं ; और

(ग) बकाया धनराशि की बसूली के लिए क्या कार्यवाही की जा रही है ?

निर्माण और आवास मंत्रालय में राज्य मंत्री (श्री आई० के० गुजराल) : (क) से (ग) एक विवरण सभा पटल पर रखा जाता है। [ग्रन्थालय में रखा गया। देखिये संख्या L.T 1470/72] राजनैतिक पार्टियों के संगठनात्मक पक्षों को कार्यालय/रिहायशी उद्देश्य से दिये गये आवास की लाइसेंस फीस मार्केट दर पर ली जा रही है। संसद की राजनैतिक पार्टियों के कर्मचारियों को रिहायशी प्रयोजन के लिए दिए गए आवास की लाइसेंस फीस सामान्य दर पर ली जा रही है : संसद में विभिन्न मान्यता प्राप्त राजनैतिक पार्टियों/बगों को उनके संसदीय कार्यालय के कर्मचारियों को रिहायशी प्रयोजन के लिए विठ्ठलभाई पटेल हाउस में दिए गये बास की लाइसेंस फीस उसी दरपर ली जा रही है जो संसद सदस्यों में ली जाती है परन्तु उनको २५ प्रतिशत की उस छूट का लाभ नहीं दिया जाता जो सदस्यों को दिया जाता है।

सफरजंग हवाई अड्डा, नई दिल्ली के निकट पुस का निर्माण

675. श्री मोहन स्वस्व्य : क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नई दिल्ली नगर पालिका और केन्द्रीय सरकार के सहयोग से सफरजंग हवाई अड्डे के निकट एक पुस का

निर्माण करने की योजना कार्यान्वित की जा रही है ;

(ख) यदि हां, तो उस पर कितना अनुमानित खर्च आयेगा ।

(ग) उक्त खर्च में नई दिल्ली नगर पालिका और केन्द्रीय सरकार का कितना-कितना हिस्सा है ? और

(घ) पुल का निर्माण कब तक पूरा हो जायेगा ?

निर्माण और आवास तथा स्वास्थ्य और परिवार नियोजन मंत्री (श्री उमाशंकर बीक्षित) : (क) जी, हां ।

(ख) महरौली मार्ग को चौड़ा करने और सफ़दरजग हवाई अड्डे पर रोड ओवर ब्रिज बनाने की परियोजना की कुल लागत 1 करोड़ 23 लाख 41 हजार रुपये है ।

(ग) इस परियोजना के लिए केन्द्रीय सरकार द्वारा नई दिल्ली नगर पालिका को शत प्रतिशत अनुदान दिया जा रहा है ।

(घ) रोड ओवर ब्रिज का निर्माण कार्य 1973 के अन्त तक पूरा हो जाने की संभावना है ।

Enquiry into Pilferage of Milk Powder in Delhi Milk Scheme

676. SHRI N. SHIVAPPA :
SHRI SHASHI BHUSHAN :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the enquiry into the pilferage of milk powder worth Rs. 35

lakhs in Delhi Milk Scheme has been completed; and

(b) if so, the findings thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) and (b) There was no case of pilferage of milk powder worth Rs 35 lakhs in Delhi Milk Scheme. However, there was a case of alleged misappropriation of about 13830 Kgs of skim milk powder which was referred to Central Bureau of Investigation on 2-5-70. Subsequently, another case of alleged misappropriation of 27,500 Kgs. of skim milk powder came to notice which was also referred for investigation to Central Bureau of Investigation. The value of the milk powder involved was reported to be Rs 85,000/-

2. The report of the Central Bureau of Investigation has been received. They have recommended prosecution of two Stores officials on account of their misconduct of misappropriating smp by fraudulent action. Sanction for their prosecution is being issued. They have also found the Controller of Stores guilty of slackness in supervision and recommended such action as may be deemed fit against him. This is being examined by Government.

School Children Killed in Bus Accident in Delhi

677. SHRI N. SHIVAPPA :
SHRI K. MALLANNA :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether a number of school children were killed and injured in New Delhi in a bus accident on the 21st February, 1972;

(b) if so, the number of children killed and injured ; and

(c) whether any inquiry has been instituted and if so, the findings thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D.P. YADAV) : (a) Yes, Sir.

(b) 2 Children killed and 64 injured.

(c) Detailed enquiry is being conducted.

**Offer For Manufacture of Cargo Vessels
By German Democratic Republic**

678 SHRI N. SHIVAPPA :

SHRI K. MALLANNA :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether German Democratic Republic offered their services to India for the manufacture of Cargo vessels by the Shipping Corporation of India ;

(b) if so, whether the offer has since been examined by government and agreement signed ; and

(c) if so, the main features of the agreement ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :

(a) No offer has been made by German Democratic Republic for the manufacture of cargo vessels by Shipping Corporation of India.

(b) and (c) Do not arise.

**Grant of Funds To All-India Federation
of Deaf and Dumb**

679. SHRI N. SHIVAPPA :

SHRI K. MALLANNA :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government has since granted any fund to the All India Federation of Deaf and Dumb who is facing the problem of raising enough funds for building a multipurpose Centre; and

(b) if not, the time by which it will be granted ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) No, Sir.

(b) The application will be considered when received

**Post-Graduate Course in the Dental
College, Trivandrum.**

680. SHRI M. K. KRISHNAN : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether Government propose to approve the continuance of the Post-Graduate Course in the Dental College, Trivandrum under the Centrally sponsored Scheme under the Fourth Five Year Plan; and

(b) if so, when ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) and (b) The Central Government approved the upgradation of Department of Orthodontia in 1969-70 and of the

Department of Periodontia in 1970-71 at the Dental College, Trivandrum under the Scheme for upgradation/establishment of Post-graduate Departments in Medical/Dental Colleges Central assistance to these departments will be continued during the entire period of the Fourth Plan in accordance with the prescribed pattern of assistance

**Scheme under Employment Plan for
Soil Conservation in Kerala**

681 SHRI M K KRISHNAN Will the Minister of AGRICULTURE be pleased to state

(a) whether a scheme under Employment Plan for Soil Conservation in Tribal areas has been forwarded to the Central Government for approval by Kerala Government

(b) if so when it was forwarded, and

(c) whether Government have not given approval, and if so the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF SHER SINGH) (a) to (c) The State Government had in November, 1971, forwarded a detailed scheme involving an outlay of Rs 9.39 lakhs. Subsequently in the State Annual Plan document for 1972-73, Kerala Government proposed an outlay of Rs 3 lakhs for Soil Conservation Schemes under Employment Plan for 1972-73. This outlay has been approved by the Planning Commission.

**Scheduled Castes and Scheduled Tribes
Students sent Abroad on Scholarships**

682. KUMARI KAMLA KUMARI Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) the number, name and addresses of students belonging to Scheduled Castes and Scheduled Tribes who were sent abroad on scholarships during the last three years, yearwise,

(b) the names of countries to which they were sent and the subjects and duration of their studies abroad, and

(c) the number, names and addresses of boys/girls from Bihar in general and Palamau district in particular among them?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K S RAMASWAMY) (a) and (b) Information is given in the statement laid on the Table of the House [Placed in Library See No I 1 1471/72]

(c) Nil

**Expenditure on National Highways
and Link Roads in Bihar**

683 KUMARI KAMLA KUMARI Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) the amount spent on National Highways in Bihar during the year 1969, and

(b) whether Government have any proposal to provide funds for the link roads there and if so, how much?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): (a) Rs 273.38 lakhs (during 1969-70)

(b) No, Sir. The construction of link roads is essentially the responsibility of the State Governments concerned.

**Scheduled Castes and Scheduled Tribes
Graduates in Bihar**

684 KUMARI KAMIA KUMARI
Will the Minister of EDUCATION AND
SOCIAL WELFARE be pleased to state

(a) the total number of persons belonging to the Scheduled Castes and Scheduled Tribes in whole of Bihar with special reference to Palamau, who were qualified as Graduates and Post Graduates during the years 1969 and 1970

(b) how many of them have got employment uptill now,

(c) whether there is any proposal to employ the unemployed persons mentioned above, and

(d) if so, the broad outlines of the proposal?

THE DEPUTY MINISTER IN THE
MINISTRY OF EDUCATION AND
SOCIAL WELFARE (SHRI K S RAMA-
SWAMY) (a) to (d) The required information is not available. Efforts will be made to collect it

Central Scheme for Provision of Housing Sites for the Landless in the Country Side

685 SHRI PRABHUDAS PATEL
SHRI P M MEHTA

Will the Minister of WORKS AND
HOUSING be pleased to state

(a) whether Union Ministry had impressed on the State Governments the urgency of implementing the Central Scheme for the provision of housing sites for the landless in the country side, and

(b) if so, whether none of the States have so far sent any project proposal?

THE MINISTER OF STATE IN THE
MINISTRY OF WORKS AND HOUSING
(SHRI K GUJRAL) (a) Yes, the need to implement the new Scheme for provision of House sites to Landless Workers in Rural Areas has been impressed upon the State Governments

(b) So far project proposals from five States have been received and these are under scrutiny

विश्व पुस्तक मेला

686 श्री हुकम चन्द कछवाय

श्री नरेन्द्र सिंह

क्या शिक्षा और समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि

(क) क्या अन्तराष्ट्रीय पुस्तक बर्ष, 1972 में भारत में एक विश्व पुस्तक मेला लगाने की योजना है, और

(ख) इस सम्बन्ध में भारतीय प्रकाशकों तथा लेखकों से किस प्रकार का सहयोग लिया जा रहा है और इसका व्योरा क्या है ?

शिक्षा और समाज कल्याण मन्त्रालय तथा संस्कृति विभाग में उप-मंत्री (बी डी० पी० यादव) (क) जी हाँ।

(ख) भारत के प्रकाशक सचो तथा पुस्तक-विक्रेता संघों के सहयोग से राष्ट्रीय पुस्तक म्यास नई दिल्ली में 18 मार्च से 2 अप्रैल, 1972 तक मेले का आयोजन कर रहा है। यह अनिवार्य रूप से एक व्यापारिक मेला है, जिसमें भारत तथा विदेशों के प्रकाशकों को अपनी अपनी पुस्तकें प्रदर्शित करने के लिए आमंत्रित किया गया है।

“लाखों के लिए पुस्तकें” (“बुक्स फार दि मिलियन्स”) पर एक अंतर्राष्ट्रीय सेमिनार आयोजित किया जा रहा है, जिसमें प्रकाशकों तथा लेखकों की समस्याओं पर भी विचार किया जाएगा।

आयोजित किए जा रहे निम्नलिखित विभिन्न कार्यक्रमों में हिस्सा लेकर बड़ी संख्या में लेखक इस मेले में सहयोग दे रहे हैं :—

- (1) राष्ट्रीय लेखकों का एक पांच दिवसीय शिविर, जिसमें कुछ विदेशी लेखकों सहित 100 से अधिक लेखक भाग लेंगे
- (2) एक कवि सम्मेलन, एक कवि दरबार तथा एक मुशाहरा
- (3) “लेखकों से मिलिए” मांक।

मेले में निम्नलिखित सेक्टर होंगे :—

- (1) भारतीय प्रकाशनों के प्रदर्शन के लिए एक राष्ट्रीय सेक्टर ; (2) विदेशी पुस्तकों के प्रदर्शन के लिए एक अंतर्राष्ट्रीय सेक्टर ; (3) बाल-पुस्तकें ;

- (4) पेपर बैक्स तथा (5) भारतीय तथा विदेशी प्रकाशकों अथवा पुस्तक-विक्रेताओं का एक व्यापारिक सेक्टर।

मध्य प्रदेश में आदिवासी विकास खंडों की स्थापना

687. श्री हुकम चन्द कछबाय : क्या शिक्षा और समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मध्य प्रदेश सरकार ने 75 आदिवासी विकास खंडों की स्थापना करने के बारे में केन्द्रीय सरकार को एक प्रस्ताव

प्रस्तुत किया था जिसमें से 10 खण्ड स्वीकृत किए गये थे ;

(ख) क्या यह सच है कि केन्द्रीय सरकार ने अपनी पूर्व स्वीकृति का अतिक्रमण करके यह निर्णय दिया था कि एक भी विकास खण्ड स्थापित नहीं किया जाये;

(ग) क्या केन्द्रीय सरकार आदिवासी क्षेत्रों के विकास के अपने विशेष उत्तरदायित्व को धृष्टि में रखते हुए 75 विकास खण्डों की स्थापना करने के प्रश्न पर पुनः विचार करेगी ; और

(घ) यदि नहीं, तो इसका क्या कारण है ?

शिक्षा और समाज कल्याण मंत्रालय में उप-मंत्री (श्री के० एस० रामास्वामी) :
(क) जी, हा।

(ख) स (घ) : 1969-70 में चतुर्थ योजना के शुरू होने पर यह निर्णय किया गया कि प्रति खण्ड 10 लाख रुपये के अतिरिक्त आवंटन से एक नया स्तर 3 शुरू करके वर्तमान आदिम जाति विकास खण्डों की अवधि को 10 से बढ़ा कर 15 वर्ष तक करके चतुर्थ पंच वर्षीय योजना के दौरान उपलब्ध साधनों का उपयोग किया जाना चाहिए। आदिम जाति विकास खण्डों के स्तर 3 का निर्माण करने के कारण यह निर्णय किया गया कि चतुर्थ योजना अवधि के दौरान कोई नए आदिम जाति विकास खण्ड नहीं खोले जाएंगे।

Adivasi huts burnt by Forest Department
Staff in Sidhi and Surguja districts

688. SHRI RANABAHADUR SINGH:
Will the Minister of EDUCATION AND
SOCIAL WELFARE be pleased to state;

(a) number of Adivasi huts burnt by the Forest Department Staff in Sidhi and Sarguja Districts during the last 6 months in execution of the Forest Nationalisation Laws; and

(b) the steps taken to check such victimisation of the Adivasis?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY): (a) and (b) The requisite information is being collected from the Government of the Madhya Pradesh and will be laid on the Table of the Sabha in due course.

Payment of premium by Adivasis of Sarguja

689. SHRI RANABAHADUR SINGH: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether the Adivasis of Sarguja are required to pay a premium before any settlement of the Government land is done in their favour;

(b) if so, the quantum of premium; and

(c) whether their extreme poverty and inability to pay and also the possibility of their incurring unpayable dues to meet this payment are taken into account while realising premium?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY): (a) to (c) The details are being collected from the State Government and will be laid on the Table of the Sabha as soon as available.

Cases prosecuted against S. C. and S. T. by Forest Department of Madhya Pradesh in Sidhi and Sarguja District:

690. SHRI RANABAHADUR SINGH: Will the Minister of EDUCATION AND

SOCIAL WELFARE be pleased to state the percentage of Scheduled Tribes and Scheduled Castes amongst the cases being prosecuted by the Forest Department of Madhya Pradesh in Sidhi and Sarguja Districts in the enforcement of the Forest Nationalisation Laws?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY): The information is being collected from the State Government and will be laid on the Table of the Sabha when received.

Mock Parliament Programmes

691. SHRI S. C. SAMANTA: Will the Minister of PARLIAMENTARY AFFAIRS be pleased to state:

(a) the reaction of the various State Governments for putting into operation the scheme of mock Parliament in their jurisdiction; and

(b) the actual proposals on this behalf and financial incidents involved by the Centre and the States.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): (a) and (b) Reaction of the 12 States and 3 Union Territories who have so far sent their replies, is indicated in the statement laid on the Table of the House [*Placed in Library See No. LT-1472/72*]. It appears from the statement that these States and Union Territories have accepted the scheme in principle.

The scheme is being financed by the States from their own resources and no assistance is being given by the Centre. The details of the financial expenditure incurred by the States on this scheme are not available.

Acquisition of India office Library, London

692. SHRI S C SAMANTA : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) the progress made in the direction of acquisition of India Office Library in London; and

(b) whether the claims of Pakistan in this connection shall be affected as a result of Bangla Desh having come into existence?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV) : (a) Draft Agreement for arbitration received from the Government of U. K. is still under examination

(b) The matter will be considered in due course.

Setting up of Model Schools for Mentally Retarded and Handicapped Children

693. SHRI C. CHITTIBABU : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state

(a) whether Government have any proposal to set up a Model School for Mentally Retarded Children in each of the capitals of all States, as has been done in New Delhi;

(b) whether a small workshop for grown up children is proposed to be set up in the capitals of States as has been planned for New Delhi Centre; and

(c) if not, whether any comprehensive plan for setting up such National Centres for various categories of handicapped children and adults in all the capitals of States is proposed to be drawn?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND

SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) and (b) No, Sir.

(c) The Government of India have already set up a comprehensive National Centre for the Blind at Dehra Dun. Nuclei of National Centres for the deaf and the Mentally Retarded have come into being at Hyderabad and New Delhi. A Committee is at work to suggest the blue print of the comprehensive National Centre for the Orthopaedically Handicapped. The establishment of similar Centres in the various State capitals is the responsibility of the State Governments.

National Centre for Orthopaedically Handicapped

694 SHRI C. CHITTIBABU : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether the Committee appointed by a Government Resolution to suggest the blue-print of a National Centre for Orthopaedically Handicapped has submitted its report; and

(b) if so, the salient features of this Report and the action taken by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) and (b) The Committee is expected to meet soon to finalise its report for submission to Government. Further action will be taken after the report is received.

Implementation of Special Nutrition Programme

695. SHRI C. CHITTIBABU :
SHRI BANAMALI PATNAIK :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) the conclusions arrived at the Conference of Secretaries and Directors convened to review the implementation of the "Special Nutrition Programme" on the 11th and 12th February, 1971; and

(b) the action taken by Government on these conclusions ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY): (a) and (b) A statement of the conclusions of the Conference and the action taken thereon is placed the table of the Lok Sabha. [*Pleased in Library. See No. LT 1473 1/72*]

Committee on Reforming Examination System

696. SHRI ARJUN SETHI :

SHRI CHINTAMANI PANIGRAHI :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether the high-powered committee which has been examining the proposals of reforming the present examination system has submitted its report to Government;

(b) if so, the recommendations made; and

(c) the decision taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : (a) A Committee on Examination Reforms, appointed by the Central Advisory Board of Education sometime ago, has submitted its reports to Government.

(b) A statement is laid on the table of the House. [*Pleased in Library. See No. LT 1474 1/72*]

(c) The proposals are under active consideration.

Implementation of Scheme for Welfare of the Destitute Women

697. SHRI V. MAYAVAN : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether the scheme for welfare of the destitute women comprising destitute women between the age of 18—44 years and those between the age of 45 and 65 years has been implemented;

(b) the amount spent under this scheme during the last three years; and

(c) the number of Homes established under this scheme?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) No, Sir. Implementation is just being taken up.

(b) Does not arise.

(c) Does not arise.

Institutions for Blind Children run by Voluntary Agencies

698. SHRI V. MAYAVAN : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government have made any survey of how the blind children are being treated in the institutions run by voluntary agencies with the financial assistance from Government ;

(b) if not, whether Government propose to set up a Committee to enquire into the

conditions of living of blind children in such institutions ; and

(c) the action taken by Government on the complaints, if any, received so far ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) No, Sir.

(b) This is the concern of State Governments which provide maintenance assistance. The Government of India only provide financial assistance of non-recurring nature for developmental purposes like construction of building, purchase of equipment, books, braille appliances, furniture, etc, under their Scheme on the recommendations of concerned State Government.

(c) No complaint has been received in the last 3 years.

Cultivable Land in the Country

699. SHRI B. V. NAIK : Will the Minister of AGRICULTURE be pleased to state :

(a) the extent of irrigated and un-irrigated cultivable land in Mysore and in other States and Union Territories and the percentage of the former to the total acreage of cultivable land in each case ; and

(b) the steps being taken to bring more land under irrigation and the targets to be achieved in this respect by the end of the 4th Five Year Plan ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) A statement giving the requisite information is laid on the Table of the House. [*Placed in Library See No. LT-1475/72*]

(b) Steps taken to bring more area under irrigation include :

- (i) Developing irrigation through all types of feasible schemes (major medium and minor) and tapping both surface and groundwater resources ;
- (ii) giving priority to irrigation programmes in allocating funds under the State Plans ;
- (iii) Mobilising additional financial resources from the institutional agencies for minor irrigation and command area development to the maximum extent possible ;
- (iv) introducing modern methods for fast drilling tubewells, bore wells and boring of dugwells and for lifting of water in order to step up ground water development ;
- (v) extending rural electrification programme for energising well/tube wells ,
- (vi) encouraging conjunctive use of surface and groundwater for providing more assured irrigation and encouraging multiple cropping ;
- (vii) undertaking command area development programmes for more efficient and timely utilisation of the available irrigation water ;
- (viii) Strengthening organisational arrangements at the Centre as well as in States to handle expanded programme.

The targets envisaged for major, medium and minor irrigation during the Fourth Plan are :

		M/Hectares (additional)
<i>Major & Medium Irrigation</i>	<i>Potential</i>	4.77
	<i>Utilisation</i>	3.89
<i>Minor Irrigation</i>		7.20

**Comparative Price of Bullocks and
Agriculture Products**

700. SHRI B. V. NAIK : Will the Minister of AGRICULTURE be pleased to state :

(a) the price of a pair of average Indian bullocks in the years 1951, 1961 and 1971 ; and

(b) whether this price rise and the cost of agricultural productions generally has been steeper than the price rise of cereals and other agricultural products ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHFB P. SHINDL) : (a) and (b) Comparable data on the price of a pair of average Indian Bullocks and on the cost of production of agricultural commodities for

the years 1951, 1961 and 1971 are not available. However, the limited data available for the years 1954, 1961 and 1971 are given in the attached statement for (i) the price of a pair of bullocks in a few centres; (ii) the index numbers of wholesale prices of selected inputs used in agriculture ; and (iii) the index numbers of wholesale prices of cereals, pulses, and industrial raw materials which are mostly of agricultural origin. It will be seen that between 1954 and 1971, the price of a pair of bullocks has increased by 100 to 186 per cent in the different centres. The prices of selected inputs, as measured by their index numbers, went up by 48 to 88 per cent over this period. As against these trends in the prices of bullocks and other agricultural inputs, the prices of agricultural products, such as cereals, pulses and industrial raw materials, have shown a rise of between 161 and 415 per cent.

STATEMENT
I—Price of a Pair of Bullocks

(in Rupees)

State	Centre	1954	1961	1971	Percentage increase in 1971 over 1954
Assam	Kanpur	260	300	1520	100.0
Haryana	Balidurgath	700	1800	2000	185.7
Gujarat	Ahmedabad	550	800	1500	172.7
Andhra Pradesh	Kandukut	1300*	N. A.	2725*	109.6 (1970 over 1954)

N. A.—Not available.

*Prices relate to the month of May for 1954 and 1970

II—Index Numbers of Wholesale Prices of Selected Inputs used in Agriculture

(Base period 1961-62—100)

Input item	1954	1961	1971	Percentage increase in 1971 over 1954
Fertilisers	92.3	101.1	136.3	47.7
Diesel Oil	78.7	98.5	126.4	60.6
Electricity	81.1	100.8	152.8	88.4

III—Index Numbers of Wholesale Prices of Cereals, Pulses and
Industrial Raw Materials.

(Base period 1961-62—100)

Commodity Group	1954	1961	1971	Percentage increase in 1971 over 1954
Cereals	71.4	98.5	199.6	179.6
Pulses	55.5	101.7	285.8	414.9
Industrial Raw Materials (Mostly of agricultural origin)	70.8	95.8	184.8	161.0

Note : Data relate to the month of December for the concerned years.

Labour Colonies constructed under Industrial Housing Scheme

702. **SHRI S.M. BANERJEE** : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether a final decision has since been taken regarding the regularisation of occupancy of Central Government employees in Kanpur staying in various Labour colonies constructed under Industrial Housing Scheme;

(b) if not, the reason for the same; and

(c) whether the U.P. Government has asked the Centre to change the rules and if so, the reaction of the Centre?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) to (c). The matter is being finalised expeditiously.

Strike in Food Corporation of India

703. **SHRI S.M. BANERJEE** : will the Minister of AGRICULTURE be pleased to state :

(a) whether strike in Food Corporation of India was banned under Defence of India Rules in February, 1972 ;

(b) if so, the demands of the employees; and

(c) the steps taken to redress their grievances ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHBB P. SHINDE) : (a) Strike in Food Corporation of India was banned under Defence of India Rules on the 10th February, 1972, in West Bengal, Bihar and Assam.

(b) A statement listing the demands of the employees is laid on the Table of the

House. [Placed in Library. See No. LT-1476/72]

(c) The dispute was settled on 15.2.1972 as a result of negotiations between the management and the Labour Union,

Complaints against working of Delhi Transport Corporation

704. **SHRI B. S. BHAURA** : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether there are still a lot of complaints regarding the running of the Delhi Transport Corporation; and

(b) if so, the steps Government would take up to improve the working of the Corporation ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :

(a) There are complaints about the services of the Delhi Transport Corporation.

(b) A number of steps have been taken since 3-11-1971, when the DTC was formed, to streamline the working of the city transport service. Some of the important steps are as under :—

- (1) Orders have been placed for 294 additional buses (including 30 mini buses) which will start coming by May, 1972.
- (2) Twenty-nine buses have been hired from the U.P. Government Roadways.
- (3) The average daily number of buses on road rose from 1089 in September, 1971 to 1287 in January, 1972. The vehicle utilisation has also increased from 65% to 74%.
- (4) Schedules have been readjusted to extract increased kilometrage from

the existing fleet. The total kilometrage operated was 73.01 lakhs in January, 1972 as against 58.95 lakhs in September, 1971.

- (5) The number of missing trips has been reduced from 34.7% in September, 1971 to 19% currently.
- (6) Special squads have been formed to detect cases of ticketless travel and other irregularities.
- (7) Strict measures have been adopted to ensure stopping of buses at regular bus stops.
- (8) Special arrangements have been made to clean buses at important termini/changeover points.
- (9) A Public Relations Officer has been appointed for handling public complaints expeditiously.
- (10) Proper display of destinations in front of the buses and route numbers on the sides has been arranged.

Ex-MPs living in North and South Avenues and in other flats

**705. SHRI SHASHI BHUSHAN :
SHRI AMAR NATH CHAWLA :**

Will the Minister of WORKS AND HOUSING be pleased to state :

(a) the number and names of ex-Members of Parliament who are still living in Flats in North Avenue and South Avenue and other areas which were allotted to them, when they were Members of Parliament;

(b) the reasons for which they are still in occupation of these flats when they are not entitled to it;

(c) whether there is any such provision in rules that ex-M.Ps. can retain the possession

of flats, which were allotted to them in the capacity of their being Members of Parliament; and

(d) if not, the specific steps taken to get vacated those unauthorisedly occupied flats and the time by which all such flats are likely to be got vacated?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) Three statements showing the details are laid on the Table of the House. [*Placed in Library See No. LT-1477/72*].

(b) They are in unauthorised occupation of the accommodation.

(c) Yes Sir, but, normally, for one month from the date they cease to be Members of Parliament.

(d) Action under the Public Premises (Eviction of Unauthorised Occupants) Act 1971 has been initiated in all these cases except in the case of Ch Randhir Singh and Shri Aml K. Chanda for reasons indicated in the attached statement. No specific time by which the accommodation would be vacated can be indicated as the legal process is likely to take time

Provision of Basic facilities in Sector 'D' of D.I.Z. area, New Delhi

**706. SHRI SHASHI BHUSHAN :
SHRI AMAR NATH CHAWLA :**

Will the Minister of WORKS AND HOUSING be pleased to state :

(a) the total number of Type III and Type II quarters constructed and allotted to Government employees in Sector 'D', D.I.Z. Area, New Delhi;

(b) whether the roads, brick pavements, rainy water nullahs and street lighting have been provided there and if not, the time by

which these basic facilities are likely to be provided there; and

(c) whether the general complaints of the occupants of quarters in Sector 'D' D.I.Z. Area are not promptly attended to and if so, the action proposed in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) 360 such newly constructed houses were allotted to Government employees recently

(b) Most of the work on the provision of roads, brick pavements and rain water nullahs has been done, the remaining work is expected to be completed by the end of this month. Street lighting is to be provided by the New Delhi Municipal Committee. It is expected that this work would be completed by them in about 3 to 4 months.

(c) Complaints regarding defects which can be attended to by the C.P.W.D. on their own are normally attended to within 24 hours. However, in the case of certain items, which have to be attended to by the contractor in terms of the guarantee furnished by him, it may, take a few days to get them executed by the contractor at his cost, depending on the nature of the defect. Every effort will be made to reduce the delays to the minimum possible.

Opening of a D.M.S. booth in Sector 'D' D I Z. area, New Delhi

707. SHRI SHASHI BHUSHAN : Will the Minister of AGRICULTURE be pleased to state :

(a) whether there is no D.M.S. Milk Depot in Sector 'D' D.I.Z. Area, New Delhi and the occupants of these quarters have to face a great difficulty in obtaining standard milk; and

(b) whether some representations were also made in this regard and if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) and (b). No. There are however, six milk booths in the neighbourhood of Sector 'D' D.I.Z. area from which milk is being obtained by the residents.

No specific representations have been received. It is, however, proposed to open two new booths in that area. Two sites have been selected and various formalities have been completed.

Damaged Foodgrains sold to Breweries during 1971

708. SHRI SHASHI BHUSHAN : Will the Minister of AGRICULTURE be pleased to state :

(a) the quantity of foodgrains damaged in the godowns of the Food Corporation of India during the year 1971;

(b) the machinery responsible for judging whether the foodgrain is damaged and if damaged, to what extent;

(c) the quantity of the damaged foodgrains sold to various breweries in the country along with the quantity of such foodgrains sold to each brewery during the year 1971; and

(d) the quantity of damaged barley sold to Mohan Meakin Breweries, Ghaziabad during the year 1971?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) The quantity of foodgrains damaged in the godowns of the Food Corporation of India from 1.1.1971 to 31-12-1971 is 2863.761 tonnes.

(b) A committee of three officers conducts, on the spot examination; samples are also examined in the laboratory for determining the extent of damage.

(c) No stocks of damaged foodgrains have been sold to any brewery during 1971 by the Food Corporation of India.

(d) Does not arise.

Report on Building a Shipyard at Haldia

709. SHRI MUKHTIAR SINGH MALIK

SHRI HARI KISHORE SINGH :

Will the Minister of SHIPPING & TRANSPORT be pleased to state :

(a) whether the Study Team appointed by Government to examine the feasibility of building a shipyard at Haldia has since submitted its report;

(b) if not, the reasons for the delay; and

(c) the time by which the report is expected to be submitted?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :
(a) No, Sir.

(b) Some of the studies required to be made for the purposes of the final report have not yet been completed.

(c) It is not possible to indicate the period at this stage.

**Fossils found in Ravines along
Tributary of Godavari**

710. SHRI MUKHTIAR SINGH MALIK : Will the Minister of EDUCA-

TION AND SOCIAL WELFARE be pleased to state :

(a) whether a "mine" of fossils, probably 1,50,000 years old, has come to light in the deep ravines along a tributary of the Godavari in the Marathwada region of Maharashtra; and

(b) if so, the revelation therefrom ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : (a) and (b). The information is being collected and will be laid on the Table of the House.

**Proposal from Government of Bihar
for River Transport Service**

711. SHRI HARI KISHORE SINGH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the State Government of Bihar has submitted any proposal for River Transport Service during the Fourth Plan period; and

(b) if so, whether Government of India have since examined it and with what results ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :
(a) and (b) The Government of Bihar had submitted in August, 1958 two schemes for operating the inland water transport services on two stretches of the river Ganga : (i) between Patna and Buxar, and (ii) Bhagalpur and Karogola. These schemes, *inter alia*, were considered by the Bhagavati Committee, who recommended that well-organised services between Buxar and Farakka on the Ganga should be started as a forerunner to a direct service between Buxar and Calcutta after comple-

tion of the Farakka Project. This recommendation was examined by the Government of India in consultation with the concerned State Governments. A river service between Patna and Ghazipur has been started with effect from 10-11-1971 on an experimental-cum-promotional basis. The question of extending this service will be examined in due course in the light of its working on this stretch.

**Education of Children of Persons
died in Indo Pak War**

712. SHRI P. M. MEHTA :

SHRI C T. DHANDAPANI :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether his Ministry has prepared any list of the children of those who died or were disabled in the Indo-Pak War and who are getting education in different colleges, schools and abroad ;

(b) whether State Government's and Defence Ministry's cooperation has been sought for providing special arrangements for education of those children ; and

(c) the nature of arrangements so made ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV) : (a) to (c). It is not proposed at present to prepare any list of the children of the military, or para military personnel killed or disabled during the recent hostilities. It is, however, proposed to issue Entitlement Cards to the Children of such personnel through the Record Offices concerned. Arrangements have been made by the Ministry of Defence for this purpose.

The Ministry of Education and Social Welfare has issued orders for the grant of the following concessions to the children of the above categories studying in or who get admitted to educational institutions under its control :—

- (i) Complete exemption from tuition and other fees levied by the educational institutions concerned ;
- (ii) Grants to meet hostel charges in full for those studying in boarding schools and colleges ;
- (iii) Full cost of books and stationery ; and
- (iv) Full cost of uniform where this is necessary.

These concessions will be available upto the end of the first degree course. However, for children who are already studying in any post-graduate course the concessions would be extended for the completion of the present course.

The State Governments have been requested to issue similar orders concerning the educational institutions under their control. The following State Governments and Union Territories have issued orders extending the above concessions to the children concerned :—

Andhra Pradesh ;
Gujarat ;
Madhya Pradesh ;
Maharashtra ;
Mysore ;
Pondicherry ;
Tamil Nadu ; and
West Bengal.

The matter is being pursued with other State Governments. The intention, however, is that the children would receive the concessions either from the State or the Central Government.

An Implementation Committee consisting of officers of the various Ministries concerned has been set up to ensure speedy implementation of the scheme of granting educational concessions.

Ships for Bangla Desh

713. SHRI P. M. MEHTA :

SHRI SOMNATH CHATTERJEE:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether India has agreed to provide Bangla Desh with Ocean going ships to facilitate foreign trade; and

(b) if so, the main features thereof ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) Yes, Sir. The Government has agreed to give to Bangla Desh two Ocean going ships.

(b) The terms and conditions on which the ships will be given are being finalised.

Rehabilitation of Orthopaedically Handicapped Jawans

714. SHRI P. M. MEHTA :

SHRI C.T. DIHANDAPANI :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government is considering a proposal to set up two Centres for the rehabilitation of orthopaedically handicapped Jawans; and

(b) if so, how many Jawans will be accommodated in these centres ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) Yes, Sir.

(b) The two schemes provide for accommodation of 400 persons each. If necessity arises this could be increased.

Education for Blind Children

715. SHRI T.S. LAKSHMANAN : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether the Consultant provided by the American Foundation for Overseas Blind for starting a Demonstration Project on Integrated Education of Blind Children has submitted his interim report regarding the feasibility of this type of education for the blind in the Indian conditions;

(b) if so, the findings of this report and the action taken by Government; and

(c) if not, when the study is likely to be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) The Consultant has submitted the final report.

(b) In her opinion, integrated education is appropriate for India. The Demonstration Project with 5 blind children started by the Consultant in an ordinary school for normal children is continuing

(c) Does not arise.

Scholarships to Indian Blind Students by Royal Commonwealth Society for the Blind

716. SHRI T.S. LAKSHMANAN : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state : (a) the number of Indian blind

Students, who have been awarded scholarships to study Blind Welfare Administration, Education of the Blind and Home Teaching of the Blind by the Royal Commonwealth Society for the Blind, London during the past three years; and

(b) the regionwise break-up of such scholarships?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) None.

(b) Does not arise.

Production of Foodgrains During 1971

717. SHRI CHINTAMANI PANIGRAHI : Will the Minister of AGRICULTURE be pleased to state :

(a) the total production of foodgrains during the year 1971, and

(b) how does it compare with the production of last year?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) and (b). Total foodgrains production during 1970-71 was estimated at 107.8 million tonnes as compared to 99.5 million tonnes during 1969-70 showing an increase of 8.4%. Production figures for the year 1971-72 have not yet become available. However, according to present expectations, overall production of foodgrains during 1971-72 would exceed last year's record level.

Acreage under Sugarcane Cultivation and Sugar Production during 1971

718. SHRI CHINTAMANI PANIGRAHI :
SHRI VARKEY GEORGE :

Will the Minister of AGRICULTURE be pleased to state :

(a) what was the acreage under sugarcane cultivation in the year 1971;

(b) how does it compare with the area of last year;

(c) what was the production of sugar in different States during 1971; and

(d) what steps are being taken to increase sugar production?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHRI SINGH) : (a) and (b). The area under sugarcane cultivation during the year 1970-71 was 26.57 lakh hectares as against 27.49 lakh hectares during 1969-70, showing a decrease of 0.92 lakh hectares or 3.3 per cent.

(c) The production of sugar during the year 1970-71 (1st October, 1970 to 30th September, 1971) was 37.4 lakh tonnes. A statement showing the State-wise break-up of sugar production is attached.

(d) The following steps have been taken to increase production of sugar during 1971-72.

(1) Sugar factories were asked to pay higher price for sugarcane, in order to attract larger supplies to maximise sugar production during the current year and to encourage sugarcane growers to bring larger area under sugarcane for the next year 1972-73.

(2) A rebate in excise duty on sugar has been allowed as under :—

(i) On sugar produced by a factory during the period 1st October, 1971 to 30th November 1971, in excess of 80 per cent of the production of the factory concerned in the corresponding period during 1970-71 ——— Rs. 171/- per quintal.

(ii) On sugar produced during the period 1st December, 1971 to

30th September, 1972 in excess of 80 per cent of the production of that factory during the corresponding period in 1970-71 — Rs. 16/- per quintal.

- (3) State Governments were requested to consider the desirability of banning the establishment of new power crushers and khandsari units in sugar factory areas within a radius of 10 miles and also to restrict the working of existing power crushers and khandsari units in these areas.

- (4) Forward trading in gur was suspended with effect from the 18th October, 1971, with a view to checking speculative rise in price of gur leading to undue diversion of sugarcane from sugar to gur production.

STATEMENT

States	(Figures in '000 tonnes) 1970-71
Uttar Pradesh	1299
Bihar	293
West Bengal	8
Assam	7
Haryana	83
Punjab	48
Rajasthan	13
Madhya Pradesh	38
Orissa	7
Maharashtra	1055
Gujarat	84
Mysore	205
Kerala	16
Andhra Pradesh	267
Tamil Nadu	599
Pondichery	18
All India	3740

Financial Sanction for Construction of Second Hooghly Bridge

719. SHRI INDRAJIT GUPTA :
DR. RANEN SEN :

Will the Minister of SHIPPING
AND TRANSPORT be pleased to state :

(a) whether the West Bengal Government has urged the Centre to immediately sanction Rs. 28 crores for the construction of the proposed 3,300 feet long second Hooghly bridge near Calcutta; and

(b) if so, the action taken thereon?

THE MINISTER OF PARLIAMENT- ARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :

(a) and (b) No formal request has come from the Government of West Bengal for the sanction of Rs. 28 crores for the construction of the second Hooghly bridge. However, sometime back the State Chief Secretary indicated in a demi-official letter that the cost of the project would go up to Rs. 28 crores as against the notional allocation of Rs. 16 crores for this bridge and wanted a decision about the provision of funds. The State Chief Secretary was informed that in the absence of any estimate or details it was not possible to give any opinion on the revised cost. The State Government have made no further reference in the matter as yet.

Replacement of Private Buses by Delhi Transport Corporation

720. SHRI SARJOO PANDEY : Will
the Minister of SHIPPING AND TRANS-
PORT be pleased to state :

(a) whether the newly constituted Delhi
Transport Corporation has decided to do
away with the private buses; and

(b) if so, how are they going to replace
the private buses?

THE MINISTER OF PARLIAMENT- ARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :

(a) and (b). The general policy of the Delhi
Transport Corporation is to replace private
buses by its own buses. The programme
of replacement depends however on the

extent to which funds for additions to the fleet are made available by Govt. to the Corporation every year.

Banning of Inter-State Movement of Sugar

721. SHRI SARJOO PANDEY :
SHRI P. VENKATASUBBAIAH :

Will the Minister of AGRICULTURE be pleased to state:

(a) whether lot of confusion has been created by an order issued by Government banning the Inter-State movement of sugar;

(b) whether hundreds of trucks carrying sugar had been stopped at the borders of many States; and

(c) if so, the reasons thereof and the steps taken to overcome this confusion.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) (a) and (b). Whatever confusion was created ceased to exist consequent on the issue of a Press Note within three days of the ban order clarifying the position. Information received so far from the various State Governments/Union Territories reveals that there has been no complaint in this regard.

(c) Does not arise.

Deepening of Mangalore Harbour

722. SHRI P. R. SHENOY : Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is great pressure on the Government of India to deepen the draft of Mangalore Harbour to 49 feet in the first stage itself.

(b) whether the iron ore from Kudremuk can be exported from Mangalore

Harbour only if the draft is deepened to 49 feet; and

(c) whether it is not advantageous in the long run, in the interest of the country in general and Mysore State in particular, to export ore in the form of slurry ignoring the Mangalore Harbour nearby?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR):

(a) There have been suggestions from some quarters to deepen the draft of Mangalore harbour to at least 40 feet as against 30 feet provided at present.

(b) No, Sir. The requirement of draft will depend upon the manner in which the iron ore is shipped. If it is exported in slurry form through pipelines from an offshore terminal, the draft in the port will have no relevance for this purpose. However, if the ore is to be exported in the form of pellets in bulk carriers requiring to be berthed in the port, higher draft than 30 feet would be necessary, the actual requirement depending upon the size of the bulk carriers to be used.

(c) The studies so far made show that the export of iron ore in the form of slurry would be more economical than export in the form of pellets. However, no final decision has so far been taken in this matter.

Fertiliser Promotion Council

723. SHRI R. P. YADAV : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the proposed Fertiliser Promotion Council has been formed; and

(b) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) and (b).

Fertiliser Promotion Council as such has not been formed. However, a Fertiliser Promotion Cell has been created in the Agriculture Ministry headed by a Commissioner for Fertiliser Promotion. A Centrally sponsored Scheme for promoting scientific use of fertiliser envisaging intensive demonstration, training and extension programmes, with a strengthened organisation at State and District levels, is under consideration.

Universities in India

724. SHRI R. P. YADAV : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) the total number of Universities in India State-wise;

(b) the total grants given by University Grants Commission to the each University during 1971-72 and whether ever any control has been exercised regarding its proper usages; and

(c) whether there is any proposal to open some more faculties in Patna University and whether any such proposal is pending before University Grants Commission ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : (a) A statement showing the number of Universities and Institutions deemed to be universities (State-wise) is laid on the Table of the House. [Placed in Library. See No. LT-1478/72]

(b) A statement indicating the grants paid to universities and Institutions during 1971-72 (upto 10th March 1972) is laid on the Table of the House. [Placed in Library. See No. LT-1478/72]. As for exercise of control regarding proper use of grants, the grantee institutions are required to sub-

mit audit accounts and utilisation certificates duly certified by the statutory auditors to the effect that the grant has been utilised for the purpose for which it is sanctioned.

(c) No such proposal is under consideration of the University Grants Commission.

Rules for Admission to the Nursing Homes in Delhi's Hospitals

725. SHRI R. P. YADAV :

SHRI MD. JAMILURRAHMAN :

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) the number of rooms in Nursing Homes is Willingdon Hospital and other Hospitals in Delhi,

(b) whether persons drawing less than Rs. 620 as pay cannot get admission in the Nursing Ward of Willingdon Hospital despite the patients' readiness to pay extra rental charges; and

(c) if so, the nature of proposal under Government's consideration to amend the rules in this regard ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) The number of rooms in Nursing Homes in Willingdon and G. B. Pant Hospitals, New Delhi, is as follows :

Willingdon Hospital : 61 rooms

G. B. Pant Hospital : There are 38 rooms in the Nursing Home and of these 27 have been commissioned.

All India Institute of Medical Sciences : 60 rooms in private ward.

There is no Nursing Home in Safdarjang Hospital, Kalavati Saran Children's Hospital, Lady Hardinge Medical College and Hospital and Hospitals under Delhi Municipal Corporation and New Delhi Municipal Committee. Information regarding other Hospitals in Delhi is not available.

(b) According to the existing rules, persons with monthly income/pay (inclusive of Dearness pay) over Rs. 620/- are only eligible for admission to the Nursing Home of Willingdon Hospital. However, exceptions are made and such facilities are extended to those C. G. H. S. beneficiaries whose monthly income is upto Rs. 620/- subject to the recovery of diet charges and room rent.

(c) The Government of India do not have any proposal under consideration to amend the rules in this regard.

Falling Standard of Education in Universities

726. SHRI R. P. YADAV : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government are aware that the standard of education is falling in all the Universities in general and Bhagalpur and Ranchi Universities in particular; and

(b) if so, what concrete steps are being contemplated to tone up the standard of education in all the Universities ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : (a) There is no way of judging whether objectively standards are falling in our Universities. In fact in many of the subjects in some of Universities at least, the standards have considerably risen as compared to the

earlier period. However, as observed by the Education Commission (1964-66), over a large area of education, the content and quality are inadequate for our present needs and future requirements and compare unfavourably with the average standards in other educationally advanced countries. Similar concern has been expressed by the University Grants Commission also.

No study has been made in respect of Bhagalpur and Ranchi Universities which would indicate whether standards are falling in Bhagalpur and Ranchi Universities

(b) The University Grants Commission, within the limited resources available with it has been making earnest efforts to improve the quality and content of higher education in accordance with its statutory responsibility. Some of the important Programmes undertaken by the Commission in this regard are given below :

- (i) Development of libraries, laboratories and teaching and research facilities in universities ;
- (2) Centres of Advanced Study;
- (3) Summer Institutes, Seminars, etc;
- (4) Modernisation of syllabi;
- (5) Examination reform;
- (6) Development of affiliated colleges;
- (7) Scholarships and Fellowships;
- (8) Travel grants to teachers and scholars;
- (9) Utilisation of the services of retired teachers;
- (10) Construction of hostels and staff quarters;
- (11) Student Welfare Programmes like student-aid-fund, student homes, provision of text-books, improvement of hostels, improvement/deve-

lopment of canteens, provision of games and sports, health centres, etc.

Wheat and Rice Storage

727. SHRI R. P. YADAV : Will the Minister of AGRICULTURE be pleased to state :

(a) the total capacity of wheat and rice storages all over India, State-wise, owned by Food Corporation of India and Central Warehousing Corporation;

(b) the period which the present stock can cover up and feed; and

(c) what further number of storage depots are likely to be opened in recent future ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) A statement is laid on the Table of the House. [*Placed in Library. See No. LT-1479/72*]

(b) The present stock of foodgrains with the Government of India and the State Governments is about 7.4 million tonnes. It is adequate to meet public distribution requirements at the current level for about a year. The stocks are continuously being replenished through procurement of foodgrains.

(c) The Food Corporation of India and the Central Warehousing Corporation plan to construct about 14 lakh tonnes capacity during 1972-73. Besides, it is proposed to put up about 2 million tonnes open storage (on plinths, under covers) in the rabi States for the ensuing rabi procurement season.

Damage to Ship at Bombay due to Fire

728. SHRI ISHAQ SAMBHALI : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether a ship 'State of Gujarat' belonging to the Shipping Corporation of India had been badly damaged at Bombay due to fire;

(b) if so, the reasons for fire in the ship; and

(c) the approximate loss the Shipping Corporation of India had suffered due to this fire ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : (a) A fire broke out on m.v. 'State of Gujarat' while she was lying at Indira Dock, Bombay on 7th February, 1972. The vessel did not suffer any structural damage. However, all the wooden panelling, ceilings and furniture in the portside-accommodation were gutted and electrical installations were badly damaged.

(b) The fire was apparently due to electrical short circuit in the Petty Officers' Mess Room.

(c) The loss suffered is still to be assessed by the Shipping Corporation of India.

Strike in Tibbia College

729. SHRI ISHAQ SAMBHALI : SHRI VEKARIA :

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether the students of Tibbia College, Delhi went on a strike on account of communal activities of the management; if so, the demands of the students;

(b) whether the College was closed down for some time; and

(c) whether any enquiry has been made about the grievances against the

management; and if so, the findings thereof?

THE MINISTER OF WORKS AND HOUSING & HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) There has been no strike by the students on account of communal activities of the management. However, there have been several demonstrations by the students and a section of the staff since 24.1.1972. Various groups have been making allegations against each other. The main demands contained in the representation and memoranda etc. received were, removal of Principal, affiliation of the college to Delhi University, taking over of the college by Central Government and improvement in the teaching and other facilities available in the college

(b) Yes.

(c) An Additional District Magistrate has been appointed by the Delhi Administration to enquire into the affairs of the Tibbia College and the report is expected to be submitted by him by the 31st March, 1972.

Survey regarding School going children in Delhi

730. SHRI ISHAQ SAMBHALI : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether any survey was done in Delhi to find out the number of school going children who are not going to School;

(b) if so, the names of persons deputed to do the survey; and

(c) the findings of the survey?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE

DEPARTMENT OF CULTURE (SHRI D. P. YADAV) : (a) Yes, Sir. Such survey work was done by the New Delhi Municipal Committee and Delhi Municipal Corporation only during the years 1970 and 1972, respectively.

(b) In the New Delhi Municipal Committee area the Assistant Teachers of the N. D. M. C. Primary Schools were deputed to conduct the survey, while in the Delhi Municipal Corporation area nearly 11,000 teachers of all Corporation Schools attended to this work.

(c) In the New Delhi Municipal Committee area, practically all the school going children were found attending one or the other school, while in the Delhi Municipal Corporation area 76,922 children in the age group of 6—11 were found not attending the schools.

Land Reclamation during Fourth Plan

731. SHRI Y. ESWARA REDDY : Will the Minister of AGRICULTURE be pleased to state :

(a) the target fixed for land reclamation during the Fourth Plan;

(b) how far this target has been realised so far ; and

(c) the extent of additional employment created so far as a result of the land reclamation programme and whether the target is likely to be attained fully at the end of the Fourth Plan?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) The target fixed for Land Reclamation, during the Fourth Plan, is one million hectares.

(b) and (c). The information is being collected and will be placed on the Table of the Sabha.

**Enquiry into death of an Officer's wife
in External Affairs Ministry's Hostel
New Delhi**

732. SHRI S. N. MISRA :

SHRI RAMAVATAR SHASTRI:

Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether any enquiry has been conducted into the circumstances leading to the death of an Officer's wife owing to the faulty functioning of a lift in the External Affairs Ministry's hostel in February last;

(b) if so, the outcome thereof; and

(c) the action taken or proposed to be taken by Government to prevent the recurrence of such incidents in Government of India buildings in Delhi/New Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL) : (a) and (b). A Committee consisting of officials of the Central Public Works Department, Directorate General of Supplies and Disposals, Directorate General, Technical Development and the Central Water and Power Commission has been set up to enquire as to how the accident occurred and to suggest remedial measures.

(c) Necessary action will be taken on receipt of the report of the aforesaid Committee. In the meanwhile all lifts have been checked for safe operation and landing doors of lifts, which are defective are being physically locked.

**Change in Administrative Structure of
Delhi University**

733. SHRI S. N. MISRA :

SHRI AMAR NATH CHAWLA :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether the administrative structure of Delhi University is likely to undergo a major change, if so, the main features of the changes likely to be introduced;

(b) whether the Central Government have rejected a proposal for two Universities in Delhi; and

(c) if so, the reasons therefor and the manner in which it is proposed to meet the needs of the growing student population in Delhi ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : (a) to (c). The Ministry of Education and Social Welfare is proposing to amend the Delhi University Act in the light of the recommendations of the Gayendragadkar Committee which have been accepted by Government in principle.

Sometime ago the Vice-Chancellor of Delhi University suggested that another University might be established in Delhi which should take over all the colleges located in South and West Delhi. The Government were unable to accept this recommendation because there are already two Central Universities in Delhi.

The University Grants Commission has appointed a Committee under the Chairmanship of the Vice-Chancellor, Delhi University to examine the administrative and organisational difficulties of the University in view of large increase in enrolment. The Committee will also take into account the educational/research needs of the University for the next 10 years or so and suggest changes which would enable the University to discharge its functions and responsibilities adequately. The report of the Committee is awaited.

**Research on moth-contaminated Rice
as cause of Liver Cancer**

734. DR. KARNI SINGH : Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government's attention has been drawn to the statement made by a Japanese Scientist Prof. S. Shibata of Tokyo University, that moth-contaminated rice cause liver cancer; and

(b) if so, whether Government propose to introduce testing of rice as he suspected that rice here could easily be contaminated by the moth?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE SHRI ANNASAHAB P. SHINDE : (a) Yes .

(b) The Government is aware of the toxic effects of mycotoxins in rice, other foodgrains, oilseeds etc. Research on this subject is being carried out by a number of institutions in the country. Specifications for standard of foodgrains have already been laid down under Prevention of Food Adulteration Rules.

**Creation of Separate Department of
Science and Humanities in Delhi
Polytechnics**

736. SHRI VEKARIA : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether his Ministry has given its approval for the creation of a separate section or Department of Science and Humanities in Delhi Polytechnics ;

(b) if so, the reasons for the same and whether such Departments exist in Delhi College of Engineering ; and

(c) if so, the names and status of such Departments?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : (a) to (c). According to the general pattern laid down by the All India Council for Technical Education for all polytechnics in the country, no separate Section or Department of Science and Humanities has been sanctioned for polytechnics in Delhi. The All India Council, however, has appointed an expert committee to re-examine the staffing pattern of polytechnics. The question of setting up separate Section or Department of Science and Humanities in polytechnics in Delhi will be decided in the light of the recommendations of the Expert Committee and All India Council for Technical Education.

The Delhi College of Engineering has the following Departments

- (a) Department of Physics.
- (b) Department of Chemistry.
- (c) Department of Mathematics.
- (d) Department of Humanities.

All these Departments are on a par with the Engineering Departments in the College, in status.

**Revision of Pay Scales of Lecturers
in Delhi Polytechnics**

737. SHRI VEKARIA : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether the pay scales of teachers working in the Delhi Polytechnics have not been revised along with the latest revisions of pay scales of Delhi teachers;

(b) if so, the reasons thereof ;

(c) whether the Delhi Administration proposed to revise pay scales of various

categories of Polytechnic and Technical School teachers specially the Lecturers and Heads of the Departments; and

(d) whether these proposals were received by his Ministry and cleared?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : (a) and (b). In January, 1971 the pay scales of lecturers in non-engineering subjects were revised and made equal to those of lecturers in engineering subjects. The pay scales of certain other lower categories of teaching and non-teaching technical staff were also revised as a sequel to the revision of the pay scales of Delhi School teachers.

When the pay scales of Delhi School teachers were further revised in November, 1971, the Staff Association of Delhi Polytechnics represented that similar revisions should be made in their pay scales. The matter is under consideration.

(c) and (d). Yes, Sir. Since the Gazetted Staff Association of Delhi Polytechnics has also submitted a representation to the Third Pay Commission and the matter is under the consideration of the Commission, the recommendations of the Commission are awaited.

Jawaharlal Nehru Homoeopathic Medical College, New Delhi

738. SHRI VEKARIA : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether the students of Jawaharlal Nehru Homoeopathic Medical College, New Delhi, have stated that they have lost faith in the College board; and

(b) whether Government propose to take over Jawaharlal Nehru Homoeopathic Medical College, New Delhi?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) A deputation of students' Union of the Jawaharlal Nehru Homoeopathic Medical College presented a memorandum to the Minister for Health and Family Planning on 22-2-1972 wherein they expressed dissatisfaction with the present management and existing facilities available at the College and *inter-alia* demanded that the College be taken over by Government; and

(b) The Delhi Administration have since decided to take over the College with effect from 1972-73.

Availability of Tractors

739. SHRI PAMPAN GOWDA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether tractors are not available in the country according to the needs of the farmers;

(a) whether Government have proposed to import more tractors from foreign countries; and

(c) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE): (a) The demand is much higher than the supply.

(b) Yes.

(c) Government have decided to import 20,000 Nos. of tractors in the horsepower ranges of 20-25 and 40-65.

Opening of Vedas Recitation Centres

740. SHRI PAMPAN GOWDA : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Union Government have granted a sum of Rs 25,200 to preserve Vedas by opening recitation Centres in the Maharashtra State, and

(b) if so, the names and number of Vedas at present that are lying with the State and also names and places of the Centres ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV) (a) Yes Sir

(b) The names of the five Centres opened by the State Government and the Vedas being preserved therein are as follows

<i>Name of the Centre</i>	<i>Branch of Veda</i>
(i) Mumbadevi Sanskrit Mahavidyalaya, Bombay	Shukla Yajurveda Kanva Shakha
(ii) Parthan Sanskrit Puthashala, Parthan, Marathwada	Shukla Yajurveda Madhva-ndina Shakha
(iii) Bhonsala Vedashis tra Mahavidyalaya Nagpur	Shukla Yajurveda Madhya ndina Shakha
(iv) Bhatji Maharaj Math, Satara	Krishna Yajurveda
(v) Dilak Mahashitra Vidyapeetha, Poona	Rigveda

Misuses of Cooperative Machinery in States and Development of Cooperative Movement

741 SHRI BIRENDER SINGH RAO
Will the Minister of AGRICULTURE be pleased to state

(a) whether Government have received complaints regarding misuse of Cooperative machinery for political purposes in various States of the country,

(b) if so, the details thereof, and

(c) the steps taken or proposed to be taken by the Government to stop such misuse and encourage the development of Cooperative movement in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (SHRI JAGANNATH PAHADIA) (a) No, Sir.

(b) and (c) Do not arise

Resumption of Inland Water Transport Between Assam and Calcutta via Bangla Desh

742 SHRI SAMAR MUKHERJEE
SHRIMATI JYOTISNA CHANDA

Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether Government propose to resume inland water transport service between Assam and Calcutta via Bangla Desh in the immediate future, and

(b) if so, when it is likely to be resumed ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRIRAJ BAHADUR):
(a) Yes Sir the Government propose to resume inland water transport service between Assam and Calcutta via Bangla Desh.

(b) It is not possible to say at this stage when the service is likely to be resumed.

Taking over of Tibbia College

743 SHRI MUHAMMED SHERIFF
Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state.

(a) whether Government have taken any decision to take over Tibbia College and any enquiry had been held in the institution's affairs; and

(b) if so, the details thereof?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): (a) and (b). As the Ayurvedic and Unani Tibbia College, Delhi, is managed by a Board constituted by the Delhi Administration under the Tibbia College Act, 1952, there is no intention at present to take over the institution by Government. An Additional District Magistrate has been appointed by the Lt. Governor of Delhi on the 22-2-1972 to enquire into the affairs of the Tibbia College and the report is expected to be submitted by him by the 31st March 1972.

Decision to Levy Currency Adjustment Surcharge in Japan Conference

744. SHRI MUHAMMED SHERIFF : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether India Shipping Council had conveyed its concern over the unilateral decision of the Japan Conference to levy currency adjustment surcharges of 8.57 per cent from 1st January, 1972, and

(b) if so, the particulars thereof and the reaction of Government thereto?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR):

(a) and (b). Yes, Sir. The All India Shippers' Council had expressed its concern at the decision of these Conferences to impose the surcharge unilaterally, without any advance notice and without consultation with the Council.

The Freight Investigation Bureau of the Government also lodged a protest with the Conferences and requested them to discuss

the proposal with the Council on the basis of properly audited accounts analysing full impact of currency surcharge on freight earnings of the Conference. The discussions were held between the representatives of the Conference and the Shippers' Council on 12th February, 1972. The Conference representatives agreed to refer the matter to their principals to furnish statements of accounts of typical voyages to justify their case. Further discussions have yet to take place.

Expansion of Medical aid to Villages

745. SHRI MUHAMMED SHERIFF :
SHRI BANAMALI PATNAIK :

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) whether Government have taken any decision for the expansion of medical aid to the villages in the country; and

(b) if so, the State-wise figures thereof?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) and (b). The medical and health care facilities in the rural areas of the country are primarily being provided through the Primary Health Centres. The existing position of Primary Health Centres in different States is given in statement-I laid on the Table of the House. [Placed in Library. See No. LT-1480/72]

The Government have also prepared a Master Plan for expansion of Health, Medical and Family Planning Services in rural areas.

The Master Plan includes the following schemes :

(i) Revised pattern of sub-centres attached to Primary Health Cen-

tres—Provision of ANMs and Basic Health Workers ;

(ii) Establishment of Primary Health Centres in Blocks which are without them and addition of Family Planning Wings to each of the Primary Health Centres—completion of buildings of Primary Health centres and staff quarters—Augmentation of staff and provision of drugs and equipment;

(iii) Development of Referral Services—Upgradation of Primary Health Centres/Dispensaries to 25 bed Hospitals ;

(iv) Mobile Training-cum service Hospitals and Dispensaries on contribution basis;

(v) Involvement of Hospitals and Dispensaries in preventive and promotional care;

(vi) Role of Voluntary Organisations in running Medical Institutions;

(vii) Special camps ; and

(viii) Village Sanitation.

Action for implementation of these schemes has already been initiated and the present position is given in the statement-II laid on the Table of the House. [Placed in Library. See No. LT-1480/72]

Community Blocks without Health Centres

746. SHRI MUHAMMAD SHERIFF : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether about 260 Community Development Blocks in the country are without any Health Centres ;

(b) if so, the particulars thereof and the reasons therefor ; and

(c) the steps taken by Government in providing the centres for the Community Development Blocks at the earliest.

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): (a) Yes. 260 blocks were without any health centres as on 30-9-1971.

(b) and (c). The necessary particulars are given in the attached statement.

It was originally planned that all the Community Development Blocks in the country would be provided with at least one primary health centre by the end of Third Five Year Plan. This, however, could not be achieved. The scheme of establishment of primary health centres has been a Centrally aided programme from the first plan upto 1968-69. During the Fourth Five Year Plan the establishment of new primary health centres, construction of buildings for the existing primary health centres, and staff quarters and augmentation of staff, equipment, drugs, maintenance of vehicles etc. are included in the State sector for which the State Governments are responsible. The State Governments are, however, being given block grants for the State Plan during the Fourth Five Year Plan.

It is proposed to complete the establishment of Primary Health Centres in all the remaining Community Development blocks during the Fourth Plan period priority being given to Blocks which have entered into malaria maintenance phase.

Central assistance is being provided to the State Governments for strengthening the basic health service staff at the primary health centres.

STATEMENT

S. No.	Name of State	No. of Blocks without Pri- mary Health Centres
1.	Andhra Pradesh	4
2.	Assam	48
3.	Himachal Pradesh	3
4.	Jammu & Kashmir	1
5.	Madhya Pradesh	16
6.	Meghalaya	15
7.	Nagaland	2
8.	Orissa	1
9.	Punjab	1
10.	Tamil Nadu	2
11.	Uttar Pradesh	62
12.	West Bengal	97
13.	Delhi	1
14.	Manipur	2
15.	Andaman & Nicobar Islands	4
16.	Chandigarh	1
TOTAL :		260

Potable Water Supply in Rural Areas

747. SHRI JYOTIRMOY BOSU : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) the number of villages in each State as per 1971 census; and

(b) the number of villages in each State without potable water supply ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) Information about the number of villages in each State as per 1971

census has yet to be compiled by the Office of the Registrar General, India. A statement showing the number of villages in each State as per 1961 census is, however, laid on the Table of the House. [Placed in Library. See No. LT-1481/72]

(b) The latest information has been called for from all the State Governments and will be laid on the Table of the Sabha as and when collected.

Rural Credit Cooperative Societies

748. SHRI JYOTIRMOY BOSU : Will the Minister of AGRICULTURE be pleased to state :

(a) total number of rural credit co-operatives state-wise at present;

(b) the percentage of villages and farmers covered by the rural credit co-operatives in each State;

(c) the total amount of rural credit advanced through credit co-operatives in 1968-69, 1969-70 and 1970-71;

(d) credit advanced to each member of the co-operatives State-wise and year-wise from 1968-69 to 1970-71; and

(e) the number of cultivators in each State covered by rural credit year-wise from 1968-69 to 1970-71?

THE DEPUTY MINISTER IN THE MINISTRY OF AGRICULTURE (SHRI JAGANNATH PAHADIA) : (a) to (e). Statement giving the available information is laid on the Table of the House. [Placed in Library. See No. LT-1482/72]

Findings of National Institute of Communicable Diseases

749. SHRI JYOTIRMOY BOSU : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether as per findings of the National Institute of Communicable Diseases, 50 to 60 per cent of the morbidity and 40 per cent of deaths in the country are due to water borne diseases due to organic contamination;

(b) if so, the particulars of such findings and

(c) what preventive measures, if any, have been or are being taken to meet this challenge?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): (a) and (b). In a paper presented by the Director, National Institute of Communicable Diseases to a Conference in August 1971, it was estimated that 50 to 60 per cent of the morbidity and 30 to 40 per cent deaths in India were due to communicable diseases and the major part was attributed to water-borne diseases due to organic contamination.

(c) Upto 31st March 1971, out of 2,452 towns in the country, 1,281 towns have been provided with piped water supply while in the rural areas about 20,000 villages have been provided with piped water supply. It is expected that the State Governments will take up schemes relating to water supply on a priority basis in areas having public health problems. These measures are intended to eliminate, to some extent, water-borne diseases in the country.

Allocation of Funds for Rural Housing Scheme in States

750. SHRI JYOTIRMOY BOSU : Will the Minister of WORKS AND HOUSING be pleased to state :

(a) total amount of money sanctioned by the Centre, State-wise, on account of Rural Housing Scheme year-wise from 1969-70 to 1971-72 and the total amount

actually disbursed by the Centre to each State year-wise;

(b) total amount actually utilised by each State from 1969-70 to 1971-72 year-wise; and

(c) total number of houses planned to be constructed by each State during the years 1969-70 to 1971-72 and number of houses actually constructed by each State during this period year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJARAL) :

(a) to (c). The Village Housing Projects Scheme introduced by the Ministry of Works and Housing is in the State Sector. During the Fourth Plan period, beginning from 1969-70, Central financial assistance to State Governments is being given in the shape of 'block loans' and 'block grants' for all the State Sector Schemes taken together (including Housing). No amount of this block assistance is relatable to any specific Scheme/Head of development. The State Governments are free to utilise the block Central assistance under various schemes and projects included in their Plan on the basis of their own requirements and priorities. Funds to the Union Territories (without legislature) released by the Ministry of Works and Housing year-wise under the Scheme are indicated below :

	1969-70	1970-71	1971-72
Rupees in lakhs			
1. A. & N.			
Islands	...	...	0.20
2. Delhi	4.67	5.25	10.00
3. Laccadives	...	...	0.05

A statement showing the year-wise expenditure as reported by the State Governments under the Village Housing Projects Scheme is laid on the Table of the House. [Placed in Library. See No. LT-

1483/72]. Another statement showing the number of houses sanctioned and completed during 1969-70, 1970-71 and 1971-72 as reported by the State Governments is also laid on the Table of the House. [Placed in Library. See No. LT-1483/72].

Another Scheme known as the Scheme for provision of house-sites to landless workers in rural areas has been introduced in the Central Sector in October, 1971 only. Financial assistance thereunder to States is expected to be released from 1972-73 only.

Export of Wheat and Rice

751. SHRI R. S. PANDEY :

SHRI CHINTAMANI PANIGRAHI.

Will the Minister of AGRICULTURE be pleased to state :

(a) whether Government have held negotiations with certain foreign countries/parties for the export of wheat and rice;

(b) whether any agreement for their export has since been signed; and

(c) if so, the main features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHLEB P. SHINDE) : (a) No negotiations have been held by the Government of India for export of wheat or rice except for certain supplies to Bangla Desh and Nepal which fall in a special category.

(b) and (c). Do not arise.

Transport in Delhi

752. SHRI R. S. PANDEY :

DR. SANKATA PRASAD :

Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) the steps taken to improve bus service in Delhi after the creation of the Delhi Transport Corporation recently;

(b) to what extent those measures have solved the bus transport service in the Capital;

(c) whether the present fleet of buses with the Delhi Transport Corporation is still not able to cope with the rush of passengers in the Capital; and

(d) if so, further steps contemplated to provide an efficient bus service in the Capital in the near future ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :

(a) to (d). A number of steps have been taken since 3rd November, 1971, when the Delhi Transport Corporation was formed, to streamline the working of the city transport service. Some of the important steps are as under :—

- (1) The average daily number of buses on road rose from 1089 in September 1971 to 1237 in January 1972.
- (2) Schedules have been readjusted to extract increased kilometrage from the existing fleet. The total kilometrage operated was 73.01 lakhs in January 1972 as against 58.95 lakhs in September 1971.
- (3) The number of missing trips has been reduced from 34.7% in September 1971 to 19% currently.
- (4) Twentynine buses have been hired from the U.P. Government Roadways.
- (5) Orders have already been placed for 294 additional buses (including 30 mini buses) which will start coming by May 1972.
- (6) Special squads have been formed to detect cases of tickless travel and other irregularities.
- (7) Strict measures have been adopted to ensure stopping of buses at regular bus stops.

- (8) Special arrangements have been made to clean buses at important termini/changeover points.
- (9) A Public Relations Officer has been appointed for handling public complaints expeditiously.
- (10) Proper display of destinations in front of the buses and route numbers on the sides has been arranged.

As a result, considerable improvement has been achieved. The present fleet of buses is not adequate to meet the requirements fully but with the availability of buses already ordered and as a result of the measures mentioned above, the service is expected to improve further.

Expansion of Shipping Industry

753. SHRI M. M. JOSEPH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have taken any steps for the expansion of Shipping Industry in the country; and

(b) if so, the main features thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :
(a) Yes, Sir.

(b) Following steps have been taken by Government for development of shipping industry ;

1. reservation of coastal trade to national shipping,
2. setting up of Shipping Corporation in the public sector,
3. development of shipbuilding industry in the public sector,
4. grant of preference to Indian ships in the allotment of government controlled cargoes,

5. grant of loans on concessional terms to Indian shipping companies for the acquisition of additional tonnage,
6. making available foreign credit for the acquisition of tonnage,
7. grant of development rebate of 40 per cent.
8. introduction of bilateral shipping services with countries like U. S. & R. Poland, U. A. R. and G. D. R.,
9. Enhancement of the limit of foreign participation in the shipping industry from 25 to 40 per cent with effect from 1963,
10. revision and consolidation of the Merchant Shipping Law,
11. establishment of training institutions for personnel,
12. improvement of the system of recruitment of seamen and the establishment of the Seamen's Employment Offices,
13. Establishment of advisory bodies like the National Shipping Board, the Merchant Navy Training Board and the National Welfare Board.

Charges against B. H. U. Administration by Students' Action Committee

754. SHRI M. M. JOSEPH : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether any memorandum containing charges against the University Administration was submitted by the deputation of Banars Hindu University Students Action Committee to the Central authorities; and

(b) If so the facts thereof and the action taken by Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE PROF. S. NURUL HASAN: (a) An unsigned memorandum purporting to be on behalf of an "Action Committee" was submitted by a deputation of B.H.U. students claiming to represent the student community containing certain charges against the University authorities.

(b) In the aforementioned memorandum there were allegations of irregularity in appointments made to various posts; favouritism in promotions; discrimination in dealing with complaint against the teaching staff; violation of rules; irregular admission to various classes and to hostels; discrimination in awarding punishments to certain students; financial irregularities etc. A copy of the Memorandum submitted by the so-called B. H. U. Students Action Committee has been sent to the Banaras Hindu University authorities, so as to ascertain the facts.

Seminar on Family Planning in New Delhi

755. **SHRI M. M. JOSEPH:** Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether any seminar was organised in New Delhi during the month of February, 1972 by the Department of Family Planning; and

(b) if so, the main features discussed and decisions arrived at?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (SHRI A. K. KISHU): (a) yes. A Seminar of Demographers was held in New Delhi, on the 16th and 17th February, 1972,

(b) The current demographic situation in the country, relationship between the socio-economic changes and demographic variables, review of the progress of the

family planning programme with special reference to its impact on demographic situation and priority areas of research were the main topics discussed in the Seminar. A note containing the recommendations of the Seminar is laid on the Table of the House. [Placed in the Library. See No. LT-1484/72]

Criterion for Defrayal of cost by Government for National Highways

756. **SHRI C. M. STEPHEN:** Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether in the matter of portions of National Highways running through Municipal towns, bye passes to such towns or cities, any criterion different from the rest of the National Highways is being adopted in the matter of the defrayal of cost by Government of India for the construction and maintenance thereof, and

(b) if so, the gist thereof and the reasons for such different criteria?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): (a) Yes, Sir.

(b) National Highway Links

In terms of the National Highways Act, 1956, such parts of National Highways as are situated within any municipal area, which under that Act means an area with a population of 20,000 or more, the control or management of which is entrusted to a Municipal Committee, a Town Area Committee, a Town Committee or any authority, are not regarded as National Highways. However, in terms of Section 8 of the N. H. Act, 1956, the Government of India can provide for the development and maintenance of portions passing through such municipal areas also after entering into an agreement with the State Government concerned. The Government of India follow the criteria mentioned below in regard

to the development and maintenance of these portions or for constructing alternative links for taking through traffic on National Highways

(i) If the portions within the municipal area have a minimum road land width of not less than 100 ft (50 ft for National Highway and 25 ft on either side of the National Highway link for service roads) and are also free from encroachments or leased structures, such links could be developed as permanent National Highway links with Central Government meeting the full cost including the cost of provision of service roads but excluding the cost of acquisition of any built up property. In regard to subsequent maintenance the Central Government's share will be limited to the National Highway link portion only and that too upto a sum calculated at the rate of Rs 5,000 per mile or the actual expenditure incurred, whichever is less. The maintenance of the service roads on either side of the National Highway link will be the responsibility of the concerned State Government

(ii) In the case of portions of the highways within the municipal areas not suitable for development as permanent National Highway links, the Central Government will undertake to construct and maintain the bypass at their cost. Until such a bypass is constructed, the Central Government will also be prepared to defray the maintenance expenditure of the portions of the road within the municipal area, subject to a limit of Rs 5,000 per mile or the actual expenditure, whichever is less.

The reason for adopting the aforesaid criteria for National Highway links passing through municipal areas having a population of 20,000 or more was mainly that the Government of India's policy has been to bypass such municipal limits and to provide uninterrupted and congestion free facilities for through traffic which would not be possible normally through a municipal area. However, with a view to utilise existing links which are either suitable or

rendered so by the State Government at its cost to enable segregation of local traffic for facilitating uninterrupted flow of through traffic by constructing parallel service roads, financial assistance for the development of the link is available as indicated above

National Highway bypasses

In the case of a National Highway bypass, the State Government is required to construct parallel service roads at its cost before permitting building activities alongside that bypass. However, if the bypass lies within the municipal limits for any reason, the State Government is required in addition, to bear the cost of acquisition of at least 35 ft of land on either side at the time the land is being acquired for the bypass itself.

The reason for adopting these differing criteria is that the construction of bypasses within municipal limits leads to appreciation of land prices considerable building activities and other developments necessitating immediate construction of service roads for free and uninterrupted flow of traffic. It is, therefore, considered appropriate that the State Government at least meets in addition the cost of the land required for the service roads in the case of such bypasses.

Project Report from Kerala for Deep Sea Fishing with Foreign Collaboration

571 SHRI VAYALAR RAVI Will the Minister of AGRICULTURE be pleased to refer to the reply given to the USQ No 5684 on the 22nd July, 1971 regarding plan for fishing with Soviet assistance in Kerala and state the decision taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE). The proposal for the State Government to establish a deep-sea fishing project involves import

of some vessels. The policy relating to import of deep-sea fishing vessels is under consideration. A decision will be taken on the proposal in the light of the policy adopted.

Setting up of All India Institute of Indian Medicine and Ayurveda

758. SHRI C. T. DHANDAPANI:
SHRI P. GANGADEB :

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether Government are considering to set up an All India Institute of Indian Medicines; and

(b) if so, whether Government have also finally decided to set up an All India Institute of Ayurveda ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) No.

(b) It has been agreed in principle to establish an All India Institute of Ayurveda.

Report of Expert Committee on National Co-operative Development Corporation

759. SHRI C. T. DHANDAPANI :
SHRI P. GANGADEB :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether an Expert Committee, appointed by the Centre to ascertain whether the National Cooperative Development Corporation should be allowed to continue, has submitted its report; and

(b) if so, the main recommendation thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) Yes, Sir.

(b) The main recommendations of the Expert Committee on the National Co-operative Development Corporation relate to the need for continuance of the Corporation and expansion of the scope of its activities in the new context of agricultural development in the country, broadbasing of its constitution, strengthening of its finances and administrative arrangements, as well as legislative measures necessary for fulfilling these objectives.

A summary of the main conclusions and recommendations of the Expert Committee is placed on the Table of the House. [*Placed in Library. See No. LT-1485/72*].

Allotment of D.D.A. Tenements in Middle Income Group to Ex-Servicemen in New Delhi

760. SHRI K. SURYANARAYANA :
Will the Minister of WORKS AND HOUSING be pleased to refer to the reply given to Starred Question No. 161 dated the 31st May, 1971 and stated :

(a) whether intending purchasers of Tenements in the middle Income Group who had given preference for allotment in New Delhi colonies like East of Kailash and Safdarjang have now been asked to apply for allotment in Wazirpur/Pankha Road Residential Scheme;

(b) if so, whether no further Tenements in the colonies like East of Kailash and Safdarjung are proposed to the constructed or allotted;

(c) the reasons for not giving preference to these applicants in the matter of allotment of flats in Munirka area; and

(d) whether any preference to the allotment of Tenements in the New Delhi colonies like East of Kailash, Safdarjung

and Munirka is being given to the ex-Servicemen ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) Yes, Sir.

(b) There is no proposal at present.

(c) These applicants are in the first registration scheme and no flats under this scheme were constructed in Munirka area.

(d) Certain percentage of flats of the Delhi Development Authority are reserved for allotment, among others, to ex-servicemen.

Primary Health Centres in C. D. Blocks

761. SHRI D. P. JADEJA : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) the number of Community Development Blocks where no Primary Health Centres have been set up State-wise; and

(b) the number and names of Primary Health Centres in Community Development Blocks which have no doctors and the reasons therefor ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT): (a) and (b). A Statement showing the number of Community Development Blocks where no Primary Health Centres could be set up and the number of Primary Health Centres which have no doctor, is laid on the Table of the House. [*Placed in Library. See No. LT-1486/72*]

There is a certain amount of reluctance on the part of the doctors to go to the rural areas for reasons like bad communications, lack of education facilities, and absence of suitable accommodation with minimum basic amenities e.g. safe water, sanitary latrines, electricity etc. There is also a fear of social isolation and professional void.

Inter-State Visits by Farmers

762. SHRI D. P. JADEJA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether there is a programme to send farmers from one State to other States to study the agricultural advances in those States;

(b) the name of States which are included in the programme and the name of States to be visited; and

(c) whether this programme is sponsored by the State Governments or by Centre ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) Yes, Sir.

(b) No specific State has been mentioned in the scheme. The States to be visited depend on the requirements of the participants.

(c) It is sponsored by the Central Government and is being operated through the recognized National Level Farmers Voluntary organisations.

Closure of Kashi Vidyapith Varanasi

763. SHRI D. P. JADEJA : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) the circumstances under which the Kashi Vidyapith, Varanasi has been closed; and

(b) the steps Government are taking to reopen it ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN): (a) According to the information furnished by the Vidyapith, some cases of violent clashes between students were reported on February 10 and

11, 1972. In view of the prevailing tension in the Campus between two groups of hostile students, which could have led to severe clashes, the authorities of the Vidyapith decided to close the institution *sine die*.

(b) The Vidyapith has started functioning with effect from March 2, 1972.

Formation of South East Asia Medical and Health Organisation

764. SHRI D. P. JADEJA : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether an organisation called South East Asia Medical and Health Organisation has been formed recently;

(b) whether India is not a member of the Organisation; and

(c) if so, the reasons therefor?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) (a) Government of India is not aware of the formation of such an organisation.

(b) and (c). Do not arise.

Conservation Arrangements in Konarak, Ajanta-Ellora and Mahabalipuram

765. SHRI H. N. MUKERJEE : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether his attention has been drawn to deliberations in Asia Pacific Conference on Conservation of Cultural Property (New Delhi, February, 1972) indicating seriously inadequate conservation arrangements in Konarak, Ajanta-Ellora and Mahabalipuram; and

(b) what steps are being taken in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN): (a) and (b). The participants of the Asia Pacific Conference discussed several academic issues relating to the preservation of Konarak, Mahabalipuram and Ajanta. Ellora did not feature in the discussion.

One of the suggestions made by experts related to the effect of vegetation on the leakage pattern into Ajanta Caves. The general consensus of the experts, however, was that deforestation of the area over the caves was not desirable, a view also held by the Survey. It was also brought to the notice of the experts that the Survey had succeeded in substantially stopping the leakage of water in the Caves.

The temples at Konarak and Mahabalipuram, being situated on the sea-shore, were naturally exposed to the action of salt-laden sea-breezes. However, they are regularly treated by application of preservatives to minimise the effect of salt action on the age-old fabric of the monument. The Survey is alive to the problem of conservation and there are adequate arrangements at each of these places to tackle with the peculiar problems of each place.

Central Assistance to States for Survey of underground water in Famine affected areas

766. SHRI K. MALLANNA :
DR. SARADISH FOY :

Will the Minister of AGRICULTURE be pleased to state:

(a) whether any Financial assistance has been given by the Central Government to some State Governments during the last two years to start survey of underground water in the famine-affected areas; and

(b) if so, the names of such State and the amount of assistance given during the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) Yes.

(b) So far assistance of the order of Rs. 4 lakh for the four selected Drought Pron Areas Programme districts in Madhya Pradesh has been approved for the Fourth Plan period. Out of this, the outlay sanctioned since the beginning of the Programme from 1970-71 is Rs. 0.80 lakhs.

मुर्गीपालन के लिए ऋण

767. डा० संकटा प्रसाद : नया कृषि मन्त्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का मुर्गीपालन के लिए ऋण देने का कोई प्रस्ताव है; और

(ख) यदि हां, तो कितना ऋण दिया जायेगा और किस आधार पर दिया जायेगा ?

कृषि मन्त्रालय में राज्य मन्त्री (प्रो० शेर सिंह) (क) जी हां ।

(ख) राज्य सरकारों से जानकारी एकत्र की जा रही है और यथा शीघ्र सभा पटल पर रख दी जायेगी ।

शिलांग में विश्वविद्यालय स्थापित करना

768. डा० संकटा प्रसाद : क्या शिक्षा और समाज कल्याण मन्त्री यह बताने की कृपा करेंगे कि :

(क) सरकार शिलांग में एक विश्व-विद्यालय स्थापित करने का विचार कर रही है, और

(ख) यदि हां, तो यह विश्वविद्यालय कब तक स्थापित कर दिया जायेगा ?

शिक्षा और समाज कल्याण मन्त्रालय तथा संस्कृति विभाग में राज्य मन्त्री (प्रो० एस० नुरूल हसन) (क) उत्तरी पश्चिमी क्षेत्र के पहाड़ी इलाकों के लिए एक केन्द्रीय विश्वविद्यालय स्थापित करने का निर्णय सिद्धान्त रूप से कर लिया गया है ।

(ख) यह बताना सम्भव नहीं है कि विश्वविद्यालय कब तक स्थापित किया जाएगा, क्योंकि ब्योरे अभी तैयार किये जाने हैं ।

Prices of Foodgrains and its effect on Family Budget

769. SHRI RAMKANWAR : Will the Minister of AGRICULTURE be pleased to state :

(a) the prices of wheat and other foodgrains during the last three months;

(b) whether the prices have increased or decreased and how these prices have affected the family budget of middle class and lower middle class income groups of people; and

(c) what efforts have been made by the Food Corporation of India to keep down prices of wheat and other foodgrains ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) (a) A statement is attached.

(b) No reliable data are available to evaluate the impact of prices on the family budget of the middle class and lower middle class income group during this period. However, as a major part of the requirements of these classes are being through fair-price ration shops at fixed prices, there is not likely to be

any significant impact on their family budget.

(c) The Corporation is ensuring that the supplies against allotments of wheat and rice made by the Government of India to the States for the public distribution system are made to the full ex-

tent, and in time. Further, to improve the availability of wheat and thereby bring down the wholesale prices, the Corporation launched a programme of open market sales of wheat throughout the country from 24-1-72. In addition, the Corporation has been selling maize and bajra in the open market.

Statement

Month-end All India Index Numbers of Wholesale Prices of Foodgrains

Food-grains	Year	11th Dec.	26th Dec.	29th Jan.	26th Feb.	(Base 1961-62=100) Extent of rise (+)/Fall (-) between	
						11th Mar. (Provisional)	Dec. and 11th Mar.
Wheat	1971-72	209.8	213.6	220.0	218.1	219.9	(+) 4.8
Rice	1971-72	196.8	195.6	201.2	201.4	203.2	(+) 3.3
Jowar	1971-72	223.1	220.7	216.3	217.4	218.2	(-) 2.2
Bajra	1971-72	159.5	164.2	172.0	172.2	179.4	(+) 12.5
Maize	1971-72	184.2	187.3	213.9	218.6	223.2	(+) 21.2
Cereals	1971-72	199.8	200.3	206.2	206.2	208.2	(+) 4.2
Gram	1971-72	241.5	260.4	262.1	264.5	266.0	(+) 8.4

Views of State Governments On the Recommendations of Central Land Reforms Committee

770. SHRI RAMKANWAR : Will the Minister of AGRICULTURE be pleased to refer to the reply given to Started Question No. 14 on the 15th November 1971 regarding Report of the Central Land Reforms Committee and state :

(a) the reaction of the State Governments on the recommendations of the Central Land Reforms Committee; and

(b) the action, if any, proposed by Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) (a) and (b) The Government of India has accepted as a national policy the recommendation

of the Central Land Reforms Committee on ceiling on agricultural holdings. The Minister of Agriculture has already written to the State Governments to give effect to the recommendation of the Committee by making necessary amendments in the existing laws, wherever necessary. Ceiling laws of Kerala and West Bengal are in accordance with the recommendations of the Committee. The remaining States are being reminded to amend their laws suitably.

Preservation of Wild Life in Eastern Region

771. SHRIMATI JYOTSNA CHANDA: Will the Minister of AGRICULTURE be pleased to state :

(a) whether there is wanton destruction of wild life in Eastern and North-

Eastern States and Union Territories of the country and

(b) if so, the steps proposed to ensure effective reservation and conservation of wild life in those areas ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF SHER SINGH) (a) and (b) No Sir, However to ensure effective preservation and conservation of Wild life in the country the following steps have been taken or are being taken —

- (i) establishment of National Parks and Sanctuaries,
- (ii) restrictions on the export of wild animals and birds dead or alive, or products thereof
- (iii) protection of rare and vanishing birds and animals
- (iv) enactment of suitable wild life legislation,
- (v) setting up of "Wild Life Preservation" wings under the Forest Departments of State Governments and Union Territories, and
- (vi) educating the general public through wide publicity in order to inculcate interest in Wild Life

Regional Engineering College Silchar

772 SHRIMATI JYOTSNA CHANDA Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state

(a) the progress made to start the Regional Engineering College at Silchar,

(b) whether a Principal and few Lecturers have been appointed for the last three or four years, though the College has not started yet and they are sitting at Shillong for all these years and having the office at Shillong; and

(c) whether Government are considering to shift the office of the said college at Silchar immediately and start the College ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF S NURUL HASAN) (a) The development of the College site for approach roads and electric supply has been completed and arrangements for water supply are in progress. The plans and estimates for the first phase of buildings have been prepared and these are being scrutinised by the State P W D

(b) and (c) Only a Principal and two Professors were appointed initially but the latter have since left the College. The Office of the Principal is functioning at Silchar and only a camp office has been set up at Shillong for liaison work with the State P W D and for procurement of cement steel and other building materials. The Principal is attending to the work of both offices and the College will start as soon as the necessary buildings and other instructional facilities are ready.

Utilisation of Funds for Housing Scheme by States

773 SHRIMATI JYOTSNA CHANDA Will the Minister of WORKS AND HOUSING be pleased to state whether amount allotted to each and every State for Housing Scheme has been utilised by those States during the years from 1969-1971, State wise ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL). The Subsidised Housing Scheme for Plantation Workers is the only Central Sector Housing Scheme for which funds are allocated and released to States by the Ministry of Works and Housing. This Scheme which

was in the State Sector has been transferred to the Central Sector with effect from the 1st April, 1970, and is implemented by the Governments of Assam, Kerala, Mysore, Tamil Nadu, Tripura and West Bengal. During 1969-70, Central assistance to States for State Plan Schemes, including "Housing", was given in the shape of block loan and block grant being tied to any particular Scheme or Head of Development. Allocation of funds for

the afore-said Central Sector Scheme is made to the State Governments on a year to year basis, having regard to the requirements of houses to be built in the different States for plantation workers, the utilisation capacity of the States, etc. The amounts utilised under the Central Sector Scheme out of block assistance during 1969-70, and the allocations made to and drawn during 1970-71, by the concerned States are as under —

				(Rupees in lakhs)		
				1969-70	1970 71	
				Amounts utilised out of block assistance.	Amounts	
					Allocated	Drawn
1	Assam			—	30.30	30.30
2	Kerala	..	..	0.03	Not Required.	
3	Mysore	...	..	—	5.00	5 00
4	Tamil Nadu	...	...	—	0.50	0.50
5	Tripura	..	...	—	0.20	—
6	West Bengal	...	...	1.83	6.00	6.00
Total				1 86	42.00	41.80

**Conversion of Engineering Colleges in
Madhya Pradesh into Institute for
Higher Technological Studies**

774. SHRI ARVIND NETAM : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government are aware that there are nine Engineering Colleges in Madhya Pradesh and that none of these has been developed for higher engineering and technological education ; and

(b) considering the vast potential for development in Madhya Pradesh, whether Government would consider the conversion of the oldest and the best equipped amongst these into an Institute for higher technological studies ?

THE MINISTER OF STATE IN THE
MINISTRY OF EDUCATION AND

SOCIAL WELFARE AND IN THE
DEPARTMENT OF CULTURE
(PROF. S. NURUL HASAN) : (a)
and (b). Four of the nine engineering colleges in Madhya Pradesh have been developed for conducting post-graduate courses in engineering and technology with an annual admission capacity of about 135 students for the Masters' Degree courses. As and when the Masters' Degree courses are consolidated the question of providing research facilities at these colleges will be examined.

**Manufacture of Vaccine to protect Cattle
from *Therleria* and *Anaplasma***

775. SHRI ARVIND NETAM : Will the Minister of AGRICULTURE be pleased to state

(a) whether vaccines for protection of exotic cattle and their cross-bred progeny against *Theileria* and *Anaplasmas* are being manufactured in India, and

(b) if not, what arrangements are made for their procurement especially for Madhya Pradesh Government, and if no arrangements have yet been made, the reasons thereof and when are they expected to be made?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) (a) No, Sir

(b) Imported vaccines against *Theileriosis* and *Anaplasmosis* have not given encouraging results under Indian conditions. As such, research work for development of effective vaccines against these diseases has been intensified in our country.

Effective vaccines when evolved will be made available to the States including Madhya Pradesh.

प्राकृतिक चिकित्सा पर ध्यान

776. श्री मूल चन्द डागा. क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि सरकार का विचार प्राकृतिक चिकित्सा को लोकप्रिय बनाने का है और यदि हा, तो सरकार द्वारा इस सम्बन्ध में क्या कार्यवाही की गई है और विगत वर्ष प्राकृतिक चिकित्सा पद्धति पर सरकार ने कितनी राशि खर्च की?

निर्माण और आवास तथा स्वास्थ्य और परिवार नियोजन मंत्री (श्री उमा शंकर दोक्षित) प्राकृतिक चिकित्सा का विकास करना प्रायोजनागत योजनाओं का एक अंग है। होम्योपैथी समेत स्वदेशी चिकित्सा पद्धतियों का विकास। इस उपचार पद्धति को लोकप्रिय बनाने के लिए भारत सरकार

इस पद्धति के विकास से सम्बन्धित सभी विषयों पर सरकार को सलाह देने के लिये गठित प्राकृतिक उपचार सलाहकार समिति की सिफारिशों पर निम्नलिखित कार्यों के हेतु प्राकृतिक चिकित्सा की पंजीकृत निजी संस्थाओं को सहायता स्वरूप अनुदान दे रही है - -

- (1) अध्ययन पनगों के रख-रखाव के लिए,
- (2) प्राकृतिक चिकित्सा में एक वर्षीय तथा चार वर्षीय प्रशिक्षण पाठ्यक्रम चलाने के लिए,
- (3) विवृति विज्ञान प्रयोगशाला के उपकरणों के लिए।

गत वर्ष अर्थात् 1970-71 में उपर्युक्त कार्यों के लिए पंजीकृत प्राकृतिक चिकित्सा संस्थानों को 2,25,425 रु० के सहायता स्वरूप अनुदान दिए गए।

समुदाय विकास के बारे में सलाहकार परिषद् की सिफारिशें

777. श्री मूल चन्द डागा क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सामुदायिक विकास सलाहकार समिति की बैठकें हुई थी और यदि हा, तो उसकी मुख्य सिफारिशें क्या थी,

(ख) क्या सरकार ने इन सिफारिशों को क्रियान्वित करने का कोई निर्णय किया है और यदि हा, तो कब, और यदि नहीं, तो उसके क्या कारण हैं, और

(ग) क्या सामुदायिक विकास गडों में सेवाओं पर जो खर्च हो रहा है उसका आत्रकल कुछ उपयोग नहीं है?

कृषि मंत्रालय में राज्य मंत्री (श्री० शेर सिंह) : (क) जी हा। सामुदायिक विकास सम्बन्धी सलाहकार परिषद् की 7 जुलाई, 1969 तथा 7 जुलाई, 1970 को दो बैठके हुई थी। इन बैठको में की गई मुख्य सिफारिशों सभा पटल पर रखे गये विवरण में दी गई है। [ग्रन्थालय में रखा गया। देखिये सख्या LT-1487/72]

(ख) अधिकांश सिफारिशों राज्य सरकारों तथा केन्द्र शासित क्षेत्रों में सम्बन्धित थी, जिन्हें व आवश्यक कार्यवाही के लिए भेज दी गई थी। केन्द्रीय सरकार से सम्बन्धित अन्य सिफारिशों पर यथावश्यक कार्यवाही की गई थी।

(ग) जी, नहीं।

Delay in construction of Second Hooghly Bridge

778 DR RANEN SEN
SHRI VARKEY GEORGE

Will the Minister of SHIPPING AND TRANSPORT be pleased to state

(a) whether construction of Second Hooghly Bridge has been delayed due to the differences between the Bridge Commissioners and the Government of West Bengal, and

(b) if so, steps taken to resolve the differences and get the work started ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR)

(a) and (b) The State Government is primarily concerned in the matter. It has been ascertained from it that there had been delay to a certain extent on account of the differences between Bridge Commissioners and the State Government but since then an agreement has been reached and decision about the award of the work has been taken.

Recommendation of Central Committee for Food Standards

779, SHRI S. A. MURUGANANTHAM Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) whether the recommendation made by the Central Committee for Food Standards that all food dyes should carry ISI mark has been implemented and

(b) if not, the reasons therefor ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) (a) and (b) The proposal has been accepted in principle and the prevention of Food Adulteration Rules are being amended for the purpose.

Food Adulteration

780 SHRI S. A. MURUGANANTHAM Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) whether Government are aware that food adulteration has assumed a menacing dimension in our country and

(b) the steps Government contemplate for curbing this ?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) (a) Government is aware of the problem of Food adulteration in the country.

(b) The provisions of the Prevention of Food Adulteration Act have already been made more stringent and the States asked to ensure proper enforcement of the Act.

A Central Unit has been set up to check the menace of food adulteration along with the State Health Authorities concerned.

The Unit is mainly concerned with the functions prescribed in Rule 9 of the Prevention of Food Adulteration Rules in respect of Inter-State offences and helps in giving technical guidance to State Governments.

A new Food Research and Standardisation Laboratory is being established in Ghaziabad.

The training of Food Analysis has been started at the Central Food Laboratory, Calcutta. The Food Inspectors are being trained at the Directorates of Health Services in the respective States.

Establishment of Zonal Offices and development of Food Analysis Laboratories are under contemplation.

Sapru House Library, New Delhi

781. SHRI N. K. SANGHI : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether the Sapru House Library is sought to be divided among the Jawaharlal Nehru University, the Indian Council of World Affairs and the School of International Studies;

(b) whether the vivisection of the Library is likely to increase the difficulties of research scholars; and

(c) whether any final decision in this regard has been taken; and if so, the facts thereof and the reasons for the division ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) : (a) and (c). Discussions between the representatives of the Jawaharlal Nehru University (of which the School of International Studies is now an integral part) and the Indian Council of World Affairs regarding division of their Joint Library are in progress and

have reached an advanced stage. The Division has been necessitated by the shifting of the School to its own premises.

(b) No, Sir. The Faculty and research scholars of the Jawaharlal Nehru University, who constituted a large segment of the regular users of the Joint Library will benefit by the location of holdings owned by the University in the premises of the University itself. The *bonafide* members of the Council will be accorded access to the University Library's holdings in International affairs. The Library would be available to visiting research scholars from other universities. Inter-Library Loan will also be initiated. Government are contemplating strengthening the library facilities of the Indian Council of World Affairs after Jawaharlal Nehru University decides to shift its collection to the new premises of the University.

Managing Director of National Seeds Corporation.

782. SHRI N. K. SANGHI : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the post of the Managing Director of the National Seeds Corporation is lying vacant ;

(b) if so, since when the post has been vacant and the reasons for the delay in finding a technocrat for this post ;

(c) whether the absence of the Managing Director is adversely affecting the efficient functioning of the Corporation ; and

(d) if so, the steps taken to fill up the post ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) and (b). The post of Managing Director, National Seeds Corporation has been vacant since 1st July, 1971. This post is required to be manned by an officer having an agriculture

background with specialised knowledge and experience

(c) No, Sir

(d) Steps have already been taken to locate an officer suitable for the assignment. Recently the Department of Personnel have sent a proposal in this behalf to the Ministry of Finance

Construction of four storeyed Quarters in Sector 'D' D I Z Area New Delhi

784 SHRI SAT PAL KAPUR Will the Minister of WORKS AND HOUSING be pleased to state

(a) whether Government have received many complaints in regard to the construction of four storeyed quarters (Type III and Type II) in Sector D D I Z Area New Delhi

(b) whether the material used in the construction has been of very poor quality and there has been careless supervision and the workmanship is very poor, and

(c) the steps Government propose to take to remove such complaints as uneven flooring of rooms, provision of magic eyes, polishing of flooring and wall portion in kitchen, latrines and bathrooms made of chips and the time by which these things are likely to be completed

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI J. K. GUJRAL) (a) No. Some complaints were, however, registered in the Enquiry Office about uneven slopes in bath rooms and defects in polishing etc.

(b) No. The material used for construction was of good quality and the work was properly supervised. The workmanship was on the whole satisfactory.

(c) The complaints about irregular slopes in bath rooms have already been attended to and the defects removed. The defects in polishing, wherever reported, are

being attended to and are expected to be removed within this month. "Magic eyes" have not been provided in these quarters.

Supply of Drinking Water in newly Constructed D I Z Area, New Delhi

785 SHRI SAT PAL KAPUR Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) whether drinking water is supplied to the occupants of newly constructed Sector D D I Z Area, New Delhi, after storing in an underground tank

(b) whether the said tank is not cleaned periodically and consequently the water becomes polluted and harmful for human consumption and

(c) the measures adopted by Government to ensure its periodical cleaning and the period of interval after which the water tank would be cleaned regularly?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIXIT) (a) Yes.

(b) and (c) This is not correct. The tank is cleaned at an interval of 6 months. It was last cleaned in March, 1971 and then in September 1971. The water samples were also got tested from the Municipal Corporation of Delhi before allowing its use.

Special Scheme in C.H.S. for Lady Doctors

786 SHRI SAT PAL KAPUR Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) whether there is a special scheme in Central Health Service in which Lady Doctors are appointed on a fixed salary,

(b) the salary and allowance and other facilities provided to these Lady Doctors and the number of such Lady Doctors,

(c) whether these Lady Doctors have to take leave without pay; if so, the justification thereof; and

(d) whether the jobs of these Lady Doctors are non-transferable?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) Yes. But no new appointments are made to posts falling vacant, the intention being that gradually all these posts become regular General Duty Medical Officer II posts.

(b) (1) The Lady Doctors appointed under this Scheme receive remuneration as indicated below :—

- (i) Fixed remuneration of Rs. 500/- (consolidated) per complete calendar month.
- (ii) Fixed non-practising allowance of Rs. 75/- per month.
- (iii) Conveyance allowance. At the rate of Rs. 2/- per domiciliary visit subject to a maximum of Rs. 200/- for a period of three months
- (iv) Post-graduate qualifications allowance: An allowance of Rs. 50/- per month for post-graduate degree holders and Rs. 25/- per month for post-graduate diploma holders. The allowance will be admissible in respect of only one post-graduate qualification either for a degree or for a diploma.

(2) *Leave* : The Lady Doctors appointed under the Special Scheme are entitled to casual leave on the same terms and conditions as are applicable to full-time medical officers in the Central Government Health Scheme, New Delhi. No earned leave, half pay leave or maternity leave is admissible to part-time medical officers.

(3) The Lady Doctors under the Special Scheme are entitled to the Contributory Provident Fund benefits in accordance with the rules and/or orders of the Government

of India on the subject on the same terms and conditions as are applicable to similar employees on contract basis.

At present the number of Lady Doctors working under the Special Scheme is 30.

(c) Yes, if they require leave other than casual leave, they have to take it without pay. This is according to the conditions of service prescribed for this Scheme.

(d) Yes.

C. H. S. Dispensaries in the Rented Buildings in Delhi/New Delhi

787. SHRI SAT PAL KAPUR : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state:

(a) the number and names of Central Health Service Dispensaries, which are still functioning in rented buildings in Delhi and New Delhi;

(b) the efforts made to construct their own buildings;

(c) whether the plots for the construction of these buildings have since been acquired; and if so, the particulars thereof; and

(d) the time by which these dispensaries are expected to be shifted to their own buildings?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) : (a) The following 18 dispensaries under the Central Government Health Scheme are functioning in rented buildings :—

1. Tilak Nagar
2. Moti Nagar
3. Malviya Nagar
4. Patel Nagar I
5. Patel Nagar II
6. New Rajinder Nagar

7. Karol Bagh
8. Hari Nagar
9. Shahdara
10. Hauz Khas
11. Shakurbasti
12. Rajouri Garden
13. Pul Bangash
14. Shakti Nagar
15. Inderpuri-Naraina Complex No. I
16. Inderpuri-Naraina Complex No. II
17. G. K. G. Shahdara
18. Nangal Raya

(b) It has been decided to construct dispensary buildings for all C. G. H. S. dispensaries functioning in rented buildings. The following dispensaries which were earlier located in rented buildings have been shifted to buildings constructed by Government :—

1. Lajpat Nagar
2. Chandni Chowk
3. Kalkaji

The construction of one more dispensary building in New Rajinder Nagar is in progress.

(c) The Delhi Development Authority have agreed to allot land for CGHS dispensaries in Hari Nagar, Tilak Nagar, Hauz Khas, Naraina and Nangal Raya. Negotiations for allotment of land for the remaining dispensaries are in progress.

(d) It is likely to take time as construction of dispensary buildings is undertaken each year depending on availability of funds and suitable sites.

Revised Pay Scales of Delhi School Teachers

788. SHRI K. M. MADHUKAR : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government have received any memorandum/deputation from Teach-

ers of Delhi demanding revision of pay scales, as approved by the Delhi Administration,

(b) if so, the main points raised in the memorandum, and

(c) the action taken thereon,

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV) : (a) to (c) Several memoranda were received from the various representatives of Teachers' Organisations demanding the revision of pay scales approved and sanctioned by Government of India with effect from 27th May, 1970. Several deputation of teachers of Delhi had also met the Education Minister. All these were examined and revised pay scales were announced on 5th September, 1971. Steps are also being taken to effect payment during 1972-73.

Production and Import of the Wheat and Rice

789. SHRI MD. JAMILURRAHMAN: Will the Minister of AGRICULTURE be pleased to state.

(a) the quantity of wheat and rice imported for the last three years from foreign countries and under PL-480;

(b) the comparative quantum of our own production for the last three years in both wheat and rice; and

(c) whether report of any Expert Committee has been obtained regarding self-sufficiency in food ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) and (b). Two statements are laid on the Table of the House. [Placed in Library. See No. LT-1488/72]

(c) No, Sir. The production and requirements of foodgrains, however, are constantly being assessed by experts.

Cultural and Educational Delegations to Bangla Desh

790. SHRI MD. JAMILURRAHMAN: Will the Minister of EDUCATION & SOCIAL WELFARE be pleased to state :

(a) whether Government are contemplating to send a high-powered cultural and educational delegation to Bangla Desh to enlighten them with our deep sympathy and national approach to various problems confronting them; and

(b) whether there is any proposal to send a delegation of students and teachers to Bangla Desh to further deepen our national stand in the various Universities of that country ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) and (b) No, Sir, not for the present.

Vacation of Kapurthala Plot at New Delhi

791. SHRI A K GOPALAN: Will the Minister of WORKS AND HOUSING be pleased to state :

(a) whether one portion of Kapurthala Plot at New Delhi belonging to Kerala Govt. has not been vacated by the Police/Protection Force in spite of repeated requests made by Kerala Government;

(b) if so, the reasons thereof; and

(c) when it is likely to be handed over to Kerala Government ?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUJRAL): (a) Yes.

(b) and (c). The Delhi Administration has not been able to secure suitable accommodation for the Security Police presently housed in the Kapurthala plot. The land will be handed over to the Kerala Government as soon as it is vacated by the Administration

Project Report on Fishing Harbour at Neendakara, Kerala

792 SHRI A. K. GOPALAN:
SHRIMATI BHARGAVI THAN-
KAPPAN :

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Project Report on Fishing Harbour at Neendakara in Kerala has been sent by the U.N.D.P. Survey Project for consideration of the Central Government ;

(b) if so, whether any reaction from the U. N. D. P. Survey Project has also been received ; and

(c) the main features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE): (a) to (c). The U.N.D.P. Project undertook engineering and economic investigations at Neendakara during November and December, 1971. The detailed project report is under preparation. The U.N. D.P. authorities have, however, expressed the view that additional fishing harbour facilities at Neendakara are necessary. The possibility of providing facilities for a fleet of 400 mechanised boats and 80 vessels up to 16 metres length is being considered. It is proposed to design the harbour structures so as to allow of deepening of the harbour in future for use of deep-draught vessels. In drawing up the layout plans, the requirements of a boat-yard and slipway are being taken into consideration.

Housing and Colonisation Scheme for Fishermen in Kerala

793. SHRI A. K. GOPALAN : Will the Minister of AGRICULTURE be pleased to refer to the reply given to Unstarred Question No. 7052 on the 5th August, 1972 regarding Central grant for construction of fishermen's colony in Kerala and state

(a) whether a final decision has been taken in the matter, and

(b) if so, the main features thereof.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAH B. P. SHINDE) : (a) and (b). The Government of Kerala were informed in September, 1971, that in accordance with existing arrangements, funds for housing are included in the block grants made available to State Governments for their State Plans. It was suggested to the State Government that a suitable proportion of the State Rural Housing Plan might be earmarked for fishermen's requirements.

Sanction for Mopla Bay Fishing Harbour at Cannanore

794. SHRI A. K. GOPALAN :
SHRI RAMACHANDRAN
KADANNAPPLLI:

Will the Minister of AGRICULTURE be pleased to state :

(a) whether the request from Kerala Government for early sanction of Rs. 6 lakhs for providing 'T' additions to the Mopla Bay fishing harbour at Cannanore is still pending with Central Government;

(b) if so, when it is likely to be considered for early sanction; and

(c) the reason, if any, for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAH B. P. SHINDE) : (a) Sanc-

tion of Rs. 6.00 lakhs for 'T' additions at Mopla Bay fishing harbour has not been issued.

(b) and (c) The Government of Kerala has furnished a revised estimate of Rs. 40.44 lakhs against the original estimate of Rs. 17.30 lakhs for a break-water and approach road for the fishing harbour. As the total cost of the work, inclusive of Rs. 6.00 lakhs requested for 'T' additions, and Rs. 23.55 lakhs for other items already separately sanctioned raises the cost of the fishing harbour to over Rs. 59.00 lakhs, the U. N. D. P. Project for survey of fishing harbour has been requested to undertake an assessment of the project. The Ministry of Transport is also being consulted. Sanction for additional work will be issued on the basis of review of the various items of work on a consolidated basis.

Success of Family Planning Programme

795. SHRI AMAR NATH CHAWLA :
SHRI NIHAR LASKAR :

Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether the National Family Planning Programme has shown uneven results in different parts of the country and its implementation on the whole has not justified the large sums of money spent on it;

(b) the measures adopted to streamline the administrative set-up of the Family Planning Department and broaden its strategy, making birth control part of a family welfare programme including social security; and

(c) what other measures are proposed to be adopted to make popular family planning measures and revamp family planning slogans?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (PROF. D. P. CHATTOPADHYAYA): (a) The performance under the Family Planning Programme has been uneven in various States and Union Territories of the country mainly due to differences in infrastructure, communication, educational and socio economic characteristics of population and local leadership. The achievements of the intensified programme since 1965 in creating wide-spread awareness, actual acceptance and setting up of machinery for continuing motivation and provision of supplies and services have been considerable. Already as a result of the work done under the programme till 1970-71, 74 lakh births are estimated to have been prevented and it is estimated that eventually as a result thereof 260 lakh births will be prevented. The economic value thereof would be much more than the expenditure incurred on the programme

(b) and (c). The various measures taken in this direction include the following :—

- (i) Efforts are being made to put the infra-structure approved under the programme, in position quickly.
- (ii) Special programme like the Post-Partum Programme and Intensive District Programme are being given high priority. The methods which are showing increasing degree of acceptance like Tubectomy and Nirodh are being given all out support.
- (iii) Integration of Maternal and Child Health, Family Planning and Health Programmes is being done at all levels. Schemes of immunisation and prophylaxis and nutrition are being strengthened further with a view to providing better health for children.
- (iv) A new motivational strategy including new slogans has been evolved which has as its approach the

health of the mother and welfare of the child and is being directed more and more to individuals and special groups.

- (v) Greater stress is being laid on evolving improved contraceptive technology including the use of indigenously evolved methods and devices.
- (vi) Special attention is being paid to family planning work in States like Uttar Pradesh, Bihar, Rajasthan, J&K and Madhya Pradesh where progress has been slower.
- (vii) I.U.C.D. and Sterilization services are being improved by better selection, improved after-care and allaying the public fears and apprehensions about these methods.
- (viii) Intensive approach through large scale camps for mass acceptance of Vasectomy is being tried out.
- (ix) Efforts are, for some time, being concentrated on those couples who approve of family planning methods but have not adopted them.
- (x) More intensive and improved training of various categories of personnel working in the Family Planning Programme is being organised.

Selection of Physicians for the C.H.S. Specialist Grade

796. SHRI AMAR NATH CHAWLA : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether some Doctors have recently been selected as Physicians in the Central Health Service Specialist Grade through Union Public Service Commission ; if so, the number and names thereof ;

(b) the places where they have been posted ;

(c) whether the postings have been made according to the choice of the candidates, if not, the reasons therefor, and

(d) whether it is the policy of Government to post a person at the place of the posting of his wife when the job of the wife is non transferable?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (PROF. D. P. CHATTERJEE) (a) and (b) Recently, the following candidates were recommended by the U.P.S.C. for appointment to the posts of Physician in the Specialists' Grade of the C.H.S.

S No.	Name	Place of posting
1	Dr. Bharwant Singh Kuniwal	C.G.H.S. Delhi
2	Dr. D. Sengupta	C.G.H.S. Delhi
3	Dr. I. Chatterji	C.G.H.S. Delhi
4	Dr. A. P. Agarwal	Central Hospital, Karma
5	Dr. S. C. Gupta	NEFA
6	Dr. (Kum.) Kumla Kak	Agartala
7	Dr. H. M. Choudhury	Gangtok
8	Dr. K. C. Craig	Manipur

(c) The initial postings of the candidates are made on the recommendation of the U.P.S.C. However, the candidates are liable to serve anywhere in India according to the requirements of the service.

(d) There is no such rule or regulation.

Sale of Idol of Lord Nataraj in New York

797 SHRI AMAR NATH CHAWLA Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to refer to the reply given to Starred Question No. 322 on the 29th November, 1971 regarding sale of idol of Lord Nataraj in New York and state

(a) whether the Central Bureau of Investigation has since completed the investigation;

(b) if so, the outcome thereof, and

(c) the efforts made to bring back the idol to India and when the idol is expected to be repatriated?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) (a) to (c) The Central Bureau of Investigation has taken up the matter through the International Criminal Police Organization. Interpol and enquiries are still in progress.

The question of bringing back the idol to India, therefore, does not arise at the present moment.

Acute Shortage of Houses in Delhi and Chandigarh

798. SHRI JAGANNATH MISHRA Will the Minister of WORKS AND HOUSING be pleased to state

(a) whether Government are aware of the problem of acute shortage of houses in Delhi and Chandigarh and

(b) if so, how much is likely to be spent each year on the above two cities respectively in and after 1972-73 up to a period of 3 years and the number of houses to be constructed?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI I. K. GUPTA) (a) Yes, Sir

(b) The likely expenditure and houses to be constructed by the Delhi and Chandigarh Administration during 1972-73 under the various social housing schemes formulated by the Ministry of Works and Housing is given below

	Expenditure	Physical Target
	(Rs. in lakhs)	(No. of houses)
Delhi	250.00 (Plan)	3,671
Chandigarh	40.00 (Non-Plan)	Not available

As regards the subsequent years i.e. 1973-74 and 1974-75, no estimates are at present available since the amount to be spent/houses to be constructed under different housing schemes is determined from the year to year in consultation with the Planning Commission.

Apart from above, Delhi Development Authority is also likely to incur an expenditure of Rs 22.48 crores during 1972-73 and Rs 26.53 crores during 1973-74 outside the Plan on construction of about 10,000 houses each year.

Advance Increments to persons holding Ph. D. Degree

799 SHRI JAGANNATH MISHRA : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state

(a) whether Government are aware that many Universities have abolished the Scheme of giving advance increments to persons holding Ph. D. Degree;

(b) whether University Grants Commission are considering any proposal to issue directive to various Universities to grant few advance increments to persons holding Ph. D., and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN): (a) The position is being ascertained from the Universities

(b) No, Sir.

(c) The University Grants Commission are of the view that due to successive revision of the salary scales of college and university teachers, it is not necessary to grant such increments.

Mithila University

800. SHRI JAGANNATH MISHRA : SHRI BHOGENDRA JHA :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government have given consent to open "Mithila University" at Darbhanga in Bihar, and

(b) if so, since when it starts functioning?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN): (a) and (b) The matter is under examination by the University Grants Commission.

Pilot Projects for Rural Development during Fourth Plan

801. SHRI NIHAR LASKAR : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Centre has launched some pilot schemes such as the Small Farmers Development Agency, the Rural Works Programme in the chronically drought affected areas and also the Crash Programme for rural employment;

(b) if so, the particulars thereof, and

(c) whether the targets aimed at under these pilot schemes are likely to be fulfilled during the Fourth Plan period?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH): (a) Yes

(b) A statement is attached.

(c) As all these schemes made a beginning very recently, it is too early to say that

the targets laid down for these schemes in physical and financial terms would be achieved during the Fourth Plan period.

Statement

(i) DPAP : A Central Sector scheme of Drought Prone Area Programme (formerly known as Rural Works Programme) for the chronically drought affected areas of the country was started in the financial year 1970-71, with a total outlay of Rs. 100 crores during the Fourth Plan period. Under this programme 54 districts have been selected for taking up labour-intensive and production-oriented schemes like medium/minor irrigation, soil conservation, afforestation and rural roads etc. Each district is expected to get a total assistance of Rs. 2 crores for the approved schemes during the Fourth Plan period. Although the exact employment potential of the scheme cannot be stated at this stage but it is likely that a total expenditure of Rs. 1 crore would generate employment for 25,000 to 30,000 persons in the relevant working season.

(ii) SFDA : The scheme for setting up of SFDA is primarily designed to provide benefit to the potentially viable small farmers having holdings generally between 2.5 to 5.0 acres. Each Agency is expected to get a total assistance of Rs. 1.50 crores for strengthening co-operative and other infrastructure and also to provide subsidy to the beneficiaries to meet the gap in security to obtain adequate term loans for animal husbandry, minor irrigation and poultry etc. It is likely that each Agency would provide benefit to 50,000 such farmers.

(iii) CRASH PROGRAMME : This scheme has the basic objectives of providing direct generation of employment in all the rural districts of the country through the execution of labour-intensive projects and to create assets of durable nature in consonance with the local development plans. This scheme made a beginning in the current financial year with a total outlay of

Rs. 50 crores per annum 75% of the total financial resources are provided for payment of wages and the remaining 30% for the materials and equipments for the execution of the project. This would also provide employment on an average to 1000 persons belonging to the more needy families in every district for varying periods in a year, the maximum being 10 months

Problem of the 'Mildly Retarded'

802. SHRI NIHAR LASKAR :

SHRI MUHAMMED SHERIFF :

Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :¹

(a) the steps taken to place 'mildly retarded' people in the open job market on a limited scale; and

(b) steps taken to cope with the problem facing the mildly retarded adolescent in India?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) The nine Special Employment Exchanges for the physically handicapped do not place mentally retarded persons.

(b) The Government of India is endeavouring to develop a comprehensive National Centre for the Mentally Retarded in New Delhi. The Centre will provide some services for mentally retarded adolescent.

Panchayati Raj Elections and Review of Panchayati Raj Institutions

803. SHRI NIHAR LASKAR : Will the Minister of AGRICULTURE be pleased to state :

(a) whether All-India Panchayat Parishad has urged the Centre and State Governments to hold Panchayati Raj Elections as early as possible in the country;

(b) whether the Centre has not fulfilled its promise to set up a high powered commission to review the working of the Panchayati Raj institutions and

(c) if so the reasons therefor and when the Panchayati Raj Elections are likely to be held?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) (a) The All India Panchayat Parishad has not written to the Central Government on the subject. The matter was however raised during the course of discussions in the last meeting of the Consultative Council on Community Development and Panchayati Raj held on January 28, 1972.

(b) The information has been furnished in reply to Starred Question No. 90 due for reply on 20th March, 1972.

(c) The reasons for delay in setting up High Powered Commission have been explained in reply to Starred Question No. 90 referred to above.

Dates for Panchayati Raj Elections are fixed by the State Governments in accordance with the local laws. They have been advised that elections to Panchayati Raj bodies should not be unnecessarily delayed.

Lady Teachers affected by distance of Schools from Places of Residence

804 **SHRI NIHAR LASKAR** Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state

(a) whether Government are aware that there has been considerable increase in the number of lady teachers working in Government schools in Delhi who have their schools beyond 40 kilometres from their places of residence and

(b) if so, the steps proposed to be taken to transfer such teachers to schools near their places of residence?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND

SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV) (a) and (b) Under the existing orders of Delhi Administration relating to the transfer of teachers the teachers are posted as near as possible to their places of residence.

परिवार नियोजन पर जापान में गोष्ठी

805 श्री हरी सिंह क्या स्वास्थ्य और परिवार नियोजन मंत्री यह बताने की कृपा करेंगे कि

(क) क्या केन्द्रीय सरकार द्वारा देश के विभिन्न राज्यों में भ्रमण कर चुके अधिकारी आगामी महीने में परिवार नियोजन पर जापान में होन वाली गोष्ठी में भेजे जाएंगे और

(ख) यदि हाँ, तो वे किस स्तर के अधिकारी हैं और वे किन किन पदों पर हैं?

स्वास्थ्य और परिवार नियोजन मंत्रालय में राज्य मंत्री (प्रो० डी० पी० चट्टोपाध्याय)

(क) अगली महीने में जापान में होन वाला परिवार नियोजन समानार में भाग लेने के लिये परिवार नियोजन विभाग को जापान सरकार से कोई प्रस्ताव प्राप्त नहीं हुआ है।

(ख) यह प्रश्न नहीं उठता।

उर्वरक का बिक्री मूल्य

806. श्री हरी सिंह : क्या कृषि मंत्री यह बताने की कृपा करेंगे कि

(क) देश में उर्वरकों के निश्चित दामों से अधिक दामों पर बेचे जाने के क्या कारण हैं; और

(ख) इस सम्बन्ध में सरकार ने क्या कदम उठाए हैं ?

कृषि मन्त्रालय में राज्य मंत्री (श्री अण्णासाहेब पी० शिन्दे) : (क) और (ख). आजकल यूरिया, एमोनियम सल्फेट तथा कैल्सियम एमोनियम नाइट्रेट इन तीन महत्वपूर्ण उर्वरकों के खुराक मूल्य के अतिरिक्त, अन्य उर्वरकों के मूल्य पर किसी प्रकार का मावधिक नियंत्रण नहीं है। उन इस उक्त तीन उर्वरकों को निर्धारित नावधिक मूल्य से अधिक मूल्य पर बेचने का यदि कोई मामला हो ना उर्वरक (नियंत्रण) आदेश के उपबन्ध के अन्तर्गत अभिप्राय चनाया जा सकता है। ऐसे मामलों की सूचना प्राप्त होने पर राज्य सरकारें अपराधियों पर अभिप्राय चलाने की व्यवस्था करती है। उर्वरकों के मूल्य तथा गुणों की जांच के लिये और यह सुनिश्चित करने के लिये कि इनके मूल्य तथा गुण उर्वरक नियंत्रण आदेश के अन्तर्गत जारी की गई अधिसूचना के अनुसार हों राज्य सरकारों ने उर्वरक निरीक्षकों की व्यवस्था भी की हुई है।

बन्दरगाहों से गोदामों को गेहूँ का भेजा जाना

807. श्री हरी सिंह . क्या कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत के विभिन्न बन्दरगाहों पर विदेशों से आया हुआ लाखों टन गेहूँ और चावल दिसम्बर, 1971 से पड़ा हुआ है जिसको देश के विभिन्न गोदामों में भेजने का अभी तक कोई प्रबन्ध नहीं हो पाया है; और

(ख) यदि हाँ, तो सरकार उपरोक्त अनाज को बन्दरगाहों से हटाने के लिए क्या प्रबन्ध कर रही है ?

कृषि मन्त्रालय में राज्य मंत्री (श्री अण्णासाहेब पी० शिन्दे) . (क) और (ख). दिसम्बर, 1971 के अन्त में और पहली मार्च 1972 को बन्दरगाहों पर पड़ा गेहूँ का स्टाक क्रमशः कम हो लगभग 56,000 और 20,000 मी० टन था। गेहूँ के आयात बढ़ होने से बन्दरगाह के तटों में स्थित अन्य भण्डारण डिपो में रखे गेहूँ के स्टाक की स्थानीय खपत के लिए जरूरत है। जब कभी अन्य क्षेत्रों को भेजना आवश्यक होता है तब इस तत्काल भेजने की व्यवस्था की जा रही है।

Price Support Policy for Rabi Crop

808. SHRI HARI SINGH Will the Minister of AGRICULTURE be pleased to state

(a) whether some modifications in price support policy for foodgrains are expected before Rabi Crop purchases; and

(b) if so, what are those modifications ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) and (b) It is the policy of the Government to provide price support to the cultivators at the procurement prices announced before the commencement of each harvest season. Price policy for the Rabi marketing season 1972-73 will be formulated as usual in consultation with the Chief Ministers of the States early next month.

Statement by Minister of State regarding Unsatisfactory Progress of Crash Programme for Rural Employment

809. SHRI C. K. CHANDRAPPA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Minister of State in the Ministry of Agriculture, Shri Sher Singh, had recently complained publicly about the "unsatisfactory progress" of the Central Government's crash programme for rural employment; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH): (a) and (b) A Seminar-cum-Workshop in regard to implementation of the Crash Scheme for Rural Employment was held during February 17-19, 1972. While inaugurating the Seminar-cum-Workshop, the Minister had drawn attention of the representatives of the State and Union Territory Governments to the progress made so far. This being the first year of the programme, the State and Union Territory Governments took some time in formulating satisfactory proposals and in making the necessary technical, financial and organisational arrangements. Further, the rains this year started early and continued till late October. The effective working period for the implementation of the Scheme was, therefore, reduced to six months. The Minister had impressed upon the State Governments the desirability of achieving the targets set for the full year.

Implementation of Centrally Sponsored Schemes for Welfare of Tribals in Kerala

810. SHRI C. K. CHANDRAPPA: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) names of the centrally sponsored schemes being implemented for the welfare of the tribal people in Kerala; and

(b) whether Government propose to consider setting up a few more colonies and residential schools for the tribals in Wynad area in Kerala?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY): (a) Post Matric Scholarships.

Girls Hostels.

Tribal Development Blocks.

Cooperation.

Research and Training

(b) No, Sir.

Study Group on Welfare of Pre-School Children

811. SHRI C. K. CHANDRAPPA: Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state:

(a) whether a Study Group set up by Government on the Welfare of pre-School Children had submitted its report; and

(b) if so, the salient features of the report?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (SHRI D. P. YADAV): (a) Yes, Sir. The report was submitted on 7th February, 1972.

(b) The salient features of the Report are as follows:

(i) The provision of an integrated service covering education, health, nutrition and welfare to the pre-school child is a very important programme in creating equality of educational opportunity.

(ii) Such services which now cover about one million children should be rapidly expanded to cover two million children by the end of the Fourth Plan and five million children or 10 per cent of the age-group 3-5 by 1981.

(iii) A variety of operational models should be developed to suit local conditions.

- (iv) Workers of different categories required for the programme should be trained.
- (v) Teaching materials and equipment necessary should be manufactured on an adequate scale and the needed guidance and supervisory services should be created.
- (vi) The resources of local communities in personnel, materials and funds should be fully harnessed.

Development of Hybrid Variety of Tapioca

812. SHRI C. K. CHANDRAPPA : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Central Tuber Corporation Research Institute in Trivandrum has developed three hybrid varieties of Tapioca;

(b) if so, the particulars thereof; and

(c) whether these varieties are available for cultivation ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE): (a) Yes, Sir.

(b) The three hybrid varieties of tapioca developed are H-97, H 165 and H-226. These hybrids have consistently recorded much higher yields than those of local varieties and M-4, at different locations. The average yields ranged from 35 tonnes in case of H-97 to 40 tonnes per hectare in case of H-165, as compared to 18 to 20 tonnes given by M-4.

(c) The plant material of these varieties is available for cultivation and will be distributed by the State Department of Agriculture.

Loss due to Fire Explosion on Freighter (Viswa Kusum) near Chittagong.

813. SHRI CHANDRA SHEKHAR SINGH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether an Indian freighter "Viswa Kusum" had been abandoned near Chittagong as a result of sudden explosion and fire on board;

(b) if so, the reasons for the explosion and fire; and

(c) the approximate loss to the Shipping Corporation of India to whom the ship belonged ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): (a) and (b) An Indian freighter M. V. 'Viswa Kusum' belonging to Shipping Corporation of India which had gone to Chittagong carrying fertilizers for Bangla Desh experienced an explosion in her No. 2 hatch while she was in the approach channel on her return journey to Calcutta. As a result of the explosion, the vessel took a very heavy list to starboard. In view of the above, the ship was abandoned by master and crew who luckily are all safe. The most probable cause of the explosion is a drifting mine which having parted her mooring wire, had drifted into the swept channel.

(c) The loss due to this accident is still being assessed by the Shipping Corporation of India.

Criteria For Giving Grants to Universities By U.G.C.

815. SHRI RAMAVATAR SHASTRI : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state the criteria adopted by University Grants Commission for giving grants to Universities ?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF S NURUL HASAN) University Grants Commission gives maintenance and development grants to the Central Universities and development grants to the State Universities. Maintenance grants to Central Universities are determined on the basis of their requirements. Development grants to Central as well as to State Universities are allocated generally for a plan period after the requirements of the Universities have been assessed by the Visiting Committees, appointed by the Commission. In allocating development grants to Universities the Commission takes into account such factors as (i) standing the University (ii) stage of its development (iii) student enrolment (iv) development needs (v) plans drawn for its development and (vi) funds available with the Commission.

The Commission also provides assistance to Universities for sponsored development programmes like scholarships and fellowships, summer institutes, seminars and conferences, programmes of student welfare like student aid fund, student study homes and improvement of physical facilities etc.

Reorganisation of University Grants Commission

816 SHRI RAMAVATAR SHASTRI Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to refer to the reply given to Unstarred Question No. 1319 on the 4th June, 1971 regarding the reorganisation of the University Grants Commission and state.

(a) whether the reorganisation of the Commission has since been completed, and

(b) if so, the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF S NURUL HASAN) (a) and (b) The matter is still under consideration of the Government.

पटना नगर (टाउन) के विकास के लिये योजना

817 श्री रामावतार शास्त्री क्या निर्माण और आवास मन्त्री यह बतान की वृत्ता करेगे कि

(क) क्या बिहार सरकार न पटना नगर (टाउन) के विकास के लिये एक योजना तैयार की है,

(ख) यदि हा, तो उसकी मुख्य बातें क्या है,

(ग) क्या उस उद्देश्य व लिये बिहार सरकार न केन्द्रीय सरकार से कोई आधिक सहायता की माग भी की है, और

(घ) यदि हा, तो इस सम्बन्ध में क्या निर्णय किया गया है?

निर्माण और आवास मन्त्रालय में राज्य मन्त्री (श्री आई० के० गुजराल) : (क) और (ख). बिहार सरकार ने निम्नलिखित मुख्य उद्देश्यों की पूर्ति के लिए पटना की वृद्ध योजना तैयार की थी, जो 1968 में प्रकाशित की गई थी :

(1) समस्त निवासियों के लिए रहन-सहन का स्वस्थ वातावरण तथा पर्याप्त कार्य के अवसरों की व्यवस्था करना ।

(ii) यह सुनिश्चित करना कि शहर के भावी विकास में दुकानों,

स्कूलों, खुले मैदानों, ग्रामोद-
प्रमोद की सुविधाओं, डिस्पेंसरियों,
कल्याण-केन्द्रों आदि जैसी मूल-
भूत सुविधाओं की व्यवस्था
होगी।

(iii) वर्तमान गन्दा बस्तियों तथा
विनष्ट क्षेत्रों का पुनर्विकास तथा
नवीकरण।

(iv) मार्गों की नई पद्धति अपनाना
जिससे उचित चौड़ाई, मीमांसा
तथा डिजाइन हो, जिसमें सफाई
तथा सुरक्षित परिवहन की
सुविधा हो।

(ग) और (घ). वृहत योजनाएं बनाने
की केन्द्र द्वारा बनाई गयी स्वीय में (जो
तृतीय पंचवर्षीय योजना में प्रारम्भ की गई
थी) बिहार सरकार को पटना की वृहत
योजना बनाने के लिए शत प्रतिशत सहायता
अनुदान के रूप में दी गई थी।

Allotment of Land to House Building Societies under Group Housing Scheme in Delhi

818. SHRI RAJDEO SINGH: Will
the Minister of WORKS AND HOUSING
be pleased state:

(a) the reasons for not allotting any
land to 47 House Building Societies regis-
tered under Group Housing Scheme in
Delhi since 1969;

(b) the progress made so far in process-
ing the cases of these Societies for allotment
of land; and

(c) the probable time these will be
allotted land?

THE MINISTER OF STATE IN THE
MINISTRY OF WORKS AND HOUS-
ING (SHRI I. K. GUJRAL): (a) to (c).

It was only in February, 1970 that it was
decided to register new cooperative house
building societies on 'group housing' basis
and to give option to societies which were
registered earlier to come on 'group
housing' basis. The question regarding the
allotment of land to the societies on 'group
housing' basis was under discussion and
a policy decision regarding the allotment of
land to the house building societies on
'group housing' basis was taken in January,
1972. The case of each society is to be
examined before allotment of land is made
to them in pursuance of the policy
decision. It is not feasible to specify the
time limit by which the land would be
allotted to the societies.

Allotment of Land to House Building Cooperative Societies in Delhi

819. SHRI RAJDEO SINGH: Will
the Minister of WORKS AND HOUSING
be pleased to refer to the reply given to
Unstarred Question No 5202 on the 19th
July, 1971 and state:

(a) whether the cases of 32 House
Building Cooperative Societies, registered
prior to 1961 in Delhi for allotment of
land, have been processed; and

(b) if so, the main features thereof and
the approximate time when they will be
allotted land in Delhi?

THE MINISTER OF STATE IN THE
MINISTRY OF WORKS AND HOUS-
ING (SHRI I. K. GUJRAL): (a) and (b).
29 of the 32 Societies were requested
to intimate whether they would be
interested in the allotment of land on
'Group Housing' basis. Replies from 17
Societies have been received. On receipt
of replies from the remaining Societies,
specific areas will be earmarked for
allotment to them.

The case of one of the three Societies is
sub judice. The cases of the remaining
2 Societies are being processed.

International Conference on Family Planning

820. SHRI RAJDEO SINGH : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether a five-day International Conference on Family Planning is being sponsored by the Indian Medical Association in Delhi next month; and

(b) whether the Conference will discuss for broad basing the educative side of the movement instead of confining itself to persuasive way ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY PLANNING (PROF. D. P. CHATTOPADHYAYA) : (a) An International Conference on Family Planning sponsored by the Indian Medical Association, New Delhi was held in New Delhi from the 12th to the 16th March, 1972.

(b) The following subjects were discussed at the Conference :—

1. Medical Profession and Family Welfare Planning.
2. Methods and Genetic Aspects of Family Planning.
3. Educational, Demographic, Social, Economic, Cultural, Legal and Psychological aspects of Family Welfare Planning.
4. Administration and Organization of Family Planning Services.
5. Termination of Pregnancy.

"Cap Storage" System and Increase in Buffer Stock

821. SHRI RAJDEO SINGH : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the experiment of the "Cap Storage" system proved lasting or not; and

(b) whether Government are considering to increase the volume of Buffer Stock from year to year ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) "CAP" storage has been introduced during the last rabi procurement season. So far, this new method of foodgrains storage has been successful.

(b) The Fourth Five-Year Plan target for creation of 5 million tonnes buffer stock of foodgrains has already been achieved. Whether the target should be raised further is under consideration.

Sanction for Crash Programme for Rural Employment in Bahraich, Uttar Pradesh

822. SHRI B. R. SHUKLA : Will the Minister of AGRICULTURE be pleased to state :

(a) amount sanctioned under the crash programme to remove rural unemployment for the District of Bahraich in Uttar Pradesh ;

(b) amount actually spent so far; and

(c) the total number of persons benefited under that scheme ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) : (a) Rs. 12.50 lakhs for the year 1971-72.

(b) An expenditure of Rs. 3,89,664 was incurred up to 31-1-72 on payment of wages to labourers. (The expenditure on material and equipment is not known.)

(c) The employment generated under the scheme upto 31-1-72 was 1,27,247 mandays.

Regular Cargo Service from India to East Coast of South America

823. SHRI RAJDEO SINGH : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether the Shipping Corporation of India is exploring the possibilities of introducing a regular cargo service from India to the East Coast of South America;

(b) whether in view of the ever-increasing international trade, the Government are considering to increase the tonnage of merchant shipping; and

(c) which ports in the 5 Continents are being fed by the Indian Merchant ships ?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :
(a) and (b). Yes, Sir.

(c) Important Ports in the five Continents served by Indian ships are :

America : (1) New York (2) Philadelphia (3) Baltimore (4) Norfolk (5) Charleston (6) Savannah (7) New Orleans (8) Houston (9) Galveston (10) Vera Cruz (11) Boston (12) Halifax (13) St. John (14) Detroit (15) Chicago (16) Milwaukee (17) Duluth (18) Montreal (19) Sitka (20) Ketchikan (21) Vancouver (22) Seattle (23) Tacoma (24) Portland (25) San Francisco (26) San-Diego (27) Los Angeles.

Europe : (1) London (2) Hull (3) Middles Brough (4) New Castle (5) Dundee (6) Glasgow (7) Liverpool (8) Portsmouth (9) Gdynia (10) Gdansk (11) Szczecion (12) Rostock (13) Hamburg (14) Bremen. (15) Rotter Dam (16) Antwerp (17) Dunkirk (18) Genoa (19) Marseilles (20) Venice (21) Rijeka (22) Constanza (23) Istanbul (24) Odessa (25) Novorossisk (26) Tuapse.

Asia : (1) Beirut (2) Jeddah (3) Aden (4) Abudhai (5) Bahrain (6) Kuwait (7) Basrah (8) Khorramshar (9) Dubai (10) Rangoon (11) Penang (12) Port Swettenham (13) Singapore (14) Djakarta (15) Surabaya (16) Bangkok (17) Hongkong (18) Kaoshiung (19) Keelung (20) Osaka (21) Nagoya (22) Kobe (23) Yokohama (24) Colombo (25) Chalna (26) Chittagong (27) Port Louis.

Australia : (1) Fremantle (2) Adelaide (3) Sydney (4) Melbourne (5) Brisbane (6) Hobart

Africa : (1) Alexandria (2) Port Said (3) Port Sudan (4) Assab (5) Djibouti (6) Mombasa (7) Zanzibar (8) Dar-Es-Salaam (9) Accra (10) Free Town.

अनुसूचित जातियों और अनुसूचित जनजातियों के लिये पीने के पानी के कुओं की आवश्यकता

824. श्री अटल बिहारी वाजपेयी : क्या शिक्षा और समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) देश भर में अनुसूचित जातियों और अनुसूचित जनजातियों के लिये कितने कुओं की आवश्यकता है ; और

(ख) उक्त आवश्यकता कब तक पूरी हो जायेगी ?

शिक्षा और समाज कल्याण मंत्रालय में उप-मंत्री (श्री के० एस० रामास्वामी) : क और (ख). समस्त देश में अनुसूचित जातियों तथा अनुसूचित आदिम जातियों के लिए अपेक्षित पीने के पानी के कुओं की संख्या बताना सम्भव नहीं है। तो भी यह सुनिश्चित करने के लिए प्रयत्न किए जा रहे हैं कि प्रत्येक गांव में अनुसूचित जातियों और अनुसूचित आदिम जातियों के लिए पीने के पानी की सुविधाएं प्रदान की जाएं। पिछड़े वर्ग क्षेत्र के अन्तर्गत अनुसूचित जातियों और अनुसूचित आदिम जातियों के लिए राज्य क्षेत्र के अधीन पीने के पानी की योजनाओं के लिए धन की व्यवस्था की गई है तथा केन्द्रीय क्षेत्र के अधीन भी आदिमजाति विकास कानूनों के धन का भी पीने के पानी की सुविधाएं प्रदान करने के लिए उपयोग किया जा

रहा है। पिछड़े बर्ग क्षेत्र की ये योजनाएँ साधारण क्षेत्र की पेय जल योजनाओं की पूरक है।

सरकारी कर्मचारियों की आवास सम्बन्धी आवश्यकताएँ

825. श्री अटल बिहारी वाजपेयी क्या निर्माण और आवास मंत्री यह बताने की कृपा करेंगे कि

(क) इस समय नगरी और गावों में केन्द्रीय सरकार के ऐसे कितने कर्मचारी रह रहे हैं जिन्हें आवास की आवश्यकता है,

(ख) उन में से कितने व्यक्ति अनुसूचित जातिओं तथा अनुसूचित जनजातियों के हैं, और

(ग) आवास की आवश्यकताओं को कब तक पूरा कर दिया जायेगा ?

निर्माण और आवास मंत्रालय में राज्य मंत्री (श्री आइ० के० गुजराल) : (क) और (ख) ऐसे कर्मचारियों के बारे में कोई सांख्यिकीय व्यौरा उपलब्ध नहीं है।

(ग) अपने कर्मचारियों के गृहायशी आवास की आवश्यकताओं को पूरा करने के लिए सरकार के पास निरन्तर निर्माण का एक कार्यक्रम है, कार्यक्रम निधियों की उपलब्धता, भवन निर्माण सामग्री भूमि तथा तकनीकी क्षमता पर निर्भर है। आवास की आवश्यकताओं को पूरा करने के लिए कोई समय सीमा निर्धारित नहीं की जा सकती।

Printing of Tibetan-English Dictionary

826 SHRI NAWAL KISHORE SHARMA Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state

(a) whether a Tibetan-English Dictionary is proposed to be printed in India shortly,

(b) if so, the nature of assistance provided by the Government of India for printing of the Dictionary,

(c) where there is any proposal under the consideration of Government of bring out a Hindi-Tibetan Dictionary and

(d) if so, the broad outlines thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE AND IN THE DEPARTMENT OF CULTURE (PROF. S. NURUL HASAN) (1) The Ministry of Education and Social Welfare have no proposal to bring out a Tibetan-English Dictionary

(b) The question does not arise

(c) No, Sir.

(d) The question does not arise

Meeting of States Housing Ministers

827 SHRI NAWAL KISHORE SHARMA Will the Minister of WORKS AND HOUSING be pleased to state

(a) whether a meeting of State Housing Ministers is going to be held in the month of April, 1972, if so, the subject matters to be discussed at the meeting,

(b) whether schemes have also been sent by various State Governments for improvement of conditions of rural and urban areas, and

(c) if so, how the amount will be shared by the Centre and the State Governments for implementing the schemes?

THE MINISTER OF STATE IN THE MINISTRY OF WORKS AND HOUSING (SHRI K. GUJRAL) (a) A meeting of States Housing Ministers is likely to be called soon to discuss rural housing,

slum clearance and urban improvement schemes and their expeditious implementation.

(b) and (c). No scheme as such has been received from any State Government for improvement of rural or urban area conditions.

Projects have, however, been received under the Central Sector Scheme for provision of House-sites to Landless Workers in Rural Areas from Andhra Pradesh, Tamil Nadu, Uttar Pradesh, Kerala and Mysore. The Scheme provides for 100% grant to State Governments subject to certain conditions.

Projects have also been received from Mysore, Andhra Pradesh, Maharashtra, Tamil Nadu and Uttar Pradesh under the proposed Scheme for improvement of slums in metropolitan cities having a population of over one million. It is proposed to grant 100% assistance to States under this Scheme.

Sailing Vessel missing between Colombo and Tuticorin during January, 1972

828. SHRI NAWAL KISHORE SHARMA : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether a sailing vessel which left Colombo for Tuticorin on 7th January, 1972, is still missing ;

(b) if so, the detail of crew of the vessel;

(c) the efforts made by the Indian Navy to locate the vessel; and

(d) whether an Enquiry Committee has been set up by the Government to investigate into the matter?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR): (a) and (b). No, Sir. A sailing vessel No. TTN-89, registered at the port of

Tuticorin, with 12 members of crew on board, left Colombo on the 7th January, 1972 for Tuticorin. It drifted away towards the Minicoy Island and was reported missing. It later on arrived at Calicut on the 21st February, 1972. All the 12 members of the crew on board were found safe.

(c) On the request of Mercantile Marine Department, the Indian Navy made arrangements for search of the vessel by air.

(d) No Enquiry Committee has been set up by the Government. However, a preliminary inquiry under the Merchant Shipping Act, 1958, is being conducted by the Port Officer, Calicut.

Stock of Sugar at the end of 1971

829. SHRIMATI SAVITRI SHYAM: Will the Minister of AGRICULTURE be pleased to state :

(a) whether stock of sugar in factories at the close of the year 1971 is much less than the requirements of the country;

(b) if so, the reasons for keeping less stock; and

(c) the steps which Government are considering to take to meet the requirements of the country's consumption of sugar?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH): (a) to (c). The requirements of sugar for internal consumption in any year are met both from the closing stocks of the previous season and the current year's production. The closing stocks of sugar at the end of the sugar year 1970-71 (ending 30-9-1971) was less than that of 1969-70 by about 6.8 lakh tonnes as the production during 1970-71 was less than that of the record production of the previous year by about 5.2 lakh tonnes and consumption had also increased.

The Government have taken the following steps to maximise production of sugar during 1971-72 :

- (1) Sugar industry was asked to pay higher price for sugarcane so as not only to attract larger supplies of sugarcane during the current crushing season, but also to encourage sugarcane growers to bring larger area under sugarcane during the next season.
- (2) A rebate in excise duty on sugar has been allowed as under :
 - (i) On sugar produced by a factory during the period 1st October, 1971 to 30th November, 1971, in excess of 80% of the production of the factory concerned in the corresponding period during 1970-71 - Rs. 17/- per quintal.
 - (ii) On sugar produced during the period 1st December, 1971 to 30th September, 1972, in excess of 80% of the production of that factory during the corresponding period in 1970-71—Rs. 16/- per quintal.
- (3) State Governments were requested to consider the desirability of banning the establishment of new power crushers and khand-sari units in sugar factory areas within a radius of 10 miles and also to restrict the working of existing power crushers and khand-sari units in these areas.
- (4) Forward trading in gur was suspended with effect from 18th October, 1971, with a view to curbing speculative rise in price of gur.
- (5) Inter-State movement of khand-sari has been banned.

The last two steps were taken to reduce diversion of sugarcane from sugar production.

Assistance to Libraries run by Kerala Grandhasala Sangham

830. SHRIMATI BHARGAVI THAN-KAPPAN : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether there is any proposal under consideration of Government to give financial assistance to the seventy two Harijans and Nursery Sections attached to Libraries in the State of Kerala being run by the Kerala Grandhasala Sangham ;

(b) if so, the broad outlines thereof and if not, the reasons therefor ;

(c) whether Government have received any representations from the Kerala Grandhasala Sangham in this regard ; and

(d) if so, the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) to (c). Kerala Grandhasala Sangham, Trivandrum has taken over from the Harijan Welfare Department of Kerala Government, 72 libraries being run in Harijan colonies. The Sangham has requested for a grant-in-aid of Rs. 9,89,080 (spreading over a period of 5 years) for the maintenance and improvement of the libraries, and training of librarians, etc. The estimates are as given below :—

Rs.

1. Buildings, furniture and books	7,34,400(N.R.)
2. Training of librarians, addl. allowance to them, newspapers and periodicals etc.	2,54,680(R)
	<hr/>
	9,89,080
	<hr/>

Requests for grants-in-aid from Voluntary organisations of *all-India* character only are considered. The Sangham being of local status, is not entitled to Central Government grant.

**Financial Assistance to Kerala
Grandhasala Sangham**

831. SHRIMATI BHARGAVI THAKKAPPAN : Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) whether Government have received any representation from the Kerala Grandhasala Sangham, Trivandrum recently for financial assistance ; and

(b) if so, the gist thereof ; and the action taken by Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) Yes, Sir.

(b) Kerala Grandhasala Sangham, Trivandrum has taken over from the Harijan Welfare Department of Kerala Government, 72 libraries being run in Harijan colonies. The Sangham has requested for a grant-in-aid of Rs. 9,89,080 (spreading over a period of 5 years) for the maintenance and improvement of the libraries, and training of librarians, etc. The estimates are as given below :—

1. Buildings, furniture and books	7,34,400(N.R.)
2. Training of librarians, addl. allowance to them, news papers and periodicals etc.	2,54,680 (R),
	<hr/> 9,89,080

Request for grants-in-aid from voluntary organizations of *all-India* character only are considered. The Sangham being of local status, is not entitled to Central Government grant.

**Proposal from Kerala Government for
Development of Alleppey Port making
Subsidiary Port of Cochin**

832. SHRIMATI BHARGAVI THAKKAPPAN : Will the Minister of SHIPPING AND TRANSPORT be pleased to state :

(a) whether Government have received any proposal from the State Government of Kerala for the development of Alleppey Port making a subsidiary port of Cochin in the State; and

(b) if so, the proposal made by them and the action taken by Central Government thereon?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) :

(a) and (b). A proposal has been received from the State Government that the minor port of Alleppey may be developed as a subsidiary port of Cochin whereby it would be possible to divert traffic to Alleppey whenever there is congestion at Cochin during the fair weather season. However, there is at present no congestion at Cochin Port during the fair weather season. It is entirely open to the traders to use either Cochin or Alleppey. The Central Government or the Cochin Port Trust cannot compel any trader to use Alleppey. It may also be noted that Cochin Port provides employment to a very large number of workers and a large amount of capital has been invested in developing Cochin Port.

**Growth of Voluntary Agencies for
Medical Relief**

833. SHRI BANAMALI PATNAIK : Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state :

(a) whether a vigorous growth of voluntary agencies was needed for medical relief work in the country;

(b) the number of such agencies working in the country and the nature of assistance provided to them by the Government, and

(c) the steps envisaged to help such agencies to expand their services?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) (a) Yes, Sir

(b) Exact number of voluntary medical agencies working in the country is not available. However the number of hospitals run by private agencies known to the Government is 774.

Suitable grants under the Scheme of Grants-in-aid to Voluntary, T. B., Cancer and other medical institutions are given for non-recurring expenditure for the following purposes -

(A) for the purchase of essential hospital equipment for the treatment of ailments, (but excluding fixtures, furnitures and consumable stores) e.g., X ray plant, sterilizer, operation theatre equipment, hospital cots, bedside lockers, ambulances, surgical instruments, and laboratory equipment provided this does not involve any foreign exchange expenditure -100.

(B) for additional construction for expansion of hospital facilities for the indigent construction of operation theatre, X ray and or Laboratory Blocks and Wards for the poor—50% of the estimated cost.

(ii) Financial assistance is also given to voluntary institutions in Union Territories towards 50% of the deficit in recurring expenditure of non-administrative nature.

(iii) Payment of recurring and non-recurring grants to voluntary institutions/organisations for undertaking survey and domiciliary treatment of leprosy patients in and around their institutions on prescribed terms and conditions.

(c) A scheme for grant-in-aid to voluntary institutions/organisations for setting up new hospitals in remote or rural areas on 1/3rd basis is being finalised. According to this scheme expenditure on such projects will be shared equally by the Central Government, State Government and the Institution concerned.

Nationalisation of Health Services

834 **SHRI BANAMALI PAI NAIK** Will the Minister of HEALTH AND FAMILY PLANNING be pleased to state

(a) whether nationalisation of Health Services in the country to solve unemployment among Medical Graduates has been considered, and

(b) if so, with what results?

THE MINISTER OF WORKS AND HOUSING AND HEALTH AND FAMILY PLANNING (SHRI UMA SHANKAR DIKSHIT) . (a) No

(b) Does not arise.

Preservation of Forests in Mysore and Tripura

835 **SHRI B. V. NAIK** Will the Minister of AGRICULTURE be pleased to state

(a) the policy at present pursued to regulate the preservation of forests as against the claims of the landless peasants in forest regions like that in Mysore (N.W.) and Tripura, and

(b) the number of landless peasants in each forest area in the country and the steps taken to provide them with land?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (PROF. SHER SINGH) (a) and (b) Necessary

information is being obtained from the State Governments and will be placed on the Table of the Sabha in due course.

**Use of Nuclear Technology to evolve
A Mutant of Cotton**

836. SHRI VARKEY GEORGE : Will the Minister of AGRICULTURE be pleased to state :

(a) whether the Scientists at the Indian Agricultural Research Institute have successfully used nuclear technology to evolve a mutant of Cotton that could end the present cotton crisis in the country;

(b) whether the evolution of this mutant would help the country to reduce its dependence on the import of long staple cotton; and

(c) if so, to what extent ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) It is true that the scientists at I.A.R.I. have successfully used nuclear technology for evolving a mutant of fine quality cotton. Improvement in cotton production however is needed in the short and medium staple categories as well as in the long staple types.

(b) If the mutant becomes suitable for release, it would make a contribution towards import substitution. 7.14 lakh bales are being imported annually at present in the long staple category (3.21 lakh bales of extra-long staple 1-3/16 inch staple length and above) and 3.93 lakh bales of superior long (34-37/32") and long (31-33/32") staple lengths. A variety known as MCU-5 evolved by the Tamil Nadu Agricultural University, Coimbatore has long staple length and good spinning quality. However, the variety can be grown only in the South, since it needs a long photo period for maturing. Hence it is unsuitable for cultivation in the cotton tracts of the North. To overcome this

difficulty, scientists at the I.A.R.I. irradiated the seeds of MCU-5 and evolved a mutant which possess the long staple length of the parent (MCU-5) but is capable of flowering in 45-50 days and maturing in 150 days. The seeds of the mutant are being multiplied for testing.

(c) It will be premature to venture a guess.

Self-Sufficiency in Insecticides

837. SHRI NAGESHWARA RAO : Will the Minister of AGRICULTURE be pleased to state :

(a) the States and the Union Territories which are self-sufficient in respect of insecticides used for agriculture and horticulture; and

(b) the steps taken by Government to make all States and Union Territories self-sufficient ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHAB P. SHINDE) : (a) The States and Union Territories keep sufficient stocks of insecticides for their plant protection programme and replenish them frequently. The supply of pesticides to the farmer is either done directly by the State agencies or through the cooperatives and private trade channels. Excepting Tamil Nadu where over 90 per cent of the trading in pesticides is in the State sector, in other States and Union Territories all the three agencies are in operation. During the year 1971-72, the availability and supply position of pesticides throughout the country remained satisfactory barring occasional shortages of a few selected imported pesticides like endrin, carbaryl and endosulfan.

(b) Manufacturing and formulating units are located in different States. All that is required to be ensured is that pesticides are available in sufficient quantities and in time in State/Union

Territory. The State Governments usually estimate their requirements in advance and arrange supplies through various agencies including private trade. The insecticides have been considered as essential inputs for increasing the agricultural and horticultural production and the industry engaged in the production of insecticides of which currently 38 different kinds are being produced has been considered as a priority and key industry and all Government support and encouragement is being given to increase production so that adequate supply of pesticides is maintained in the country. The pesticides which are not yet manufactured in the country, are being imported in sufficient quantities.

Pulses Development Council

838. **SHRI NAGESHWARA RAO :** Will the Minister of AGRICULTURE be pleased to state :

(a) when the Government issued a Press Note announcing its intention to set up a Pulses Development Council;

(b) when this Council was actually constituted; and

(c) the composition and functions of the Council ?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ANNASAHEB P. SHINDE) : (a) and (b). A Resolution constituting the Pulses Development Council was notified on 15-1-1970.

(c) A statement showing the composition and functions of the Council is laid on the Table of the House. [*Placed in Library, See No. LT-1489/72*]

Replacement of All India Council of Sports

839. **SHRI H. N. MUKERJEE :** Will the Minister of EDUCATION AND SOCIAL WELFARE be pleased to state :

(a) since when the All India Council of Sports has ceased to exist;

(b) whether any replacement of it as an Advisory Body to Government is contemplated; and

(c) if so, when such body is going to be set up and what are to be the principles of its composition ?

THE DEPUTY MINISTER IN THE MINISTRY OF EDUCATION AND SOCIAL WELFARE (SHRI K. S. RAMASWAMY) : (a) 14-11-1970.

(b) The All India Sports Council is going to be reconstituted.

(c) It will be set up soon and principles of Composition are under consideration.

12.02 hrs.

Re : ALLEGED MURDER OF A MEMBER OF BIHAR LEGISLATIVE ASSEMBLY

SOME HON. MEMBERS : *Rose —*

SHRI S. M. BANERJEE (Kanpur) : A CPI Member of Bihar Assembly has been shot in Patna in his own flat by seven persons. I would not have raised this issue had there been an Assembly there. Not even the Council of the Ministers has been appointed there. This gentleman was elected from Ramgarh, defeating the Congress candidate, because in this seat there was no compromise. He belongs to the minority community. He was shot dead in his flat. The Centre should institute a CBI enquiry. (*Interruption*)

MR. SPEAKER : You must be aware that the Ministries have now started functioning in the States. President's rule is not continuing there. I quite agree that it is very gruesome tragedy, but the proper forum for raising this matter is the State Assembly. In future, when you

raise such matters, you should consult the rules. They are your own rules, framed by the House itself. When the Speaker does not allow, do not get up in spite of that.

SHRI B. P. MAURYA (Hapur) : It is not an ordinary murder. It is a political murder. It should be given proper importance.

SHRI INDRAJIT GUPTA (Alipore) : You are perfectly right that this matter comes within the purview of the State Assembly, but when an elected legislator is killed in broad daylight on the morrow of the election, we felt that it was an extraordinary matter and that the Minister must acquaint himself with the details of the incident and let us have the facts.

MR. SPEAKER : Whatever be the reasons, questions of law and order of the State should be raised there. There is no President's rule there now.

SHRI S. M. BANERJEE : I seek your guidance. Our request is that the Central agency must investigate the matter, because in our opinion it is a political murder. We may be wrong. Shri Jyoti Basu was hit by a bullet and there was a Central investigation.

SHRI INDRAJIT GUPTA : That also happened in Patna. He was only wounded this man has been killed.

SHRI S. M. BANERJEE : The Home Minister should make a statement.

MR. SPEAKER : I am not going to ask the Home Minister to make a statement here. If any information comes to him from the State, he is at liberty to place it before the House on his own. There is no question of my directing him to do so.

श्री रामावतार शास्त्री (पटना) : अध्यक्ष महोदय, श्री साँ दिन भर कालो किए जाते रहे और पुलिस अपराधियों को अग्निरैंड

नहीं कर सकी। यह बड़े अफसोस की बात है। यह मन्त्री यह तो कम से कम बता सकते हैं कि किस स्थिति में मर्डर हुआ ?—

अध्यक्ष महोदय : बैठ जाइए आप। एक-एक कर के सारी पार्टी के मेम्बर बोल रहे ह, आप के लीडर बोल चुके, अब आप बैठ जाइए।

श्री रामावतार शास्त्री : मेरी कांस्टीट्यूएन्सी में इस तरह का हीनस क्राइम हुआ। I have every right to say something.

MR. SPEAKER : Everything that happens in your constituency does not entitle you to raise it here.

श्री रामावतार शास्त्री : ज्योति बसु की घटना भी पटना में हुई और यह घटना भी पटना में हुई—(व्यवधान)—इसके लिए सी. बी. आई. की एन्क्वायरी बैठाई जाए।.....

MR. SPEAKER : Papers to be laid.

12.06 hrs.

PAPERS LAID ON THE TABLE

FINAL REPORT OF DIRECT TAXES ENQUIRY COMMITTEE

THE MINISTER OF FINANCE
(SHRI YESHWANTRAO CHAVAN) : I beg to lay on the Table:—

(1) A copy of the Final Report of the Direct Taxes Enquiry Committee.

(2) A statement explaining the reasons for not laying the Hindi version of the above Report simultaneously.

[Placed in Library. See No. LT 1456/72]

DRINK MOTOR VEHICLES (FIFTH AMDT.) RULES

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND

TRANSPORT (SHRI RAJ BHADUR) :
I beg to lay on the Table a copy of the Delhi Motor Vehicles (Fifth Amendment) Rules, 1971 (Hindi and English Versions) published in Notification No. F. 3(54)/71-TPT in Delhi Gazette dated the 30th November, 1971, under sub-section (3) of section 133 of the Motor Vehicles Act, 1939.

[Placed in Library. See No. LT-1457/72]

**ANNUAL REPORT OF NATIONAL COOPERATIVE DEVELOPMENT CORPORATION,
MYSORE CO-OPERATIVE SOCIETIES
(Amdt.) ACT AND PAPERS UNDER
COMPANIES ACT**

**THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE (SHRI
ANNASAHEB P. SHINDE) :** I beg to lay on the Table—

- (1) A copy of the Annual Report (Hindi and English versions) of the National Cooperative Development Corporation, New Delhi, for the year 1970-71, under sub-section (3) of section 14 of the National Cooperative Development Corporation Act, 1962.

[Placed in Library. See No. LT-1458/72]

- (2) A Copy of the Mysore Co-operative Societies (Amendment) Act, 1972 (Hindi and English versions) (President's Act No. 1 of 1972) published in Gazette of India dated the 11th January, 1972, under sub section (3) of section 3 of the Mysore State Legislature (Delegation of Powers) Act, 1971.

[Placed in Library. See No. LT-1459/72]

- (3) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 618A of the Companies Act, 1956:—

- (i) (a) Review by the Government on the working of the Modern Bakeries (India) Limited, for the year 1965-67.

- (b) Annual Report of the Modern Bakeries (India) Limited, for the year 1965-67 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

- (ii) (a) Review by the Government on the working of the Modern Bakeries (India) Limited, for the year 1967-68.

- (b) Annual Report of the Modern Bakeries (India) Limited, for the year 1967-68 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon

- (iii) (a) Review by the Government on the working of the Modern Bakeries (India) Limited, for the year 1968-69.

- (b) Annual Report of the Modern Bakeries (India) Limited, for the year 1968-69 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

- (iv) (a) Review by the Government on the working of the Modern Bakeries (India) Limited, for the year 1969-70.

- (b) Annual Report of the Modern Bakeries (India) Limited, for the year 1969-70 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-1460/72]

- (4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at item (3) above.

**NOTIFICATIONS UNDER MYSORE VILLAGE
PANCHAYATS AND LOCAL BOARDS ACT**

**THE MINISTER OF STATE IN THE
MINISTRY OF AGRICULTURE
(PROF. SHER SINGH) :** I beg to lay on
the Table—

- (1) A copy each of the following Mysore Government Notifications under section 246 of the Mysore Village Panchayats and Local Boards Act, 1959, read with clause (c) (iv) of the Proclamation dated the 27th March, 1971, issued by the President in relation to the State of Mysore :—
 - (i) The Mysore Panchayats and Taluk Boards Employees (Recruitment and Conditions of Service) Amendment Rules, 1971, published in Notification No. G. S. R. 76 in Mysore Gazette dated the 24th March, 1971.
 - (ii) The Mysore Panchayats and Taluk Boards Employees (Recruitment and Conditions of Service) Amendment Rules, 1971, published in Notification No. G. S. R. 141 in Mysore Gazette dated the 4th June, 1971.
 - (iii) Explanatory Notes about the above Notifications. [*Placed in Library. See No. LT—1461/72*]
- (2) A statement explaining the reasons for not laying the Hindi versions of the Notifications mentioned at (1) above. [*Placed in Library. See No. LT-1461/72*]
- (3) A statement showing reasons for delay in laying the Notifications mentioned at (1) above. [*Placed in Library. See No. LT—1461/72*]

12.05 hrs.

**REVOCATION OF PROCLAMATION
IN RELATION TO BIHAR**

**THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS**

(SHRI K. C. PANT) : On behalf of Shri Ram Niwas Mirdha, I beg to lay on the Table a copy of the Proclamation (Hindi and English versions) dated the 19th March, 1972 issued by the President under clause (2) of article 356 of the Constitution revoking the Proclamation issued by him on the 9th March, 1972 in relation to the State of Bihar, published in Notification No. G. S. R. 197 (E) in Gazette of India dated the 19th March, 1972, under article 356 (3) of the Constitution. [*Placed in Library. See No. LT—1462/72.*]

12.06 hrs.

MESSAGES FROM RAJYA SABHA

SECRETARY : Sir, I have to report the following messages received from the Secretary of Rajya Sabha :—

- (i) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation Bill, 1972, which was passed by the Lok Sabha at its sitting held on the 15th March, 1972, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."
- (ii) "In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to return herewith the Appropriation (No. 2) Bill, 1972, which was passed by the Lok Sabha at its sitting held on the 15th March, 1972, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill."

COMMITTEE ON THE WELFARE OF SCHEDULED CASTES AND SCHEDULED TRIBES

SIXTH REPORT

SHRI BUTA SINGH (Rupar) : I beg to present the Sixth Report (Hindi and English versions) of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes on action taken by Government on the recommendations contained in their Twelfth Report (Fourth Lok Sabha) on the erstwhile Ministry of Petroleum and Chemicals and Mines and Metals (Department of Petroleum)—Reservation for Scheduled Castes and Scheduled Tribes in Gauhati oil Refinery.

MR. SPEAKER : The Prime Minister will make a statement near about 1 o'clock today.

SHRI S. M. BANERJEE (Kanpur) : On Bangla Desh?

MR. SPEAKER : That is our guess !

Re. STATUTORY RESOLUTION ON PROCLAMATION ABOUT MANIPUR

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI K. C. PANT) : I had given notice of my intention to move a Statutory Resolution about Manipur, but now it is no longer necessary, because a ministry has been sworn in Manipur.

SHRI S. M. BANERJEE (Kanpur) : He is not moving it ?

MR. SPEAKER : He is not moving it. This was deleted from the Agenda.

12.09 hrs.

RAILWAY BUDGET 1972-73 GENERAL DISCUSSION—Contd.

MR. SPEAKER : We shall now resume the general discussion on the railway budget. All my apprehensions about

Saturday evening proved to be true. The House had to be adjourned for lack of quorum and we had lost so many hours. What to do now and how to make up that time ? Do you want to sit on another Saturday also, if there will be no quorum ?

We fixed sittings on Saturdays because we were short of time. But those hon. Members who had given their names just left on Saturday evening, there was no quorum in the House and the House had to be adjourned by the Chairman. The next Saturday would be the last day by which we have to conclude the discussion and voting on the Vote on Account because after that there are a few holidays and only two days are left for Rajya Sabha to discuss them. We have to make up for the lost time either by sitting late in the night or by sitting on Saturday. I would request hon. Members not to allow a recurrence of what happened last Saturday. Because, when it comes out in the newspapers that the Lok Sabha had to adjourn for want of quorum, that does not look nice.

SHRI INDRAJIT GUPTA (Alipore) : The making up for lost time should not be at the expense of Private Members' Business on Friday. Shri Raj Bahadur and his friends have to see to it that on Saturday there will be quorum.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND SHIPPING AND TRANSPORT (SHRI RAJ BAHADUR) : Sir, you are aware of the circumstances in which I had to be absent on Saturday. I am sorry for the lack of quorum on that day. I have already written to my friends in my party to make it a point to ensure quorum. I hope my friends opposite will also co-operate.

SHRI RAMAVATAR SHASTRI (Patna) : Ensuring quorum is your responsibility.

SHRI RAJ BAHADUR : I do not deny it. I am only requesting for their co-operation because they raised the question of quorum.

MR. SPEAKER : Should I take away the time lost for want of quorum from the time allotted for this discussion ?

SOME HON. MEMBERS : No, no.

MR. SPEAKER : At least those hon. Members who gave their names on that day and were absent do not deserve any time now.

SHRI B. K. DAS CHOWDHURY (Cooch-Behar) : Those who were present on that day should get more time.

MR. SPEAKER : Those hon. Members who were absent preferred week-end enjoyment to the session. Anyway, let us make up for it. We will have another half an hour sitting.

Shri C. T. Dhandapani was on his legs. He is absent.

SHRI J. B. PATNAIK (Cuttack) : Mr. Speaker, Sir, the hon. Railway Minister, while presenting a deficit budget last year, more than compensated it by giving a rosy picture of the vast possibilities of employment in Indian Railways and the steps which he had taken in that direction. This year he has not only presented a surplus budget but has held out the possibility of much bigger surplus for the coming year. Whether this was possible because of windfall or window dressing is altogether a different matter. Even for a windfall one has to assiduously work and pray, and the Railway Minister was never lacking in his effort. The Railway Convention Committee has justly rewarded him for his effort.

However, he would have presented a still better and a much more convincing financial picture had he taken into account the corruption and crimes and the operational defects of the Indian Railways. On his own admission, the railways are losing Rs. 71 crores annually on these accounts. Ticketless travel accounts for Rs. 25 crores to Rs. 30 crores and the loss due to pilferage comes to Rs. 14 crores and it is increasing every year, whereas there is a railway protection force, the cost of which is also increasing every year. In the last five years the loss on account of pilferage has doubled but the cost on account of the protection force has increased six times. One is tempted to say that crimes and corruption, on the one hand, and protection measures, on the other, are running on parallel lines.

Then, there are, according to an estimate, 77 uneconomic lines which cost the railways Rs. 40 crores annually. Should not the Railway Minister do something drastic about them ? This largest commercial undertaking should set an example in economy and efficiency. Its administration is getting more top-heavy. During the last decade the number of Class I and Class II officers has increased by 266 per cent whereas the number of Class III and Class IV employees has only increased by 25 per cent. The disproportionate supervisory staff is not a help but a hindrance to the functioning of the railways and the railways could afford it only to their own detriment.

Having made these observations, I now come to the disappointing picture this Budget presents in regard to the policies and the broad perspectives of this country. The Government is committed to socialistic policies which in broad terms mean full employment, removal of vast disparity of incomes and reduction of regional disparity. While these are to be reflected more in the General Budget, the Railway Budget cannot just be a traditional mathematical formula, ignoring the aspirations of the people of this country.

The railways are the biggest commercial and industrial undertaking in this country. It is Asia's largest and the world's fourth largest railway system. In terms of passenger traffic, it is the world's third largest next only to the USSR and Japan. It has a capital investment of Rs. 4,000 crores.

[Shri J. B. Patnaik]

But what does its record show regarding the employment facilities which it has offered during the last decade? The figures show that it offers employment possibilities only to 3,000 people a year. This is certainly a very discouraging and dismal picture. When the Railway Minister last year held out vast employment possibilities there was a hope of change. But this year in his Budget speech he keeps mum over this matter and over the performance of the current year in this respect.

Last year the Railway Minister legitimately complained about the reduction of Rs. 250 crores in the Plan outlay. This year is happy that a sum of Rs. 150 crores has been restored and in view of the railways' role in the country's development, the other half would, no doubt, be restored to him. So, there is no complaint of money now. The Railway Convention Committee and the Planning Commission have been helpful all along. The Railway Minister has also been able to fleece further his customers in passenger and goods traffics. So, he should have been able to present a broad picture of the railways' role in the country's development.

In a developing country's economy the railways are not to reap a profit. They should be looked upon as an instrument and tool of economic progress. Unfortunately the bureaucracy in the railways has not recovered from the hang-over of the colonial days. Nor the dynamic Railway Minister has been able to project a new image.

Some of the areas did not figure in the railway map of colonial India and Orissa was one of them. A railway line passed through the State only to connect Calcutta with Madras. I would like to give some figures. In the British regime, Orissa had one mile of railway per 32 sq miles of territory whereas the average railway mileage in the country was 1 to 16 sq. miles. Now, after 25 years of independence, the same ratio remains.

Orissa has 1 km. of railway per 96 sq. km. of territory whereas the country has 1 km. of railway per 55 sq. km. of territory.

I have been following the last two Budget speeches of the hon. Railway Minister to find out if he has got some scheme for Orissa. But unfortunately I have been disappointed, not only last-year but this year also. He is after connecting Cape Comorin to Delhi by the shortest route. He is certainly inspired by a scheme of another Ministry to bring the Ganges water to the Kaveri. This is certainly inspiring. But while vast tracts of land are waiting for a railway line, let him be a Bhagirath bringing a railway line to them while this luxury could wait for another day.

In respect of construction of new lines, renewal of tracks and conversion of metre gauge into broad-gauge, Orissa has been completely neglected. So far as this Budget is concerned, it has got only two overbridges, one at Cuttack and another at Bhograi. The over-bridge proposed at Cuttack is a wrong site and it will not solve the problem at all. All the southern States and many northern States figure in his scheme but not Orissa.

I am reminded here of a Sanskrit saying about the grammarian Panini. It runs as follows :

कम्बकावनमणिं गेहसूत्रे
ग्रथनाति मूर्खः नहितस्य दोषः
विशेषाविन् पाणिनिरेकसूत्रे
इवान् युवानं मधवानमाह ॥

If an ignorant person puts on the same thread the glass, the gold and the pearl to make a garland of them, he is not to blame. But if a specialist like Panini has brought under one formula the dog, the youth and Indira, he cannot be spared. The hon. Railway Minister applies the same yardstick I do not know if he has

any yardstick at all top-the developed, developing and under-developed areas.

As far as Orissa is concerned, there had already been proposals for two railway lines, one from Jakhpura to Banspani and another from Talchar to Bimlagrah. These two railway lines connect the rich mineral areas of Malantoli, Rourkela and the port at Paradip. One of the two railways lines will open the richest iron ore bearing areas of India in Cuttack, Konjhar and Sundergarh districts of Orissa. An official mineral survey of the area arrives at the figure of 8000 million tonnes of iron ore deposits. This area, if properly developed would not only feed several new steel plant but will also boost the country's export trade. We have a big potential customer in Japan. If we could meet 20-30 per cent of their requirements, our annual earning in this respect would be Rs. 550 crores. This is not my figure. This is the outcome of the study of a study-group of the Planning Commission. I plead with all the emphasis at my command that the hon. Minister should give it the top priority it deserves and I would request him to say something in this regard in his reply.

Then, there are two narrow-gauge railway lines, one Rupsa - Talbund and another Nuapara-Gunupur. A traffic survey team of the Railways has recommended that Rupsa - Talbund line should be converted into broad-gauge line and Nuapara-Gunupur line to be immediately rehabilitated. And these reports are still in the archives of the Railway Ministry. Besides the D.V.K. Railways, this railway line is covering three States-Orissa, Andhra Pradesh and Madhya Pradesh. Except for movement of iron ores, this railway line is not yet open to passenger traffic. A few months back, the hon. Railway Minister promised that it would be open for passenger traffic, but I have just got a reply a few days ago that opening of this railway line to passenger traffic would not be possible this year.

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : This year.

SHRI J. B. PATNAIK : I do not know if it would be possible next year, because in regard to Paradeep, the Railway Minister said that the railway line connecting Paradeep to Cuttack would be opened by 1971, and it could not be done at that time. Then a promise was made that it would be completed by 1972. It could not be done in 1972 also. And this year a promise has again been made that it would be completed by 1973. I hope, the hon. Railway Minister would look into the particular problems of Orissa. It is not that I am saying this from provincial angle. This country would not develop if the under-developed regions are not given top priority in the map of this country's development.

With these words, I support the Budget presented by the hon. Railway Minister.

MR. SPEAKER : How much time would the Minister take for his reply?

SHRI K. HANUMANTHAIYA : If you so kindly agree, the Deputy Minister may also be given a chance to speak for about half an hour. I will take between half an hour and one hour. I say this because so many points have been made and I do not want to be misunderstood for not replying to them properly. So far as the Ministers are concerned, we would take about 1½ hours.

MR. SPEAKER : We shall try to finish the speeches by the Members by 4.30 p. m. At 4.30 p. m. the Minister or his Deputy may reply and the rest of the time may be taken by him. Then the voting will take place. We shall finish this debate today.

SHRI K. HANUMANTHAIYA : If you want to finish today, I would speak and the Deputy Minister will not be able to . . .

MR. SPEAKER : The time is available today

SHRI K. HANUMANTHAIYA : At 4.30 p.m I will reply .

MR. SPEAKER : After that , his Deputy will reply or in between?

SHRI K. HANUMANTHAIYA . You can give him half an hour at any time after 2.00 p.m.

MR. SPEAKER . Then, in that case—, if the Deputy Minister has to take half an hour—, the Minister may speak at 5 00 p.m. Is it alright?

SHRI K. HANUMANTHAIYA Yes, Sir

डा० गोविन्द दास रिछारिया (भासी)
अध्यक्ष महोदय, आप ने जो समय दिया उसके लिए मैं आभार प्रदर्शन करता हूँ और आपके द्वारा रेलवे मंत्री, रेलवे प्रशासन और रेलवे अधिकारियों तथा कर्मचारियों का धन्यवाद करता हूँ कि जिस समय पाकिस्तान ने भारत पर युद्ध थापा था उस समय उन्होंने देश की रक्षा के लिए अभूत-पूर्व कार्य किया। इसके साथ ही मैं रेलवे मंत्री महोदय को यह भी याद दिलाना चाहता हूँ कि शायद उन्होंने इस पर ध्यान नहीं दिया कि इस बार जो राष्ट्रीय पुरस्कार मिले हैं उनमें रेलवे प्रशासन को केवल दो ही प्राप्त हुए हैं, जबकि मैं ऐसा मानता हूँ कि हमारी सेना के बाद अगर किसी न युद्ध काल में सराहनीय कार्य किया है तो वह रेलवे प्रशासन अथवा रेलवे कर्मचारी और अधिकारी है। इसलिये उनके मनोबल को कायम रखने के लिये और उनको प्रोत्साहित करने के लिये रेलवे मंत्री को इस बात का भी ध्यान रखना चाहिये और इसका प्रयास करना चाहिये कि जो भी इस तरह के प्रोत्साहन मिले उन में रेलवे का भी ध्यान रखा जाये।

रेलवे मंत्री महोदय ने अपने वक्तव्य में भी रेलवे कर्मचारियों की तारीफ की है या उनको प्रोत्साहन दिलाया है। लेकिन यह प्रोत्साहन शांति काल में भी कायम रहना चाहिये। रेलवे न युद्ध-काल में जो काम किया वह तो देश की रक्षा का महान उद्देश्य था, लेकिन उसके बाद देश के निर्माण में या गरीबी मिटाने के लिये जो युद्ध होता है उसमें भी प्रत्येक रेलवे कर्मचारी का मनोबल उसी तरीके से कायम रह, इसके लिये भी रेलवे मंत्री महोदय को कुछ कदम उठाने की आवश्यकता है। मैं ऐसा मानता हूँ कि वह किसी भी तरीके में करे, उनका तरीका कुछ भी हो, लेकिन उनको यह करना चाहिये कि जितने भी रेलवे कर्मचारी हैं जो भी रेलवे को मुताफा हो उसमें वह सम्मान-दार हों, अपनी तन्म्बाह के अलावा। चाहे आप उनको बोनस के रूप में कुछ दे चाहे किसी और तरीके से दे, लेकिन हर वर्ग के रेलवे कर्मचारी को मालूम होना चाहिये कि यदि वह ठीक तरह से काम करेगा शांतिकाल में देश के निर्माण के सम्बन्ध में तो उसको पैसा मिलेगा पुरस्कार के रूप में या वेतन के अन्न के रूप में, अपने वेतन के अलावा।

इसी तरह से इस सम्बन्ध में मैं एक और सुझाव देना चाहता हूँ। स्वतन्त्रता के बाद रेलवे प्रशासन भारत सरकार का प्रशासन हो गया, लेकिन यह लोक सभा एक विशेष उद्देश्य को लेकर चुनी गई है, विशेष नारे के ऊपर चुनी गई है, कि आप लोकतन्त्र के आधार पर समाजवाद तक पहुँचना चाहते हैं। जिन क्षेत्रों में रेलवे मजदूर अधिक रहते हैं उनके बारे में नई लोक सभा रेलवे प्रशासन में क्या परिवर्तन करने जा रही है। मैं रेलवे मंत्री महोदय से निवेदन करना चाहता हूँ कि चाहे किसी

कमेटी को बिठला कर या किसी और तरीके से वह इस बात का पता लगाये कि हम किस तरीके से रेलवे विभाग के एक बड़े वर्ग को रेलवे कर्मचारियों को प्रशासन में सामीदार बना सकते हैं ताकि इस वर्ग के कर्मचारियों का प्रोत्साहन कायम रहे और वह यह समझ सकें कि रेलवे हमारी है और हम इसमें काम कर रहे हैं। लाबी नौकर की हैसियत से नहीं बल्कि रेलवे के सामीदार की हैसियत से।

इसी तरीके से मैं कहना चाहता हूँ कि मंत्री महोदय ने अपने भाषण में जो नौ प्रशामन रेलवे के उनमें से मध्य रेलवे को सब में अधिक और प्रथम स्थान दिया है। मैं भी मध्य रेलवे के क्षेत्र में रहने के कारण वहाँ के जनरल मैनेजर और कर्मचारियों के प्रति आभार प्रदर्शित करता हूँ तथा उनको बधाई देता हूँ। लेकिन मैं मंत्री महोदय को बतला देना चाहता हूँ कि स्वतन्त्रता के पच्चीस वर्ष बाद भी मध्य रेलवे प्रशामन अन्याय से पीड़ित है वह अन्याय यह है कि इतने लम्बे दायरे की मध्य रेलवे है, लेकिन उसका हेडक्वार्टर एक तरफ कोने पर बम्बई में पड़ा है। आपको पता है कि वहाँ के अधिकारियों को आने जाने में कितना बड़ा चक्कर करना पड़ता है जिसके कारण काफी पैसा टो ए और भाड़े में खर्च होता है। बम्बई के हमारे साथी ने कल ही निवेदन किया था कि बम्बई के ऊपर जो वजन है उसको कम करने के लिये यह बहुत आवश्यक है कि मध्य रेलवे के हेडक्वार्टर को किसी दूसरी जगह स्थानान्तरित किया जाये। मैं निमन्त्रणा देता हूँ कि आप मध्य रेलवे के हेडक्वार्टर को भाँसी में लायें जहाँ हजारों रेल मजदूर रहते हैं और जहाँ एक डिब्री-जन का हेडक्वार्टर भी है। वहाँ रेलवे के पास जमीन भी उपलब्ध है, और यदि आप

को और भी जमीन की आवश्यकता हो तो वहाँ की नगरपालिका बहुत सस्ते दामों पर ही नहीं फी भी जमीन दे सकती है। इसके अतिरिक्त आपकी रेलवे के जितने भी कारखाने बम्बई में हैं उनको आप उस जगह का बोझ कम करने के लिये भाँसी लायें। मैं आपको इसका निमन्त्रणा देता हूँ और ऐसा करने से आपको लाभ ही होगा। यदि आप को बजट की असुविधा हो तो जैसा हमारे बम्बई के सदस्य ने कल कहा था बम्बई के मकान और जमीन को बेच कर भी उस रुपये से आप भाँसी में आफिस के लिये मकान आदि का निर्माण करवा सकते हैं। इस तरह से जो बड़ी असुविधा अंग्रेजों ने मध्य रेलवे का हेडक्वार्टर बम्बई में बनवा कर कायम किया था उसको आप दूर करने का कृपा करें।

इसी तरह से मैं आपके सामने कुछ ऐसे सुझाव देना चाहता हूँ जिसको आप तुरन्त लागू कर सकते हैं और जिसमें काफी लॉगो का फायदा हो सकता है। आपकी ताज एक्सप्रेस जो दिल्ली से आगरा चलती है वह आगरा में खड़ी रहती है। यदि उसको आप आगरा से होते हुए भाँसी तक ले जायें तो कोई भी प्रशासनिक या स्टाफ की असुविधा नहीं होगी। सजुराहो की ओर बहुत से विदेशी यात्री जाया करते हैं, वह ताज एक्सप्रेस को इस्तेमाल कर सकते हैं। आप ताज एक्सप्रेस को भाँसी तक बढ़ा दें और वहाँ में वापस लायें। आप उसको यहाँ से छः बजे चलायें और रात्रि के दस बजे वापस लायें। इस तरीके से आप उसी स्टाफ से थोड़े से डिब्बे और लगाकर ताज एक्सप्रेस का ज्यादा इस्तेमाल कर सकते हैं। मंडलीय रेल उपभोक्ता सलाहकार कमेटी डी एम की अध्यक्षता से इस प्रस्ताव को पास कर चुकी है कि भाँसी के आदमियों

[डा० गोबिन्द दास रिछारिया]

को जो दिक्कत है उनको हल करने के बारे में आप विचार करे। ताज एक्सप्रेस को भांसी तक बढ़ा दे :

लखनऊ से, जो उत्तर प्रदेश की राजधानी है, कोई भी ट्रेन बम्बई तक नहीं चला करती है। इसलिये मैं आपसे अनुरोध करता हूँ कि लखनऊ से एक मेल गाड़ी आप भांसी से होते हुए बम्बई तक ले जायें। उत्तर प्रदेश के काफी मजदूर बम्बई जाने के लिए परेशान रहते हैं। आप सिर्फ तीन चार डिब्बे लगाते हैं जो काफी नहीं होते हैं उन यात्रियों को ले जाने के लिये। मैं अनुरोध करता हूँ कि आप एक मेल गाड़ी की तुरन्त घोषणा करे लखनऊ से बम्बई तक जाने के लिये। इसी तरह से मैं अनुरोध करता हूँ कि भांसी से मानिकपुर तक एक ट्रेन चलाई जाय। बहुत से सदस्यों के कहने पर भी आपने कोई एक्सप्रेस ट्रेन नहीं चलाई है। मैं निवेदन करना चाहता हूँ कि भांसी से मानिकपुर तक एक एक्सप्रेस ट्रेन चलाने की भी घोषणा करे। यदि आपके पास ज्यादा गुजाइश न हो तो जो उत्कल एक्सप्रेस भांसी से बीना होकर जाती है उसको आप भांसी से मानिकपुर तक बढ़ाने की आज्ञा दे। इससे आपको बहुत सुविधा हो जायेगी। अगर इसमें भी आपको कोई असुविधा हो तो जितनी ट्रेनें चल रही हैं उनमें से ही एक ट्रेन को फास्ट पैसेंजर कर दें तो यात्रियों को सुविधा मिल सकती है।

इसी तरह से आपको मालूम है कि एक मेल धाता है बम्बई से दिल्ली तक। बम्बई से भांसी तक उसको डीजल से चलाया जाता है, लेकिन भांसी के बाद उसमें कोयले का इंजिन लगाया जाता है, जिससे बड़ी असुविधा होती है और देर भी होती है। मैं अनुरोध

करूंगा कि उसको डीजल इंजन द्वारा ही भांसी से दिल्ली तक लाया जाये।

मैं माल गाड़ियों के सम्बन्ध से आपसे विशेष रूप से कहना चाहता हूँ जो कि हमारी आमदनी का माधन है। माल ढेर में पट्टेचने के कारण रेलवेज को बहुत घाटा उठाना पड़ता है। इस सम्बन्ध में मेरे दो या तीन सुझाव हैं। एक तो यह कि माल गाड़ियों की रफ्तार तेज कर दी जाये। इसमें आपको सुविधा होगी, दूसरे, जो माल गाड़ियों के डिब्बे धाज यादों में पड़े रहते हैं या जिनका सामान जक्धानो में चेन्ज होता है उन्हें ट्रांजिट प्वाइंट पर ही बहुत देर तक रोके न रखा जाये। अगर जरूरत हो तो स्टाफ ज्यादा बढ़ा कर भी उनको जल्दी सजल्दी काम में लाया जाये ताकि माल गाड़ों से माल पहुँचाने में देरी कम हो। तीसरे, बेंगल की कमी बिजनैसमैन महसूस करता है। उसकी बेंगल की माग बढ़ती जाती है। उसकी पूर्ति के उपाय भी आपको करने चाहियें। अधिक बेंगल बना कर और बिजनैसमैन को उनकी उपलब्ध करके आप आमदनी बढ़ा सकते हैं। यह मेरा आपसे खास निवेदन है।

आपने यात्रियों को कुछ सुविधायें देन की घोषणा की है। मेरा सुझाव है कि तीसरे दर्जे का एक भी डिब्बा ऐसा नहीं होना चाहिये जो गमियों के दिनों से पंखे के बगैर हो। बिना पंखे के तीसरे दर्जे के मुसाफिरो को सफर करने की नीबत नहीं आनी चाहिये।

आम स्लीपर या फर्स्ट क्लास के डिब्बों से एटेंडेंट की या दूसरे कर्मचारियों की व्यवस्था करते हैं। आप कम-से-कम थर्ड क्लास के डिब्बों से भी एटेंडेंट ही रख दें। उसमें बगैर टिकट लोग यात्रा भी नहीं कर

सकेंगे और यात्रियों को भी सुविधा होगी। उससे आपको लाभ होगा और थर्ड क्लास के मुसाफिर भी यह महसूस करेंगे कि आपने उनको सुविधा प्रदान की है।

आपने कन्याकुमारी से कश्मीर तक ब्राड गेज रेलवे लाइन बनाने का फैसला किया है। उसका मैं स्वागत करता हूँ। लेकिन उसके साथ-साथ आप इसका भी ध्यान रखें कि कुछ क्षेत्र ऐसे हैं जहाँ पर रेल के दर्शन भी लोगों को करने नसीब नहीं हुए हैं। उन क्षेत्रों की ओर आपका विशेष ध्यान जाना चाहिये। इस सम्बन्ध में मैं एक मुद्दा यह देना चाहता हूँ कि ललितपुर से टीकमगढ़, टीकमगढ़ से छतरपुर, छतरपुर से खुजराहो जो कि आपका एक बहुत बड़ा—टूरिस्ट नेटर है वहाँ से पन्ना तक, पन्ना से रीवा तक और रीवा से इलाहाबाद तक एक रेलवे लाइन बना दें। इसके साथ साथ आप तो जानते ही हैं कि खालियर में जिस समय राजा का राज्य था वहाँ पर दस फीट की लाइन थी और वही लाइन अब भी काम कर रही है जिसके कारण बड़ी अनुविधा होती है। उसको आप बड़ी लाइन में तब्दील कर दें। इससे वहाँ की डाकू समस्या को हल करने से भी आपको मदद मिलेगी और वहाँ के रहने वाले को भी लाभ होगा।

आपने पलवल से दिल्ली तक तीन लाइनें कर दी हैं। इससे बड़ी सुविधा हुई है। मेरा कहना यह है कि आप मथुरा से पलवल तक भी तीन लाइनें बिछा दें। इससे उस तरफ से लोगों को दिल्ली आने में सुविधा होगी।

आगरा से इटारसी तक बहुत काम हो गए हैं लेकिन डबलिंग नहीं हो पाया है। मैं चाहता हूँ कि इसके लिए आप एक तिथि निर्दिष्ट कर दें और घोषणा कर दें कि एक

वर्ष में या जो भी आप समय निर्दिष्ट करेंगे उसके अन्दर अन्दर डबलिंग का काम पूरा हो जायगा।

रेलवे द्वारा जो परीक्षाएँ ली जाती हैं उन में हिन्दी की उपेक्षा की जाती है। कम से कम उत्तर भारत के लोग के लिए जहाँ की भाषा हिन्दी है आप यह सुविधा प्रदान कर दें कि वहाँ पर आपकी परीक्षाएँ हिन्दी में हुमा करेंगी। यह भी मालूम हुआ है कि कुछ परीक्षाएँ जो हिन्दी में हुई थी उनमें जिन प्रत्याशियों ने हिन्दी में अपने पेपर दिए थे उनकी जाच नहीं की गई, उनको भ्रम रख दिया गया। मैं चाहता हूँ कि इसको भी आप देखें और हिन्दी के साथ जो अन्याय हो रहा है, उन कमचारियों के प्रति जो हिन्दी भाषी हैं जो अन्याय हो रहा है, उसको दूर करें।

भासी बहुत बड़ा रेलवे का डिबिजनल हैडक्वार्टर है वहाँ का जो प्लेटफार्म है वह आधा बर्बड है और आधा खाली है। मेरा अनुरोध है कि इसको आप पूरा कवर कर दें ताकि लाइन पर से गुजरने वाली गाड़ियों का भी सुविधा हो और यात्रियों को भी सुविधा हो सके।

भासी के डिबिजनल हैडक्वार्टर होते हुए भी और वहाँ पर मजदूरों की बड़ी भारी संख्या होते हुए भी वे लोग अस्पताल की सुविधा के लिए परेशान हैं। मेरा मुद्दा है कि दो तीन आउटडोर अस्पताल सी परी बाजार, सदर बज़ार में कायम कर दें। इससे रेलवे में जो मजदूर काम करते हैं उनको सुविधा होगी।

इन शब्दों के साथ मैं आपका आभारी हूँ कि आपने मुझे समय दिया।

12.45 hrs.

**STATEMENT *RE* TREATY OF
FRIENDSHIP, CO-OPERATION
AND PEACE WITH BANGLA-
DESH AND JOINT DECLARA-
TION OF THE PRIME MINIS-
TERS OF INDIA AND
BANGLADESH**

THE PRIME MINISTER, MINISTER OF ATOMIC ENERGY, MINISTER OF ELECTRONICS, MINISTER OF HOME AFFAIRS AND MINISTER OF INFORMATION AND BROADCASTING (SHRIMATI INDIRA GANDHI) I have the honour to lay on the Table of the House texts of the Treaty of Friendship, Cooperation and Peace and of the joint Declaration which Sheikh Mujibur Rahman, Prime Minister of the People's Republic of Bangladesh and I signed at Dacca on March 19, 1972

I should like to emphasise that the Treaty embodies the will of the two Governments to pursue common policies in matters of interest to both countries and solemnises the close ties friendship between our two countries and peoples cemented through blood and sacrifice. The Treaty and the Declaration will guide us on our journey into the future in quest of peace, good neighbourliness and the wellbeing of our two peoples.

The Joint Declaration emphasises the importance of close coordination and co-operation between the two countries in trade and payments, economic development and transit. I should like to invite the attention of Honourable Members to that portion of the Declaration which deals with the exciting prospect of harnessing the waters of Brahmaputra Meghna and Ganga to the benefit of the two peoples.

It is our earnest hope that the Treaty which affirms our common goals and ideals and reiterates our firm adherence to the policy of non-alignment and peaceful co-existence, will lead to lasting peace and co-

operation not only between India and Bangladesh but in the sub-continent and the region as a whole.

**TREATY OF FRIENDSHIP, COOPERATION AND
PEACE BETWEEN THE PEOPLE'S REPUBLIC
OF BANGLADESH AND REPUBLIC OF INDIA**

Inspired by common ideals of peace, secularism, democracy, socialism and nationalism,

Having struggled together for the realisation of these ideals and cemented ties of friendship through blood and sacrifices which led to the triumphant emergence of a free, sovereign and independent Bangladesh

Determined to maintain fraternal and good neighbourly relations and transform their border into a border of eternal peace and friendship,

Adhering firmly to the basic tenets of non-alignment, peaceful co-existence, mutual cooperation, non-interference in internal affairs and respect for territorial integrity and sovereignty,

Determined to safeguard peace, stability and security and to promote progress of their respective countries through all possible avenues of mutual cooperation,

Determined further to expand and strengthen the existing relations of friendship between them, convinced that the further development of friendship and cooperation meets the national interests of both States as well as the interests of lasting peace in Asia and the world,

Resolved to contribute to strengthening world peace and security and to make efforts to bring about a relaxation of international tension and the final elimination of vestiges of colonialism, racialism and imperialism,

Convinced that in the present-day world international problems can be solved only through cooperation and not through conflict or confrontation,

Reaffirming their determination to follow the aims and principles of the United Nations Charter, the Republic of India, on the one hand, and the People's Republic of Bangladesh, on the other, have decided to conclude the present Treaty.

Article 1

The high contracting parties, inspired by the ideals for which their respective peoples struggled and made sacrifices together, solemnly declare that there shall be lasting peace and friendship between their two countries and their peoples, each side shall respect the independence, sovereignty and territorial integrity of the other and refrain from interfering in the internal affairs of the other side.

The high contracting parties shall further develop and strengthen the relations of friendship, good-neighbourliness and all-round cooperation existing between them, on the basis of the above-mentioned principles as well as the principles of equality and mutual benefit.

Article 2

Being guided by their devotion to the principles of equality of all peoples and states, irrespective of race or creed, the high contracting parties condemn colonialism and racialism in all forms and manifestations and are determined to strive for their final and complete elimination.

The high contracting parties shall cooperate with other states in achieving these aims and support the just aspirations of peoples in their struggle against colonialism and racial discrimination and for their national liberation.

Article 3

The high contracting parties reaffirm their faith in the policy of non-alignment and peaceful co-existence as important factors for easing tension in the world, maintaining international peace and security, and strengthening national sovereignty and independence.

Article 4

The high contracting parties shall maintain regular contacts with each other on major international problems affecting the interests of both States, through meetings and exchanges of views at all levels.

Article 5

The high contracting parties shall continue to strengthen and widen their mutually advantageous and all-round cooperation in the economic, scientific and technical fields. The two countries shall develop mutual cooperation in the fields of trade, transport and communications between them on the basis of the principles of equality, mutual benefit and the most-favoured nation principle.

Article 6

The high contracting parties further agree to make joint studies and take joint action in the field of flood control, river basin development and the development of hydro-electric power and irrigation.

Article 7

The high contracting parties shall promote relations in the fields of art, literature, education, culture, sports and health.

Article 8

In accordance with the ties of friendship existing between the two countries each of the high contracting parties solemnly declares that it shall not enter into or participate in any military alliance directed against the other party.

Each of the high contracting parties shall refrain from any aggression against the other party and shall not allow the use of its territory for committing any act that may cause military damage to or constitute a threat to the security of the other high contracting party.

Article 9

Each of the high contracting parties shall refrain from giving any assistance

[Shrimati Indira Gandhi]

to any third party taking part in an armed conflict against the other party. In case either party is attacked or threatened with attack, the high contracting parties shall immediately enter into mutual consultations in order to take appropriate effective measures to eliminate the threat and thus ensure the peace and security of their countries.

Article 10

Each of the high contracting parties solemnly declares that it shall not undertake any commitment, secret or open, toward one or more States which may be incompatible with the present Treaty.

Article 11

The present Treaty is signed for a term of twenty-five years and shall be subject to renewal by mutual agreement of the high contracting parties.

The Treaty shall come into force with immediate effect from the date of its signature.

Article 12

Any differences in interpreting any article or articles of the present Treaty that may arise between the high contracting parties shall be settled on a bilateral basis by peaceful means in a spirit of mutual respect and understanding.

DONE IN DACCA ON THE NINETEENTH DAY OF MARCH NINETEEN HUNDRED AND SEVENTYTWO

Sd. (Smt.) INDIRA GANDHI

Prime Minister

For the Republic of India

Sd. SHEIKH MUJIBUR RAHMAN

Prime Minister

For the People's Republic of
Bangladesh

JOINT DECLARATION OF THE PRIME
MINISTERS OF INDIA AND BANGLA
DESH ON 19TH MARCH, 1972, AT
DACCA

At the invitation of his Excellency the Prime Minister of Bangladesh, Bangabandhu Sheikh Mujibur Rahman, the Prime Minister of India, Shrimati Indira Gandhi, visited Dacca from the 17th to 19th March, 1972. The Indian Prime Minister was accompanied by the Foreign Minister, Sardar Swaran Singh, Professor S. Chakravarty, Member of the Planning Commission, Mr. P. N. Haksar, Principal Secretary to the Prime Minister, Mr. T. N. Kaul, Foreign Secretary, Mr. P. N. Dhar, Secretary to Prime Minister and other officials. During her stay in Dacca the Prime Minister addressed a mammoth public meeting and was accorded a Civic Reception. The affection and warmth shown by the people of Bangladesh on these occasions towards the Indian Prime Minister were symbolic of the close friendship and fraternal feelings that characterise the relations between the peoples of India and Bangladesh.

The two Prime Ministers discussed matters of mutual interest at length on several occasions during this visit. The Indian Foreign Minister, Sardar Swaran Singh, also held separate talks with the Foreign Minister of Bangladesh, Mr. Abdus Samad Azad, on bilateral relations and on the international situation.

The opportunity of this visit was utilised to have substantive discussions at the officials, level on all aspects of relations between the two countries and also to review the international situation with special reference to the problems that Bangladesh and India face in the context of recent developments in Asia. On the official level talks on political matters the Bangladesh side was represented by Mr. Ruhul Quddus, Principal Secretary to the Prime Minister, Mr. S. A. Karim, Foreign Secretary, Mr. S. A. M. S. Kibria, Secretary, Ministry of Foreign Affairs,

Bangladesh Ambassador to India, Dr. A.R. Mallick, Mr. Justice Munim, Law Secretary, and Nurul Islam of the Home Ministry.

At the talks on economic matters the Bangladesh side was represented by Dr. Nurul Islam, Deputy Chairman of the Planning Commission, Dr. Musharraf Husain, Member, Planning Commission, Professor Rehman Sobhan, Member, Planning Commission, Mr. Matul Islam, Finance Secretary, Mr. B. M. Abbas, Adviser to the Prime Minister on Irrigation and Flood Control, Mr. Nur Mohammad, Commerce Secretary, Mr. A. Samad, Transport Secretary, Mr. Al-Hussainy, Secretary, Power and Irrigation and other officials.

The Prime Minister of Bangladesh expressed admiration for the valiant armed forces of India who made supreme sacrifices in fighting shoulder to shoulder with all sections of the brave Mukti Bahini to end the tyrannical colonial rule of Pakistan in the sacred soil of Bangladesh. He mentioned with appreciation the impeccable behaviour of the Indian troops during their brief stay in Bangladesh. Having accomplished their mission, the last units of the Indian armed forces had withdrawn earlier than the deadline agreed upon.

Reviewing the international situation with particular reference to recent developments in Asia, the two Prime Ministers took note of the forces threatening the security, stability and territorial integrity of countries of the region. They affirm their solidarity in resisting these forces. Both the Prime Ministers express the confidence that the close and firm bonds of friendship between the peoples of India and Bangladesh would effectively counter efforts by interested countries to reverse the course of history.

In this context the two Prime Ministers declare their determination to continue to adhere to the policy of non-alignment

which has played a positive and constructive role in strengthening national sovereignty and independence and the forces of peace, stability and prosperity in international relations.

To give concrete expression to the similarity of views, ideals and interests between India and Bangladesh, the two Prime Ministers decided to sign a treaty of friendship and cooperation and peace.

The two Prime Ministers further decided that in order to strengthen cooperation between the two countries regular consultations shall be held between the officials of the Ministries of Foreign Affairs, Defence, Planning Commissions and the Ministries and Departments dealing with economic, commercial, cultural and technical affairs of the two Governments. Such consultations will take place periodically, at least once every six months.

The Prime Minister of Bangladesh drew the attention of the Prime Minister of India to the plight of the Bengalee population in Pakistan and emphasized the imperative need for their early repatriation. The Prime Minister of India assures the Government of Bangladesh of all assistance facilitating the process particularly in giving transit in facilities for such repatriation.

The Prime Minister of Bangladesh apprised the Prime Minister of India of the steps taken by the Government of Bangladesh to expedite the trials of members of Pakistani armed forces and civil servants who are guilty of committing war crimes, genocide and crimes against humanity in Bangladesh, in accordance with international law. Both the Prime Ministers express the hope that these trials will bring the guilty persons to justice and also bring home to the world at large the enormity of the sufferings of the people of Bangladesh. The Prime Minister of India assures the Prime Minister of Bangladesh that the Government of India will fully cooperate with the Government of Bangla-

[Shrimati Indira Gandhi]

des in bringing those guilty persons to justice who are responsible for the worst genocide in recent times.

At the same time the two Prime Ministers agree that seriously sick and wounded prisoners of war, who are not guilty of war crimes, will be repatriated to Pakistan as a matter of priority by mutual consent.

In the context of the declared adherence of the Government and the people of Bangladesh to the ideals and objectives of the United Nations Charter the Prime Minister of India assures the Government of Bangladesh of the Government of India's full support and cooperation for the admission of Bangladesh to the United Nations and other U N agencies. Both the Prime Ministers agree that the Bangladesh joining the U N would be a significant step forward in promoting world peace and ensuring stability in South Asia.

The two Prime Ministers declare that the Indian Ocean area should be kept free of great power rivalries and military competitions. They express their opposition to the creation of land, air and naval bases in the area. It is their conviction that this is the only way of ensuring the freedom of navigation and safety of the sea lanes in the Indian ocean for trade and commerce which is vital to the development and stability of the littoral States. The two Prime Ministers further express their determination to endeavour to make the Indian Ocean area a nuclear free zone.

Consistent with the decisions taken at the meetings of the Foreign Ministers of Bangladesh and India in January, 1972, and of the Prime Ministers early in February, 1972, to strengthen economic and developmental cooperation, the two Prime Ministers decide

(a) To establish a Joint Rivers Commission comprising of experts of both countries on a permanent basis to carry out a comprehensive survey of the river systems shared by the two countries, formulate projects concerning both the countries in

the fields of flood control and to implement them.

Experts of the two countries are directed to formulate detailed proposals on advance flood warnings, flood forecasting, study of flood control and irrigation projects on the major river systems and examine the feasibility of linking the power grids of Bangladesh with the adjoining areas of India, so that the water resources of the region can be utilised on an equitable basis for the mutual benefit of the peoples of the two countries.

(b) The Prime Minister of Bangladesh expressed his gratitude to the Prime Minister of India for the economic assistance extended so far and for assurance of future assistance according to the requirement of Bangladesh. The two Prime Ministers reviewed the progress of deliveries of supplies of foodgrain and other commodities under the economic assistance programme and recognised the need to accelerate deliveries under this programme in view of the urgent economic need of the rehabilitation programme in Bangladesh.

(c) Both the Prime Ministers approved the principles of the revival of transit trade and the agreement on border trade.

They directed that these agreements as well as the general trade and payments agreements should be signed by the end of March, 1972.

Keeping in view the important role that science and technology plays in accelerating economic and social development, the two Prime Ministers direct that experts and officials of the Governments of Bangladesh and India shall have consultations and exchange information on

(I) Peaceful uses of nuclear energy,

(II) Technological and scientific research for industrial development

(III) Utilisation of future space research for communication purposes.

Conscious of the close historical and cultural affinities between the peoples of India and Bangladesh, the two Prime Ministers decide that concrete steps should be taken by the appropriate agencies of the two Governments to strengthen cultural relations between the two countries. The two Prime Ministers direct that the concerned authorities of the two Governments should undertake immediate discussions for the signing of a bilateral agreement on cultural, scientific and technological cooperation.

The two Prime Ministers are fully satisfied at the progress made and the concrete results achieved during their talks at Dacca and express the hope that these understandings and agreements would constitute a sound and durable basis for cooperation between India Bangladesh for the mutual benefit and prosperity of the two countries.

The Prime Minister of India thanks the Minister of Bangladesh for the hospitality, affection and kindness shown to her and her colleagues by the Prime Minister and Begum Mujibur Rahman, the Government and the people of Bangladesh during her visit to Dacca. The Prime Minister of Bangladesh expressed satisfaction that the Prime Minister of India found time in spite of her many preoccupations to visit Bangladesh.

The two Prime Ministers express the conviction that the bonds of fraternity and friendship forged during the freedom struggle of Bangladesh and cemented by the sacrifices made by the peoples of both the countries, shall continue to grow and become a vital factor in strengthening the forces of peace and progress in Asia and the world.

Sd-SMT. INDIRA GANDHI
For the Republic of India

Sd-SHEIKH MUJIBUR RAHMAN
For the People's Republic of Bangladesh

DR. RANEN SEN (Barasat) : We are not satisfied. She should narrate a little bit of her experience in Bangla Desh. We are crying for it.

MR. SPEAKER : Every thing has appeared in the radio, T V and so on.

SHRI S. M. BANERJEE (Kanpur) : The newspaper reports are something; but her narration is some thing different.

SHRI PILOO MODY (Godhra) : Her personal experience.

MR. SPEAKER : We will have to request her to come to the Central Hall some time.

Dr. RANEN SEN : Agreed.

SHRI S. M. BANERJEE : That may done in the Central Hall. But Sardar Swaran Singh can narrate his experience here.

MR. SPEAKER : For the present, we confine ourselves to the Railway Budget.

12.47 hours.

RAILWAY BUDGET, 1972-73—GENERAL DISCUSSION—Contd.

SHRI K. RAMAKRISHNA REDDY (Nalgonda) : At the outset, I heartily congratulate Shri Hanumanthaiya, the Railway Minister, on presenting us a surplus budget this year, and I expect that in future he will be able to achieve a profit also. I also congratulate the railwaymen and the officers who have worked hard and whose performance in the recent Indo-Pak war was excellent. But for their hard work and sacrifices, we could not come out so victorious.

As regards punctuality, the railways have worked very hard and have given a good account of themselves for which also they deserve the congratulations of the House.

[Shri K. Ramakrishna Reddy]

The Railway Administration is now divided into nine zones, Central, Eastern, Southern, Western, South Central, North-Eastern, North-Frontier, Northern and South-Eastern. The budget proposals presented by the Hon. Minister clearly state that major importance has been given to the conversion of metre-gauge into broad gauges rather than to opening new lines. Years ago, the Mackay Committee had recommended nearly a thousand miles new lines a year. But since 25 years ago not a single inch has been laid in the unfortunate Andhra Pradesh. There has been a big demand for laying a line from Nadikudi to Secunderabad. A survey had been ordered long ago. The report has been received in the Railway Board. It is the cheapest line, but still it has not been implemented. It connects the headquarters of the district of Nalgonda and the mighty Project of Nagaryunasagar which after completion help in producing more than Rs. 100 crores worth of rice and sugar which will have to be marketed. But no transport facilities are provided for the project. Ten years back some metre gauge railways were opened, and now you want to convert them into broad gauge. It is, I think, a criminal waste at this juncture. The first preference should be given to the opening of new lines where the people are demanding a new line and where there is no line at all. Without giving preference to this, where there is already a line you want to convert and standardise it into broad gauge. I think it would be proper that the hon. Minister should consider this issue very carefully and modify the programme in his budget by providing for new lines rather than for conversion of old lines.

About the Rajdhani Express. Only air conditioned coaches are attached, and there is no provision for ordinary III class coaches. I am told that if more coaches are attached, the speed of 120 km. per hour will have to be shortened. By this only rich people are getting these facilities, and you are thinking that for every State

capital, one more Rajdhani Express should be introduced. When there is no provision for the poor and the needy, I do not think importance need be given to the Rajdhani Expresses. If by reducing the speed by 10 km. per hour, nine more coaches could be attached, it would be better, and so special attention should be given to this aspect of the matter.

I find that in long-distance express trains, there are as many as 14 coaches consisting of air conditioned I Class, AC-III Chair Cars, I class, II class, III class (Three tier) and III Class (II tier), etc. But all the person who travel in the night from 9 p.m. to 6 a.m. should be automatically provided with sleeper coaches. Instead of providing large funds for air-conditioned I Class and AC Chair Cars, in Rajdhani Express, preference should be given for third class passengers who travel in the night by providing every one of them with sleeper accommodation. I hope the hon. Minister will consider this issue very carefully and provide for it in this budget, even by cutting the high speed of the express trains.

One more thing. That is about mismanagement. The Kottavalasa-Kirandul line was completed four years back. But within four years, it has become unserviceable and the hon. Minister has asked for a renewal of the track to the extent of Rs. 4 crores or so. The average age of a railway line is about 30 to 35 years. While that is so, is this not mismanagement? Who is responsible for the situation where within a period of four years, the sleepers have gone bad, and what action have you taken against the persons concerned? Who is responsible for this? Again you have come before the House for a grant. If the hon. Minister wants to take up a line, he immediately, straightway, orders one, and if he does not want a line, it just lies there. Surveys have been made for hundreds of new lines and yet no action has been taken and they are gathering dust. Why should the engineering section in the railways continue if you have not taken up any

work at all on the report of new surveys ? The Minister should think about it very carefully.

Then, there is so much of duplication in the railway organisation. There is lot of propaganda done about family planning, publicity work and other things which are being undertaken in the Northern Railway headquarters at Delhi. The same thing is being done in other railways also. When it is done in the Ministry or at the headquarters of other railways, there is no reason, why it should be duplicated in the Ministry or in other departments of the railways.

In the same way, I am told that for supplying the materials, there are organisations in the United Kingdom, the USA, Germany and Japan. But when the materials are not coming at all, where is the question of retaining such organisations and incurring a burden of expenditure on them ? The hon. Minister has taken up the Bangalore-Guntakal line; I do not think it is viable, and to make it viable he has enhanced the rates and fares.

But I want to know on what date the approval of this august House has been taken. If it has not been taken, are you competent to do it ? I think the hon. Minister should clearly mention in his reply the date on which the House approved Guntakal-Bangalore enhanced freight and fares proposal. If it has not been taken, why ? I want to point out that not a single inch—I am not saying, not a mile, but not an inch—of new railway line had been laid in Andhra Pradesh in 25 years of Independence. In the recent zonal committee meeting in Parliament House Members from Andhra Pradesh requested him to give some new lines and to give first preference to Nadikudy Bibinagar line. The hon. Minister was kind enough to say that after the Bangla Desh issue was solved he would look into it. But in this budget also we are not going to get this new line.

In the matter of electrification also, the Central Railway gets 606 km. Eastern gets 1208 km. Western 60 km. Northern 352 but South Central gets nil. There is also no dieselisation in South Central. Only Dakshin Express is there. In Mysore, Brindavan and some others are given diesel. When he came to Hyderabad he promised to do something but when we see the budget we are surprised that not a single inch has been provided for in Andhra. You are not looking after a person who has not one meal a day but you are looking after persons who live luxuriously; similarly you are not thinking of new lines but of conversion of metre-gauge to broad-gauge. Babu Jagjivan Ram is here. This line was promised, when he was the Railway Minister. When he came to Tipparthi of Nalgonda district, he said he would order a survey. But Hanumanthaiyaji has not done anything with regard to the above line. This project has not even been approved. He should stop the conversion from metre-gauge to broad-gauge and use those funds for new lines as per the unanimous opinion of the Informal Zonal Committee of the South Central Railway. I hope and trust the hon. Minister will pay special attention towards the points that I have raised and will not give any opportunity to complain in future.

MR. SPEAKER : At what time would the hon. Minister like to reply ?

SHRI HANUMANTHAIYA : At 4.30 or 5.

MR. SPEAKER : Congress (O) has got 14 minutes, unattached Members have got 15 minutes.

श्री राम चन्द्र बिकल (बागपत) :
अध्यक्ष महोदय, मैं आपका आभार प्रकट करता हूँ आपने मुझे इस रेलवे बजट पर बोलने की आज्ञा दी है।

अध्यक्ष महोदय : माननी सदस्य
भाषण लच के बाद जारी रखेंगे ।

13 hrs

*The Lok Sabha adjourned for
Lunch till Fourteen of the Clock*

*The Lok Sabha re-assembled after Lunch
at five minutes past Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER in the Chair]

REVOCATION OF PROCLAMATIONS IN RELATION TO MANIPUR AND WEST BENGAL

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS (SHRI
K. C. PANT) Sir, I beg to lay on the Table
a copy each of the following papers (Hindi
and English versions) under article 356(3)
of the Constitution

- (1) Proclamation dated the 20th March 1972 issued by the President under clause (2) of article 356 of the Constitution revoking the Proclamation issued by him on the 21st January, 1972 in relation to the State of Manipur, published in Notification No GSR 198(F) in Gazette of India dated the 20th March, 1972. [Placed in Library See No. LT-1464/72]
- (2) Proclamation dated the 20th March 1972 issued by the President under clause (2) of article 356 of the Constitution revoking the Proclamation issued by him on the 29th June, 1971 in relation to the State of West Bengal, published in Notification No GSR 199(E) in Gazette of India dated the 20th March, 1972 [Placed in Library See No. LT-1465/72]

14 07 hrs.

RE ALLEGED MURDER OF A MEM- BER OF BIHAR LEGISLATIVE ASSEMBLY—Contd.

श्री रामाबतार शास्त्री (पटना) : उपा-
ध्यक्ष महोदय, आप ने अखबारों में पढ़ा होगा
कि कल पटना में सी० पी० आई० के न्यूनी

इलैक्ट्रेड मेम्बर श्री मन्मूर हसन खा को
डे-लाइट में गोली मार दी गई । आज
मुझे खबर लगी है कि इस सिलसिले में जो
कांग्रेस के उम्मीदवार उनके खिलाफ लड़े थे
और हार गये थे, उनको रामगढ़ से गिरफ्तार
कर लिया गया है । हम लोगो का सन्देह
है कि इसकी इन्क्वायरी बहा की सरकार
ठीक से नहीं करा सकेगी ।

MR DEPUTY-SPEAKER What does
he want to say on this ? This relates to
law and order

श्री रामाबतार शास्त्री मैं अभी लेटेस्ट
बात बता रहा हूँ

MR DEPUTY SPEAKER I think he
raised this question in the forenoon also
It relates to the question of law and order
in the State of Bihar It has already gone
on record when he raised it earlier

श्री रामाबतार शास्त्री : जो मैं कह
रहा हूँ आप उसको सुन लीजिये । यह गिर-
फ्तारी कल रात को हुई है, हालांकि बहा के
लोकल आफिशियल्स उनको गिरफ्तार
नहीं करना चाहते थे । रामगढ़ क्षेत्र से
कांग्रेस के उम्मीदवार श्री बादलाल अग्रवाल
थे जो बहुत नोटोरियस हैं और माइन-
ओनर भी है । हमें सन्देह है कि इसकी
ठीक स इन्क्वायरी नहीं होगी, इसलिये हम
चाहते हैं कि होम मिनिस्ट्री अपने जरिये या
सी० बी० आई० के जरिये या किसी दूसरे
चैनल से इसकी इन्क्वायरी कराये ताकि
जो कलिट्रट है उन को पकड़ा जा सके, बर्ना
जस्टिस नहीं होगी, और यह हालत पैदा
हो गई है कि हमारी और आप की लाइफ
सेफ नहीं ।

14 08 hrs.

RAILWAY BUDGET, 1972-73—GENERAL DISCUSSION—Contd.

श्री राम चन्द्र बिकस (बागपत) उपा-
ध्यक्ष महोदय, रेल बजट पर कई शेष

यहाँ पर वाद-विवाद हो रहा है। मैंने सभी मामलीय सदस्यों के विचार सुने। सब की तरफ से यह भाग ठाई गई कि वही एक्स-प्रेस ट्रेन चलाई जाय या राजधानी एक्सप्रेस चलाई जाय या दिल्ली को विभिन्न राजधानियों से मिलाने के लिये तरह-तरह की ट्रेनें चलाई जाय। लेकिन मुझे दुसरे के साथ करना पड़ रहा है कि दिल्ली के बहुत नजदीक, जो मेरा क्षेत्र भी है, उस क्षेत्र में एक शाहदरा-महारनपुर रेल चलती थी, उसको बन्द हुए एक वर्ष से ज्यादा हो गया है। गत वर्ष भी रेलवे बजट पर बोलने हुए मैंने रेल मंत्री जी से निवेदन किया था कि अगर आप शाहदरा और महारनपुर के बीच में एक दिन का समय दे कर वहाँ की जनता की कठिनाइयों को देखें और उसके बाद यह फैसला करें कि इस इलाके में रेल नहीं चलनी चाहिए, तो मैं आप की आज्ञा को मान लूँगा। लेकिन रेल मंत्री जी ने एक वर्ष में उस इलाके में जा कर देखन का कष्ट नहीं किया। मैंने यह भी निवेदन किया था कि इस सदन की एक सर्व-दलीय कमेटी बना कर एक दिन के लिए उस इलाके में भेज दें तो आप भोपला चल जायेगा कि कितना नुकसान उसके बन्द होने से हो रहा है। लेकिन उस कमेटी को भी उस इलाके में देखने के लिये नहीं बनाया गया।

यह इलाका 100 मील का इलाका है, यहाँ पर एक 100 वर्ष पुरानी कम्पनी की रेल चलती थी और मुझे शक होने लगा है कि सरकार के राष्ट्रीयकरण के डर से उस कम्पनी ने इस रेलवे लाइन को घाटे में दिया कर इसको खत्म करने की कोशिश की। एक दूसरा कारण यह भी हो सकता है कि लोहे के बड़े हुए भावों को देखते हुए इस कम्पनी ने 1 करोड़ 35 लाख रुपये का ठेका इसकी लाइनों को उखाड़ने का दिया,

इसमें दूसरी चीजें शामिल नहीं हैं और इस तरह से लोहे के बड़े हुए भावों को देख कर भी इस कम्पनी ने कुछ मुनाफा कमाने की कोशिश की।

मुझे दुसरे के साथ रहना पड़ रहा है - नन्दा जी के तब से आज तक दस रेलवे लाइन - चरणों के लिये अनेकों उपाय किये गये, बड़ा न लोगों ने महत्त्व के आधार पर चलाने की मांग की और नन्दा जी ने स्वयं मेरे मागने यह कहा था कि अगर कम्पनी नहीं चलायेगी तो मैं सह-कारिता के आधार पर चलाने की कोशिश करूँगा। उनका यह आश्वासन भी खत्म हो गया। गवर्नमेन्ट ने स्वयं चलाने की कोशिश नहीं की। उत्तर प्रदेश सरकार के मुख्य मन्त्री श्री नमलापति त्रिपाठी कई बार निख चुक गये मिनिस्टर को, प्रधान मन्त्री जी को कि इस रेल के चलाने में केन्द्रीय सरकार अगर हमसे कुछ मदद चाहे तो हम मदद देने के लिए तैयार हैं। मैं कारण नहीं समझ पाया कि उत्तर प्रदेश सरकार ने इसमें हिस्सा देना चाहती है उसकी मदद के बावजूद भी यह जरूरी था कि सरकार स्वयं इस कम्पनी में इस रेलवे का राष्ट्रीयकरण कर लेती लेकिन मुझे पूर्ण आश्चर्य है कि रेलवे बोर्ड और यह कम्पनी बहुत गहरे सम्बन्ध रखे हुए हैं। रेलवे बोर्ड के द्वारा हमारा इलाका उखाड़ा जा रहा है वरना तो यह रेलवे लाइन कम्पनी भी चला सकती थी। उस मार्टिन बन कम्पनी के ऊपर अभी तक बहुत-सा कर्जा सरकार का है लेकिन न वह कम्पनी में चलवा सकती है न खुद चलाना चाहती है, न सहकारिता के आधार पर ही उसको चलाने देना चाहती है और न यू. पी. सरकार के सहयोग में ही इसको चलाना चाहती है। वहाँ की चाहता है कि रेल मंत्री जी कोई ऐसा उपाय

[श्री रामचन्द्र बिकल]

जनता की तरफ से भी कई बार लिखित रूप से कहा गया, आज भी कहा जा रहा है कि अगर सरकार के पास धन की कमी है तो हमसे हिस्सा ले लें बल्कि दान के रूप में भी जनता रुपया देने के लिए तैयार है। लेकिन कोई भी तरीका नहीं अपनाया जा रहा है इस रेल को चलाने के लिए। छोटी और बड़ी, सहारनपुर से लेकर शाहदरा तक, वीस मंडिया है जोकि उजड़ी पड़ी है। हर स्टेशन पर एक-एक कालेज बना हुआ है जहाँ के विद्यार्थी और अध्यापक परेशानी में अपने दिन गुजार रहे हैं। हजारों लोग जो रोज दिल्ली आते जाते थे क्योंकि उनको यहाँ रहने के लिए मकान नहीं मिल पाता था उनको भी आने जाने में बड़ी दिक्कत का सामना करना पड़ रहा है। उनको आज बस या टैक्सी में किराया ज्यादा देना पड़ता है। इस तरह से वहाँ की जनता को अनेक तरह के कष्ट उठाने पड़ रहे हैं। मैंने यह भी कहा था कि बंगला देश के शरणार्थियों पर पाँच करोड़ रुपया रोज आप खर्च करते हैं तो हमारे इलाके पर आप तीस लाख रुपया ही खर्च कर दीजिए। हमने मजबूर किया उम व्यक्ति को जिसन इस रेल को उखाड़न का ठेका लिया और उसने भी कुछ बाते रेल मन्त्री जी को लिखकर दी। उत्तर प्रदेश सरकार के सम्पर्क अधिकारी श्री ए० के० सिंह के द्वारा रेल मिनिस्टर को प्रार्थना दी गई। सौभाग्य से श्री के० सी० पन्त भी यहाँ पर मौजूद हैं उनको भी इस समस्या का अध्ययन करने के लिए प्रधान मन्त्री जी ने कहा और इन्होंने भी कई महीने बहुत कोशिश की कि किस तरह से यह रेल चल सके लेकिन मैं नहीं समझ पाया कि आजतक इस रेल को न चलाने के क्या कारण हैं। जो उखाड़ने वाला व्यक्ति है

उसने पहले 60 लाख का ऋण माँगा था लेकिन बाद में उसने 30 लाख का ऋण ही इसको चलाने के लिए माँगा परन्तु रेलवे डिपार्टमेंट ने आज तक कोशिश नहीं की यह जानने की कि कम्पनी किस तरह से इसको चलाने के लिए तैयार है। वहाँ की जनता इसको सहकारिता के आधार पर भी चलाने के लिए तैयार है और उत्तर प्रदेश की सरकार इसमें पूरा सहयोग देने के लिए तैयार है फिर भी मुझे दुख के साथ कहना पड़ता है कि इस गम्भीर समस्या को बहुत हलके रूप में लिया जा रहा है। . . (व्यवधान) . . तो मेरा यह निवेदन है कि रेल मन्त्री जी इस समस्या को गम्भीरता से लें। वह इलाका इक तरह से उजाड़ा जा रहा है। मैं बहुत विनम्र शब्दों में कहना चाहता हूँ कि रेल मन्त्री जी कम-से-कम उस इलाके की हालत को जाकर देख लें और उसके बाद कोई निर्णय करें या उत्तर प्रदेश के चीफ मिनिस्टर को बुलाकर जाने कि किस तरह से वे मदद देने में लिए तैयार हैं। यदि रेल चलाने का इरादा हो तो अनेक तरह के उपाय निकाले जा सकते हैं।

नई रेल लाइन को बिछाने की बात यहाँ पर कही गई है, अम्बर ग्राउन्ड रेलवे बनाई जा रही है, कई बड़ी लाइनें बनाई जा रही हैं लेकिन हमारे इलाके से छोटी लाइन भी उखाड़ी जा रही है यह बात किसी समस्या को सुलझाने की द्योतक नहीं हो सकती। इससे एक बहुत बड़ा फर्क आ जाता है जब हम देखते हैं कि आप हमारी छोटी लाइन को भी नहीं चलाने देना चाहते। मुझ से पूर्व वक्ता जो कह रहे थे कि बड़ी लाइन के बजाये छोटी लाइन चलाओ मैं उनके इस विचार से सहमत हो गया यह देखकर कि हमारी छोटी लाइन भी उखाड़ी जा रही है। तो मैं यह निवेदन करना

चाहता हूँ कि रेल मंत्री जी कोई ऐसा उपाय निकालें और उत्तर प्रदेश के चीफ़ मिनिस्टर, केन्द्रीय सरकार और श्री के० सी० पन्त जिन्होंने इस रेलवे लाइन का अध्ययन किया है उनसे मिलकर इस प्राइवेट कम्पनी से जो हमको चलाना चाहती है बातचीत करें और किसी तरह से इस इलाके को उजड़ने से बचावें।

एक चीज मुझे और निवेदन करनी है। रेलवे के प्रशासन का अन्दाज़ा, जो अभी रेलवे बोर्ड के चेयरमैन को हटाया गया उससे हो सकता है। उनके और इनके आपस में क्या झगड़ा था मैं नहीं जानता लेकिन जिस तरह से रेलवे स्टेशन पर उनकी बोगी को काट दिया गया उसकी जांच आज तक नहीं हुई कि किमने कार्टा या क्या हुआ तो साधारण जनता के साथ रेलवे का कैसा व्यवहार होगा उसका अन्दाज़ा लगाना मुश्किल नहीं है। आज तक उसकी कोई इन्क्वायरी नहीं हुई। मैं नहीं जानता कि उनका समय था हटने का या नहीं लेकिन जिस तरह से बोगी काटी गई और प्रदर्शन होता रहा मैं नहीं समझता कि कोई अनुशासन कायम करने की कोशिश की गई या जो व्यवहार उनके साथ हुआ वह ठीक हुआ।

मैं एक निवेदन और कर दूँ कि दक्षिण रेलवे के अन्दर मुझे राष्ट्र भाषा हिन्दी का नाम नहीं मिला। मैंने एतराज भी किया। आप तमिल भाषा रखें, दूसरी भाषायें रखें लेकिन राष्ट्रभाषा में भी स्टेशनस के नाम रहने चाहिए। रामेश्वर जो तीर्थ स्थान है या मदुराई जो तीर्थ स्थान है वहाँ पर हिन्दी में नाम मिला तो दक्षिण रेलवे में हिन्दी का अभाव केन्द्रीय सरकार की तरफ से नहीं होना चाहिए। (व्यवधान) . . . वहाँ की जनता जो पसन्द

करे उस भाषा में रखें लेकिन हिन्दी में भी जरूर रखें यह मेरा निवेदन है . . .

SHRI K. HANUMANTHAIYA : Every language is a national language. Tamil is not a foreign language; Kannada is not a foreign language. You should treat all languages alike.

श्री राम चन्द्र विकल : आप किसी भी भाषा में रखें, मुझे किसी भी भाषा से द्वेष नहीं लेकिन सविधान में हमने जो राष्ट्र भाषा मानी हुई है हिन्दी, उसमें भी अवश्य लिखें। किसी भी जगह पर राष्ट्रभाषा का अपमान नहीं होना चाहिए। . . . (व्यवधान) . . . हगिज किसी भाषा से मेरा द्वेष नहीं है। जहाँ भी जिस भाषा को आप उचित समझें उसको रखें लेकिन साथ ही राष्ट्र भाषा में भी रखना चाहिए।

SHRI C. T. DHANDAPANI (Dharampuram) : Hindi is a foreign language for Tamilians. (Interruption)

SHRI M. C. DAGA (Pali) : It is not a foreign language.

SHRI C. T. DHANDAPANI : As far as Tamil Nadu is concerned, Hindi is foreign language. (Interruption)

MR. DEPUTY-SPEAKER : Order, order. Let us talk about railways, not languages.

श्री राम चन्द्र विकल : उपाध्यक्ष महोदय, जनता का दबाव आज बड़ी तेजी से बढ़ रहा है। गरीब लोगों को रेल में स्थान नहीं मिलता, उनको बड़ी परेशानी होती है। हमारे सरकारी अफसर जापान जरूर गए होंगे, वहाँ एक ही रेल की पटरी पर कितनी जल्दी-जल्दी ट्रेन्स जाती हैं लेकिन हमारे यहाँ रेल लाइनों खाली पड़ी रहती हैं। शायद लम्बी गाड़ियों की बात हो लेकिन मैं छोटी लाइनों की बात

[श्री रामचन्द्र बिकल]

करता हूँ। वहाँ पर गाड़ियों की कमी है और गाड़ियाँ बहुत देर से चलती हैं। तो मेरा निवेदन है कि गाड़ियाँ ज्यादा बढ़ाई जायें और उनमें तेज़ी लाई जाये ताकि ग्राम जनता को कुछ सुविधा मिल सके। मंत्री जी को इस बात की पूरी कोशिश करनी चाहिए।

रेलवे की बेकार ज़मीन का उपजाऊ बनाने की जो बात है उसका मैं स्वागत करता हूँ। जापान के अन्दर रेल की लाइन पर फसल खड़ी रहती है उसी तरह से हमारे यहाँ भी रेल की पट्टी के दूधर-उधर गाली पड़ी हुई ज़मीन को कृषि के उपयोग में लाने का जो सुझाव मंत्री जी ने दिया है वह एक उपयोगी सुझाव है। उससे हम देश की पैदावार बढ़ेगी जो ज़मीन खाली पड़ी हुई है उसका उचित उपयोग हो सकेगा। इन शब्दों के साथ मैं रेल मंत्री जी से निवेदन करता हूँ कि मेरे इलाके की कठिनाइयाँ को समझे और बड़ा पर रेल चलाने की कोशिश जरूर करें।

श्री राम रतन शर्मा (वादा) उपाध्यक्ष महोदय, इस बार जो बजट रखा गया उसमें तृतीय श्रेणी के किराया में वृद्धि नहीं हुई तो वास्तव में तृतीय श्रेणी के यात्रियों को गहन मिली और उन्होंने चैन की सास ली परन्तु जो एमेनिटीज तृतीय श्रेणी के पैसेजर्स का मिलनी चाहिए रेलवे में, उन एमेनिटीज को नहीं दिया जाता। बैठने की जगह की कमी तो इस कदर रहती है कि अगर दस पंद्रह दिन पहले से रिजर्वेशन न हो तो आदमियों को थड क्लास में बैठने की जगह ही नहीं मिलती। मेरा आग्रह है रेल मंत्री महोदय से और मैं उनसे प्रार्थना करूँगा कि वे इस तरफ ध्यान दें। जब यात्रियों की

संख्या बढ़ रही है, आप को पैसा मिल रहा है तब तीसरे क्लास के डिब्बों की संख्या क्यों नहीं बढ़ाते हैं? बिजली, पानी आदि की समुचित व्यवस्था क्यों नहीं करते हैं? आप को आवश्यक होगा यह जान कर कि जिस क्षेत्र से मैं आता हूँ यानि बुन्देलखंड में, वह सारे देश में सब से पिछड़ा हुआ है और उसमें भी सबसे पिछड़ा हुआ जिला बादा है, खामतीर से जहाँ तक रेलों का सम्बन्ध है। मैं बतलाता हूँ कि रास्ते में स्टेशनों पर पानी नहीं रहता। गर्मी के दिनों में स्टेशनों पर पानी की व्यवस्था है। लाइटिंग ट्रेन्स जाती है, रात में रोज़नी नहीं होती। आगे का फायदा उठा कर के बदमाशों ने पचासों मंडों किये हैं जिन की रिपोर्ट हुई है और आप भी अच्छी तरह से मालूम भी होगा। मुझे का बड़ा दुःख है कि जब सम्पूर्ण देश में उन्नति की ओर बढ़ जाया जा रहा है, जान या अनजान, परन्तु मुझे यह लगता है कि योजनाबद्ध तरीके से बुन्देलखंड को पीछे की ओर फेंका जा रहा है। इस पूरे बजट में जो कि रेलवे मंत्री महोदय ने रखा है बुन्देलखंड के सम्बन्ध में कोई चीज नहीं है। कोई नई लाइन, कोई ओवर ब्रिज कहीं भी कोई एम्पी चीज नहीं देख सकते हैं जो कि बुन्देलखंड के लिये हो। बुन्देलखंड में चार जिले यू० पी० के हैं, बादा हमीरपुर, भासी और जालौन। कुछ मध्य प्रदेश के जिले भी मिले हुए हैं। उन जिलों की इस तरह से अवहेलना न की जानी चाहिये। मैं मंत्री महोदय से आप के माध्यम से निवेदन करूँगा कि इस पिछड़े इलाके पर अधिक ध्यान दें। यह कमजोर बच्चा है इस की ज़रूरत भी और अधिक खुराक दें ताकि यह भी मोटा, तगड़ा हो कर आप के सामने आये, आप को भी अच्छा लगे। उसके साथ स्टेप सदरली ट्रीटमेंट नही होना चाहिये।

कुछ और चीजों की तरफ मैं रेल मंत्री महोदय का ध्यान आप के माध्यम से दिलाता चाहूंगा। भासी से बादा 100 मील का डिस्टेंस है। भासी-मानिकपुर एक ट्रेन चलती है, रात को आती है और दिन को जाती है। बादा तक का 100 मील का फासला 6 से 8 घंटे में वह ट्रेन तय करती है। कई बार जनता और जन प्रतिनिधियों ने मांग की है और तमाम लोगों ने प्रार्थना की है कि भासी में इलाहाबाद तक कम से कम एक एक्सप्रेस या मेल ट्रेन चलाई जा सकती है ताकि जनता जल्दी में जल्दी घर ध्यान में दूसरे स्थान को पहुंच सके, क्योंकि बुन्देलखंड की कमिश्नरी भागी है और दूसरी इलाहाबाद है। ता आने जान की सुविधा के लिए एक एक्सप्रेस ट्रेन चलाई जाना बहुत आवश्यक है। भासी मानिकपुर ट्रेन घाट में नहीं चल रही है। उसमें यात्रियों की संख्या बहुत अधिक है।

चित्रकूट एक ऐसा स्थान है बादा में त्रिगंज बाजार में मरे स्थान में आपका अच्छी तरह से पता होगा और हिन्दू धर्म को मानने वाले चित्रकूट के बारे में जरूर सोचते हैं और वहां आते हैं। वह पर्यटन का केन्द्र हो सकता है। इसके बारे में तमाम बार मांग की गयी है, और पर्यटन का केन्द्र हो जान से आप को आमदनी भी हो सकती है। विदेशों में आदमी उस स्थान को देखने के लिए आते हैं जो कि वन सम्पदा में भरा हुआ है। यह मांग समय-समय पर की गयी है कि आप एक स्टेशन चित्रकूट का बना दें। दो, चार फ्लॉन्स या एक्स, दो मील का फासला है, इस बारे में आप के मंत्रालय से शायद कुछ लिखा पढ़ी भी की गयी, कुछ कार्यवाही चल चल रही है। लेकिन उस का अभी तक कोई प्रतिफल सामने नहीं आया।

दूसरा एक स्थल है राजापुर, जहां गोस्वामी तुलसीदास जी का जन्म हुआ था। प्रांतीय सरकार ने वहां पर एक बड़ा विशाल तुलसी मन्दिर भी बनवाया है। वह भी एक पर्यटन का केन्द्र हो सकता है, और उस को रेल से जोड़ा जा सकता है। थोड़ा-सा फासला है ज्यादा पैसा खर्च भी नहीं होगा, और आप की आमदनी भी बढ़ेगी और उस गरीब इलाके की भी उन्नति हो जायगी। रेल विभाग को भी फायदा होगा क्योंकि वह गार्डों नुकसान में नहीं चलेगी। इसलिए चित्रकूट सीतापुर रेलवे स्टेशन और राजापुर का जोड़ने का प्रयत्न किया जाय।

दिल्ली में हावड़ा तानपुर होकर कई ट्रेन्स जानी है और भासी हो करके ट्रेने बम्बई जाती है। कई बार यह मांग की गयी कि या तो बम्बई वाली ट्रेन को मानिकपुर में भासी मानिकपुर होते हुए बम्बई को रर दिया जाय एक ट्रेन को। या फिर तानपुर में बादा हो कर के इलाहाबाद होने पर हावड़ा एक ट्रेन को भेज दिया जाय। इसमें कोई खाम खर्चा भी नहीं है, और चार पांच जिलों की जनता जो इस समय आवागमन के साधनों में हीन है, उस को आवागमन के साधन मिल जायेंगे और जल्दी की ट्रेन मिल जायेगी जिस में जनता के समय की बचत होगी।

1947 के पटल कार्लिजर में ले कर करतल तक एक लाइन पास हो गयी थी। दुर्भाग्य की बात है कि जब हम स्वतंत्र हुए तब से उस पर कोई ध्यान नहीं दिया गया। उस लाइन पर काम भी हुआ था, नक्शे भी बन गये थे, बजट सैंक्शन हो गया था लेकिन स्वतंत्रता के बाद से उस रेलवे लाइन का

[श्री राम रतन शर्मा]

कही कोई नामोनिशान नहीं है। हमने एक आध चिट्ठी मंत्री महोदय को लिखी परन्तु उत्तर नकारात्मक आया कि इस तरह की कोई योजना नहीं थी। तो मैं उनसे आग्रह करूँगा कि अपने पुराने कागजात में वह रेकार्ड मौजूद है तो उसको देखें उसमें अवश्य इस रेलवे लाइन का जिक्र होगा क्योंकि वहाँ पर नाप हुआ था, और स्थानीय लोग बताते हैं कि नाप हो गया था। तो उसको दबे और अगर समझें कि वास्तव में इस से फायदा होगा और गरीब जनता को राहत मिलेगी तो उस लाइन को आप टेक अप करने की दया करें।

एक चीज और दहता में जो स्टेशन पड़ते हैं खासतौर से जहाँ पर इकैती और भंडार आम बात है, कलकत्ता की आप न बात की, लेकिन बादा ऐसा डलाका है कि जहाँ पर किसी पसन की जिन्दगी और प्रापर्टी मेफ नहीं है। किमी का भी 3 लाइट में मडर कर दिया जाता है। शहर के अन्दर 6 मील के अन्दर कम-से-कम 8 फुल हो चुक है। वहाँ पर रात को जब ट्रेन आने का समय होता है तब रेलवे विभाग वाले रोशनी करते हैं। पता नहीं जो तेल रात भर जलाने के लिये दिया जाता है वह कहा जाता है। रात में हर समय रोशनी का प्रबन्ध तो अवश्य ही होना चाहिए, चाहे आप पैट्रोमैक्स जलाये या नैटन जलाये, लेकिन रोशनी स्टेशन पर रहनी चाहिए। या तो विभाग से गेमे आदेश होंगे कि गाडी आने के समय ही रोशनी की जाय, या फिर जानबूझ का नहीं जलते। इसकी जाच होनी चाहिए कि रात भर जलाने के लिये जो तेल दिया जाता है वह कहाँ जाता है। मेहरबानी कर के रात भर हर स्टेशन पर रोशनी की जाय।

लू के जमाने में पानी की उस क्षेत्र में बड़ी अव्यवस्था है। एक, दो स्टेशन के बारे में मैंने मंत्री जी को लिखा भी है। मेरा आप के द्वारा मन्त्री जो से आग्रह है कि इस प्रचण्ड लू के समय में जब कि बुन्देलखण्ड में लू से मौतें होती हैं, ऐसे समय में स्टेशनों पर कम-से-कम पानी की समुचित व्यवस्था होनी चाहिये।

SHRI B K. DASCHOWDHURY (Cooch Behar) Sir, while the country is agog with horror about the spiralling of prices of almost all the essential commodities, the Railway Minister seems to be very much complacent and satisfied with the presentation of the Railway Budget with a tinge of increase of fares in some places and freights in almost all sections, except foodstuffs and ores for export. This year's surplus budget is for a little over a sum of Rs 2 crore. Whether it is actually a surplus budget is a thing that should be considered by all of us first of all. We have to go into the details of the Railway Budget. Sir, I remember, last time when the hon. Railway Minister presented the Railway Budget there was an uncovered gap of Rs 7 crores and he gave an assurance to the House that he would see that efficiency is increased to cut down the administrative cost in the Railways. In the 1972-73 budget we see that there has been improvement in some cases in respect of the railway movement, in spite of heavy pressures imposed on us, due to the 14 day war with Pakistan and the movement of Bangla Desh evacuees.

Secondly I must thank the Railway employees who have done so much, who have worked so hard, for the overall defence strategy of the country.

Thirdly, any increase in the freight rate structure is bound to increase a spiralling rise in the prices of essential commodities. Sir, if we find the position from the year 1959-60 to 1969-70, we will find that over the period, upto the year 1970, the

freight charges have gone up upto 23 per cent for every 500 k.m. per coal. The freight charges for cement which is nowadays considered one of the essential commodities for construction of houses, etc. have gone up during the period of 1970 upto 30 percent for every 580 k. m. and in respect of iron and steel, per kilometre tonnage has gone up by Rs. 3.40 paise, a little less than Rs. 3.50 for 500 k. m. The hon. Minister has proposed further increase on freight charges. What will be the impact, Sir? The impact will be the coal prices will go up; the coking coal prices will go up; iron and steel prices will go up; cement prices will go up. In this way, it will lead to another spiralling of the prices of essential commodities because, as you know, Sir, one is related to the other. The only method taken up by the Railway Minister to increase the Railway's finances is to increase the fares and freights and not resorting to increase in the volume of trade and traffic and also cutting down the administrative costs. If you go through the zonal systems' working in the Railways, you will find that the administrative cost in some of the Railway systems is 140%, 85 to 90 per cent is the lowest and highest is 140 per cent. Is it not possible for the Railway Minister to see that this high administrative cost is brought down, and to that extent, to see that it is not run on a deficiency basis? I think, Sir, that is quite possible. But I don't see such serious thinking in the minds of the Railway Ministry official. I do not know whether the Railway officers have that from of mind not even of the Railway Minister. I don't find this.

We have seen from the Budget of the hon. Minister that he proposes to link up Kanyakumari with Kashmir: he has totally neglected the eastern India. Sir, it is said that the N. Railway cost is too much about 137%. So it is in red for some years. There are various reasons. But, has he considered the proper utilisation of the railway tracks, those that are there in the NF railway? How many railway trains are moving the railway track? Is

it not possible to increase this rail movement either in respect of goods or of passengers or both in this region fourfold? This is possible. Most of the railway track running from Gauhati to Upper Assam remains unutilised to a great extent. There are hardly one or two trains or three trains running for the whole day. That being the case, if we look into the economies of railway, we find that the tracks have not been fully and properly utilised in order to give proper finances to the railways, not withstanding the fact that there is a heavy rush of passengers in both directions in the eastern sector. Yet, the hon. Minister has not considered the question of improving the service here. It has been said in the Lok-Sabha many times before that the entire track from new Bongaigaon to Dibrugarh via Gauhati should be converted into a Broad gauge line. But no such scheme is to be seen in the budget in this regard. On the other hand, we find that the fabulous and fantastic scheme of linking up Kanya kumari with Kashmir is going to be taken up. I appreciate the idea that Kanya Kumari should be linked up with Kashmir. But what is wrong with Eastern India? Eastern India is giving about 38 per cent of the total exports of the country. If we include Bihar, Orissa, West Bengal, Assam and other small States on the border, the area which is growing and developing fast, we find that this area is rich in tea, jute and large deposits of iron ore, coal etc., and this area gives about 62.7 per cent or about 63 per cent of the total wealth generated in the country. And yet, the hon. Minister has not considered the question of improving the functioning of the railways in the eastern part of India.

What will be the ultimate result of this? The result will be that the area from which we get about 63 per cent of the total wealth generated in the whole of India would be neglected, and the movement of traffic will be neglected, and therefore, this area will not find adequate traffic potential and obviously, it will not

[Shri B.K. Daschowdhary]

make the railways profitable in this region.

As a matter of fact, in the five year plan, as the hon. Minister has said, more than a thousand crores of rupees are to be invested on the railways. I appreciate it, but I find, that most of these amounts are going to be invested on the development of the southern railways. I appreciate this attempt, too. But I feel that the southern region must not be developed at the cost of the railways in Eastern India, which has been totally neglected in this budget as well as in the last year's budget. So far as Calcutta is concerned, we have only been hearing for the last few years about the suburban railway, dispersal line and so on, but nothing has materialised so far.

As regards the zonal railways, during the great October floods in 1968, two branches of the NF Railway, namely the Haldibari-Jalpaiguri section, which is a distance of about 15 to 16 miles, and the Latuguri-Changrabandha section, were totally damaged and devastated. In 1969, I pressed the then hon. Minister of Railways to see that these branches were restored to operation once again. The hon. Minister and the railways agreed that this should be done. Subsequently, they said that certain techno-economic feasibility studies would be needed to give strength to the railway lines because they were susceptible to devastation by floods which were of a recurring nature. The feasibility report was there, and after that, they sent a note to the zonal manager asking him to send the estimate of the amounts that would be needed, and the zonal manager has sent all that information. From 1969 up 1971, I have been trying and arguing with the Railway Minister, and every time I have only got the answer that it would be done. In May, 1971, when I put a question about the restoration of these branch lines, the hon. Minister replied very promptly that he had received the techno-economic feasibility report and all the reports needed from the technical experts, and he had said

that final decision would be taken within a month. I had written a letter to him and he has also written to me, and I would like to quote from his letter . .

MR. DEPUTY-SPEAKER: If the hon. Minister has written to the hon. Member, then he knows about it already. Therefore, he need not quote from it. He should try to conclude now.

SHRI B. K. DASCHOWDHARY: In his letter dated the 5th June, 1971 in the matter of the restoration of the Jalpaiguri-Haldibari and Latuguri-Changrabandha branch line of the NF Railway, the hon. Minister has written.

"On receipt of your letter dated 25.8.71, I have had the matter examined. The question of restoration of these two branch lines is complicated on account of important techno-economic considerations. I find that necessary investigations have been completed to arrive at a decision on this subject, and I expect a decision will be taken within a month. Necessary work would be taken up next cold weather, that is, from November, 1971."

He said in November last that necessary work would be taken up. Now November is gone. We have crossed the cold weather and are now having summer. Then there will be the rainy season. Again there will be cold weather. How many cold winters have we to pass before the hon. Minister comes to a final decision to restore to normal condition the goods and passenger traffic in those flood-damaged railway lines?

Also in the NF Railway Administration, there are irregularities committed. I mentioned this matter in 1970 when Shri Nanda was the Railway Minister. This matter is very serious. There was one candidate from my constituency. I do not wish to mention the same.

MR. DEPUTY-SPEAKER: There are small details. Why should the time of the House be taken on these? He has already

referred to the matter. Why not remind the hon. Minister by another letter?

SHRI B. K. DASCHOWDHURY: I would just give the reference number.

MR. DEPUTY-SPEAKER: These are small details.

SHRI B. K. DASCHOWDHURY: It is very interesting. She was selected for recruitment. The necessary letter was issued. When she approached the concerned railway officials, they said 'Do not join duty.'

MR. DEPUTY-SPEAKER: The House is not the forum to go into such individual grievances. He should discuss issues and policies.

SHRI B. K. DASCHOWDHURY: When she went for joining duty, they said no. The appointment was cancelled. I referred the entire matter to the hon. Minister.

There are many such serious allegations against the NF Railway administration. I would also request the hon. Minister to see to the adequate representation in services of Schedule Casts and Scheduled Tribes in the railways. The figures tell a sorry tale. To ensure adequate representation, I would suggest to the Minister that they make *ad hoc* appointments for Scheduled Cast and Scheduled Tribes in all the zonal railways.

SHRI TARUN GOGOI (Jorhat): I offer hearty congratulations to the hon. Railway Minister on presenting us with a surplus Budget. I also congratulate the railways on the great service they rendered during and after the Indo-Pakistan war after the emergence of Bangla Desh for restoring disrupted Communications. During the war, nearly 2000 special trains had to be run to transport troops and equipment. 800 special trains were run to transport refugees back to Bangla Desh. The railway employees did yeoman service in rising to

the occasion and coping with this problem. They have earned the appreciation of the people of India in discharging their duties. In the course of their duties, many railway employees had to sacrifice their lives. Let us all pray and pay homage to those patriots. I hope the Minister will see that due compensation is paid to the members of their bereaved families.

The railways are a public utility undertaking. They are not a profit making organisation. The railways are one of the biggest and oldest undertakings in India. Though quite a long time has passed the railways have not been able to develop as much as they should. They have not been able to provide the requisite facilities and conveniences to the travelling public. The railways are the principal means of communication for the poor people. Freights and fares have been enhanced from time to time but the facilities afforded have not improved. This is specially so in the case of people travelling in third class. Very often trains carrying overcrowded passengers appear like trains carrying animals, not human beings.

Another feature of our railways is the existence of the multi-gauge system. The Railway Minister has referred to it as a legacy of the British rule. To introduce uniformity of gauge, he has put forward certain proposals. There are three conversion projects covering over a thousand kilometres. Then there is the proposal to convert the metre-gauge line from Barabanki to Samastipur, a big project covering 572 km. and costing Rs. 46.80 crores. There is also a proposal for linking Delhi with Kanyakumari by broad gauge.

But it is a matter of great resentment that the railway administration has completely ignored the pressing and urgent needs of the whole eastern region comprising Assam, Nagaland, Meghalaya, Mizo Hills, and Manipur, Tripura, and Arunachal. We do not find any proposal in regard to the east and north-eastern regions. There

[Shri Tarun Gogoi]

is no proposal even for an inch of railway for conversion from metre gauge to broad gauge. Nor is there a proposal even for an inch of new railway to be constructed. Nothing is being done.

The whole area, both east and the north east has been neglected during the British time. It was neglected even after Independence. Even today the Minister has not taken it seriously, is a result of which the area is lagging far far behind. One of the objectives of the Government is to remove the disparity, and is in the way the Government of India or the Railway Minister is going to remove the disparity? Instead of removing disparity it will widen the gulf of disparity between the developed and the under developed areas.

For example in Assam during the British regime during the British rule something had been done in the tea areas to cater to the needs of the British business, the British planters. Most of those areas in Assam are not linked up by any railway, and we have been demanding for a long time that there should be another railway line linking all the towns to cater to the needs of the passenger and the movement of goods also.

Then we find always in Assam and generally in the eastern region there is shortage of wagons as a result of which we are being put to a lot of difficulties. We are paying the maximum price for the essentials of daily life. The other day, one of the hon. Members referred to the price of salt. You cannot imagine that we have been paying Rs 2 per kilo of salt. We are paying very high rates for all the essentials of daily life. So is the case with cement. The other day, the Minister of Industrial Development told us there has been an allotment made for cement, but that there is a shortage of wagons. Why is it always so in the case, Assam and in the eastern wing? It is an area which is rich in material, mineral

resources, and which is rich in natural resources. We produce most of the tea and oil in the whole country, and these are foreign exchange earners. In spite of all these things, we have not been receiving due attention from the Government as a result of which the area is lagging far, far behind and the lack of attention stands in the way of our industrial development also.

Then, there are schools run by the railway department but there is not a single school where the medium of instruction is Assamese. Where there are Bengali schools, in those schools also there is no instruction given through the medium of Assamese. I request the hon. Minister of Railways to look into it so that the Assamese speaking people will not be deprived of getting education through their mother tongue.

Besides there is lack of employment. The local people have been deprived of getting due employment in our area which causes resentment among the youth also. That is why there has been a lot of agitation in Assam. The Government of India has also realised this and that is why the whole area has been reorganised. But mere reorganisation, the mere setting up of a North-Eastern Council will not satisfy us. All the time, we have been given assurances that there will be a broad gauge line from Bongaigaon to Tinsukia. How long shall we have to wait? Why does the Minister give us assurances? He should tell us frankly that they are not going to do it. When the assurance has been given, how long are we to wait? I hope the hon. Minister will look into this matter also. Otherwise, the eastern area will continue to remain backward.

With these few words, I hope the hon. Minister will take note of what I have said.

*SHRI C. T. DHANDAPANI (Dharapuram) Mr. Deputy Speaker Sir, I am very happy to point out at the outset that for the first time a Railway Minister

of the Union Government has paid attention to the problems and requirements of the people of South so far as railway lines are concerned. I would unhesitatingly commend these proposals to the acceptance of the House and would like to say a few words on the Railway Budget.

During the past six years, 1512.84 kms of railway line has been laid throughout the country. If you look at the length of the railway lines laid during this period in southern India, you will find that only 147.90 kms. of railway line has been put there. You will surely appreciate the fact that all these years the interests of the South have been neglected and there has been no railway development at all in South India during the past six years. In these circumstances, if the Railway Minister comes forward with proposals for having railway line in two particular areas in Tamil Nadu, naturally we are duty bound to welcome those proposals and we wholeheartedly welcome the initiative taken by the Railway Minister in the matter of rail development in Tamil Nadu.

I would take this opportunity to remind him that there are many more lines which are urgently needed by the people in South India. For examples a survey of Tirupur to Palani via Dharapuram rail link was carried out during British regime. We have not heard anything about this rail link so far even after 25 years of independence. It is regrettable that no active step has been taken by the Railway Ministry to start construction of this rail link. Similarly, if Ootacamund is connected by rail with Mysore via Gudalore, the income from the tourist traffic alone will be substantial. The Railway Minister will not, I hope, find it difficult to have a survey done of this Ootacamund-Gudalur-Mysore rail link. For decades we have been hearing about Satyamangalam-Chamarajanagar rail link. But nothing tangible has so far been done about this rail link. I would request

the hon. Railway Minister to start action on the survey of this rail link which had been completed so many years before.

For the purpose of constructing tube railways in the metropolitan cities like Madras, Bombay, and Calcutta, the Railway Minister has proposed a study of mass transit in these cities. I request him to expedite this survey so that the much-talked about tube railways can become a reality.

It is seen in the Railway Budget papers that under the head "Open Line Works", the Railways have effected a saving of Rs. 2 crores. I would like to know whether any works undertaken have not been completed resulting in this saving or whether there is something wrong in the allocations made under this head. I request the hon. Railway Minister to clarify this point.

The railway employees throughout the country are facing the problem of housing. For example, in Delhi, even after 20, 25 years of service, a railway employee is not getting Government accommodation. We find that in this budget a paltry sum of Rs. 44.98 lakhs has been provided for housing for the railway employees. This is absolutely insufficient for meeting the housing needs of Railway employees. In addition to this, they do not get even the house rent allowance though the Railway Board has passed specific orders regarding this. In Pondanur, Palani, Tambaram, Villupuram, Udumalpettai, Pollachi and in so many other places in Tamil Nadu, the railway employees do not get the house rent allowance. The State Government is giving house rent allowance and the city compensatory allowance to its employees, but the Railways do not do that.

The Railway Board's letter No. PC-65/HRA/1/3 dated 22.7.65 stipulates that the Railway servants working within a distance of 8 kms. from the municipal limits of a qualified city should be allowed House Rent

[Sri C. T. Dhandapani]

allowance and city compensatory allowance at the rates admissible at that city even though they may not be residing within those Municipal limits provided that there is no other suburban municipality within the 8 kms. and that it is certified by the Collector having jurisdiction over the area that the place is generally dependent for its essential supplies, e.g. foodgrains, milk, vegetables fuel etc. on the qualified city. In the case of Podanur, the nearest qualified city is Coimbatore and Singanallur Municipalities which is classified as B.2 and Podanur is within 8 KMs from Coimbatore. The Collector has recommended that the railway employees in Podanur and Singanallur should be given the City Compensatory Allowance and the House Rent allowance. I appeal to the hon. Railway Minister that he should bear in mind the hardships of these employees and expedite the payment of C.C.A and H.R.A to them. The Railway Board has already passed the order and it is only a question of expeditious implementation.

Last year on the Railway Budget, when you were in the Chair, I pointed out the water problem in Podanur area. I would like to quote here what the hon. Railway Minister said in his reply to the debate :

"The same hon. Member— this is me, Sir—

mentioned that in the absence of water supply arrangements at Podanur and Coimbatore, water tank specials should be run from Mettupalayam daily even at a high cost. He suggested that a water supply works would be set up there. This proposal is under consideration of the Railways already. It is proposed to obtain water from the river Bhavani at Mettupalayam and pump it to Coimbatore. Directions have been issued by the Railways as to scope and details of the scheme. The work will be taken up for implementation after detailed scheme has been drawn up."

But, so far no action has been taken on this proposal and the water continues to be in scarcity in this area. I would appeal to the hon. Minister that he should use his good offices for implementing this scheme by which the water problem will be solved once and for all in this area.

I would like to point out here that though the wagon manufacturers were asked to go up to 40,000 wagons per annum, the Railways—I do not understand this spectacle— have cut down their requirement of 26,000 wagons to 10,000 wagons. What is going to happen to the wagons manufactured by the wagon manufacturers? Is there no need for wagons? In Coimbatore, on account of non-availability of wagons, the potatoes are getting damaged and there is no quick transportation of potatoes from Coimbatore. In the Punjab, the shortage of wagons has affected the movement of foodgrains to different corners in the country. The producers are greatly handicapped for want of wagons in time. When this is the position, I am unable to appreciate the reduction of wagon requirements by the Railways.

In this Budget, the Railway Minister has shown a surplus of half a crore of rupees with a total revenue of Rs. 34.68 crores anticipated from the new proposals in this Budget. While the Railways in general have been losing every year, the Southern Railways have been showing profit and in this year the Southern Railways have shown an improvement of Rs.2.27 crores. In fact, the Southern Railways would show greater profit if it could avoid the transportation charges of coal from North to South to the extent of Rs. 6 crores. Every year the Southern Railways are to meet this amount of Rs. 6 crores on transportation of coal. I would appeal to the hon. Railway Minister to arrange for the supply of coal to Southern Railways at a cheaper rate which will help the Southern Railways to swell their profit. Varanasi Works

alone should be made the centre of production of diesel engines to meet the entire requirement of diesel engines in the country. A diesel engine manufacturing unit should be set up in an industrial locality like Colmbatore in the South, so that diesel engines can replace the engines driven on coal which costs so much to Southern Railways.

Before, I conclude, I would only refer to this. Out of total amount of Rs. 95.11 lakhs worth goods stolen on the Railways, the Railways could recover only goods worth Rs. 40,000/. This paints a bleak picture of the efforts of the Railways. Some more energetic measures are immediately called for. Similarly, there is not adequate representation of the Scheduled Castes and Scheduled Tribes on the Railways. Out of 2474 people recruited about 1370 people belonging to S. C. and S. T. were taken under Class IV category as if they are fit only to be the meanials in the Gazetted ranks 12 belonging to S. C. and 5 belonging to S. T., were selected during 1970-71. I would plead with the hon. Minister that there should be greater representation of S. C. and S. T. candidates on the mammoth railway organisation which has its tentacles throughout the length and breadth of the country. With these words, I conclude.

श्री विश्वनाथ राय (देवरिया) : उपाध्यक्ष महोदय, देश के सब से बड़े उद्योग के बजट में लगभग चार पांच साल के बाद जो मुनाफा दिखाया गया है, उसके लिए मैं मन्त्री महोदय और मन्त्रालय को बधाई देना चाहता हूं। पिछले दिनों जब हमारे देश पर आक्रमण हुआ, तो उस समय रेलवेज के कर्मचारियों ने बहुत ही लगन से काम किया। इसके अलावा लगभग चार पांच वर्ष तक जो चाटे का बजट पेश होता रहा, उसको बदल कर इस बार सरप्लस बजट पेश किया गया

है। मुझे आशा है कि भविष्य में रेलवेज में बहुत तेजी से प्रगति होगी।

इसमें कोई शक नहीं है कि प्लानिंग के काम में बहुत-सी त्रुटियाँ हैं, जिस की चर्चा माननीय सदस्यों ने की है। इस सम्बन्ध में पिछले कई वर्षों से यह विवाद चला आ रहा है कि क्या रेलवे बोर्ड को रखने की आवश्यकता है या नहीं।

श्री हुकम चन्द कछवाय (मुरेना) : उपाध्यक्ष महोदय, सदन में रेलों की समस्याओं के बारे में विचार हो रहा है, लेकिन कोरम नहीं है।

MR DEPUTY-SPEAKER : The bell is being rung. . . Now there is quorum. The hon. Member may continue.

श्री विश्वनाथ राय : मैं समझता हूँ कि रेलवे प्रशासन की नाति ठीकी नहीं होनी चाहिये कि इंजिन और ट्रेन की तरह सीधे रेलवे साइन पर चलता रहे, चाहे कोई दुर्घटना ही क्यों न हो जाए, बल्कि उसमें कुछ एनास्टिसिटी होनी चाहिए और समयानुसार उसमें परिवर्तन होना चाहिए। मैं समझता हूँ कि रेलवे बाड की जरूरत ही नहीं है। जब रक्षा विभाग या मन्त्रालय के अंतर्गत हजारों लाखों कर्मचारी काम करने हैं, तो फिर यह जरूरी नहीं है कि बारह तेरह लाख कर्मचारियों का संचालन करने के लिए रेलवे बोर्ड को रखा जाये। मेरा खयाल है कि पहली लोक सभा के समय से ही अनेक माननीय सदस्यों की तरफ से कहा जाता रहा है कि रेलवे बोर्ड को खत्म कर देना चाहिए और मेरी भी राय यह है। पहले मैं भी समझता था कि इसकी उपयोगिता होगी। लेकिन मैं देख रहा हूँ कि यह तो एक लाइन-सी चली आ रही है। जो कभी इसारा था कि रेलवे कर्मचारी

[श्री विश्वनाथ राय]

मैनजमेट में भी होने चाहिए तो रेलवे बोर्ड के कर्मचारी बाहर के नहीं हैं, वे तो वे ही कर्मचारी हैं जो बढ़ते-बढ़ते अफसर होते हैं और वही उसका संचालन करते हैं। उसमें नीति सम्बन्धी और कार्यक्रम सम्बन्धी समयानुसार जो कमी है वह दूर होनी चाहिये और मैं समझता हूँ कि इसीलिए मन्त्री महोदय को विशेष कष्ट उठाना पड़ा, उसके लिए सब्जत कदम उठाने पड़े। उसमें ऐसा होना चाहिए कि समय के अनुसार उसकी नीति बदलती रहे। रेलवे में बराबर मुनाफे के बदले घाटे का बजट आता था। वह क्यों आता था? क्योंकि रेलवे की कार्य-प्रणाली में कमी थी। माल लाने ले जाने में रेलवे और रोड के बीच में प्रति-द्विष्टता बड़ी। उसमें रेलवे में कमी होती गई और रोड से यातायात बढ़ा। हम देखते हैं कि रोड से माल भेजने की बात बढ़ रही है और यह एक खास कारण है कि जिससे घाटा पड़ता था। यह कमी एक साल नहीं अनेक सालों से चल रही है। इसके बारे में हर साल चर्चा होती है। फिर भी माल ढेर से पट्टुचन की बात कही जाती है या नुकसान की बात कही जाती है, जो भी कमी रही है उसमें सुधार नहीं हुआ पा रहा है इस के कारण हम लोग घाटा उठाते चले आ रहे हैं और घाटे के साथ-साथ जो एक रोजगार, व्यवसाय उसका है उसको खो रहे हैं। इसी से कई रेलवे लाइन जो बन सकती थी, वह नहीं बन पाती है। किसी तरह तोड़ मरोड़ कर के सरप्लस बजट इस साल आया है लेकिन यह देखना है कि जिस कमी की वजह से, पिलफरेज या ढेर में माल पट्टुचने की वजह से घाटा होता है और कमी पड़ती है जिसके कारण कि व्यवसायी आज रेल से हट कर रोड की तरफ जा रहे हैं उसमें हम प्रवीणता बढ़ाए जिससे यह कमी न रहे।

15 hrs.

इस बात के लिए मैं फिर बधाई और धन्यवाद दूंगा कि एक पुरानी भाग जो पहली लोक सभा के समय में उठी थी कि आज जो मीटर गेज, नैरो गेज, ब्राड गेज कई तरह की रेलवे लाइन्स हैं वह न हो कर के एक तरह की लाइन हो, उसके सम्बन्ध में एक अच्छा कदम मन्त्री महोदय ने उठाया है। खास तौर से वाराणसी से समरतीपुर मीटर गेज लाइन को जो ब्राड गेज करने जा रहे हैं उसके लिए मैं प्रशंसा करूंगा। वह एक ऐसी लाइन है कि जिस से न केवल यात्रियों को सुविधा होगी बल्कि डिफेंस के लिए भी उसकी बहुत बड़ी उपयोगिता होगी। इस सम्बन्ध में सिर्फ इतना ही निवेदन है कि वह केवल एक स्कीम न रह जाय, जल्दी उसको शुरू किया जाय। उत्तरी सीमा की रक्षा के लिए वह एक विशेष उपयोगी लाइन होगी। इसके लिए मैं विशेष रूप से धन्यवाद देता हूँ।

नई ट्रन के बारे में कई लोगों ने इशारा किया कि कन्या कुमारी और दिल्ली को मिलाने की बात हो रही है, लेकिन गोहाटी और तिनसुखिया को मिलाने की बात नहीं हो रही है। इसलिए गोहाटी और तिनसुखिया लाइन को मिलाने के लिए मैं मन्त्री महोदय से प्रार्थना करता हूँ क्योंकि यह लाइन हो जाने के बाद गोहाटी से एक लाइन सीधी हो जायगी।

टिकटलस ट्रेवलिंग और आर०पी० एफ० के जरिए से चोरी होना यह सब ऐसी बात है कि जो घट नहीं रही है, बढ़ रही है। इसलिए सब्जत कदम उठाने की जरूरत है ताकि माल चोरी होने से बचे, साथ ही साथ रेलवे कर्मचारी जो चोरी में सम्मिलित होते हैं यह बात भी रहे। इसके

लिए आशा है मन्त्री महोदय विशेष ध्यान देंगे।

लोकल मामला भी मैं निवेदन कर दूँ और वह है गोरखपुर छितीनी लाइन के बारे में। जहाँ नई लाइन बनने की बात हो रही है वहाँ जो लाइन बाढ़ की वजह से टूटी हुई थी उसकी जल्दी मरम्मत करा के वहाँ यातायात पहले की तरह चालू किया जाना चाहिए। कुछ ऐसा सुना गया था कि जहाँ लाइन टूटी हुई थी उसको छोड़ दिया जायगा और केवल खड़्डा तक ही वह रेलवे लाइन जायगी। यह अनुचित बात है। बाढ़ की वजह से जहाँ रेल कटती है उसको ठीक कर ५ आगे छितीनी तक उसको ले जाना चाहिए।

श्री राम सहाय पांडे (राजनन्दगांव) : उपाध्यक्ष महोदय, मुझे हर्ष है कि रेलवे मन्त्रालय ने और रेलवे मन्त्री ने अच्छा काम किया। लेकिन न जाने क्यों कुछ बर्बाद देने की इच्छा हीं हो रही है।...

श्री के० हनुमन्तया : जरूरत भी नहीं है। (ध्यवधान).....

श्री राम सहाय पांडे : वह इसलिए कि मैं देख रहा हूँ, सबसे पहले इनके प्रतिवेदन, इन के भाषण के हर पन्ने को उलट कर मैंने देखा कि इनके भूगोल में कहीं मध्य प्रदेश के दर्शन हो जायं, लेकिन एक इंच लाइन का भी उसमें कहीं प्राविधान किया होता तो मैं बर्बाद देकर ही बैठ जाता, भाषण नहीं करता। इतनी वहाँ पर आवश्यकता है इस की, आप देखें स्टेट्स रीआर्गनाइजेशन कमीशन ने, पण्डित साहब ने कहा था कि इसके इतने विपुल साधनों को देखते हुए, मिनरल्स और इसकी प्राकृतिक सम्पदा को

देखते हुए, यहाँ की खेती और उसके उत्पादन को देखते हुए, इसकी भौगोलिक एकता को देखते हुए यदि इसको साधन नहीं दिए जायेंगे तो यह बहुत बड़ी अनुचित बात होगी उस प्रदेश के लिए। वहाँ इतनी विपुल सम्पदा होते हुए भी हम उसके उपयोग से उस स्रोत में वंचित हो रहे हैं। अगर ट्रंक लाइन बम्बई से कलकत्ते या बम्बई से दिल्ली आने की वहाँ न हो तो उसके अलावा और कोई लाइन वहाँ नहीं मिलेगी और इस बात पर अगर हम लोग कहीं आक्रोश में आकर आन्दोलन कर बैठेंगे तो कलकत्ते वाले बम्बई नहीं पहुँच पायेंगे और बम्बई वाले या मद्रास वाले दिल्ली नहीं पहुँच पायेंगे क्योंकि मध्य प्रदेश से पास हुए बिना कोई ट्रेन आगे नहीं बढ़ सकती। तो क्या कारण है कि इतनी विपुल सम्पदा होते हुए और इतनी तीन चार करोड़ की आबादी का प्रदेश होते हुए भी वहाँ पर ट्रंक रोड के अलावा कोई रेलवे नहीं है ? एक तरफ उत्तर भिन्ड है तो दूसरी तरफ दक्षिण में बस्तर। बस्तर का आदिवासी क्षेत्र है। आप बार-बार कहते हैं कि हम बैंकवर्ड एरिया को डेवलप करेंगे। आज की दुनिया में स्पीड और यात्रा की सुविधा से ही एकोनामिक स्पीड और एफोर्थेसी बढ़ती है। मध्य प्रदेश को आप उसके साधनों की दृष्टि से देखें। अगर मान लीजिए हमारा क्षेत्र रेगिस्तान का क्षेत्र होता या हिमालय में हमारा प्रदेश होता तो आप कह सकते थे कि कैसे सम्भव होगा लाइन बिछावा, प्लेटो है, लेकिन जहाँ सारी सुविधा है, सब प्रकार की सम्पत्ति है वहाँ क्या कारण है कि आप रेलवे लाइन नहीं दे पाते हैं ? भूमि फिर कर एक बात आती है कि हमारे पास फंड नहीं है। हमने एक दो प्रस्ताव भेजे तो मन्त्रीजी ने कर्बारेम लेटर के साथ उसका उत्तर दिया जो रेलवे बोर्ड ने तैयार किया था कि यह

[श्री राम सहाय पांडे]

लाइन यहाँ से यहाँ तक, इतना माइलेज इस का हुआ, यह तो ठीक है, लेकिन डर्थ आफ फंड, धन की कमी है, इसलिए यह रेलवे लाइन हम नहीं दे सकते। अब मुझे मालूम नहीं कि फंड हम कहाँ से लाएँ ? फंड या तो नासिक से मिल सकता है या प्लानिंग कमीशन से ले सकते हैं। प्लानिंग कमीशन से लेने का यह झाल है कि जो प्राविजन बजट ईयर में रखा गया था उसमें कटौती हो गई और कुल 150 करोड़ रुपया मिला। किसी भी मन्त्री के प्रभाव का स्तर यह है कि जो अनुदान प्लानिंग कमीशन में स्वीकृत हुआ उसको वह काट देते हैं और मन्त्री वुप बैठे हैं। तो बघाई किस बात की ? इनको तो उनके लिए लड़ना चाहिए। जो भी प्राविजन 300 या 250 करोड़ का किया है एक पैसा भी उसमें से बटने नहीं देना चाहिये। आखिर हम अपने निर्वाचन क्षेत्र में जाते हैं, वेलफेयर की बात करते हैं, रेलवे की बात करते हैं, उन्नति की बात करते हैं तो वह कैसे सम्भव हो सकता है ? आपने एक बात कह दी कि प्लानिंग कमीशन ने रुपया नहीं दिया, फंड की कमी है, प्लानिंग कमीशन रुपया नहीं देता तो हम जाकर वहाँ क्या कहें ? हम जाकर यह कहें कि प्लानिंग कमीशन ने रुपया नहीं दिया इसलिए मन्त्री जी ने यह कह दिया कि रेलवे लाइन नहीं बन सकती, तो वह हमें दोबारा भेजेगे यहाँ पर ? यह भाषण करने का मौका भी हमको यहाँ नहीं मिलेगा ?

अब सब से पहली बात यह है कि एक खिलौना लाइन है ग्वालियर से शिवपुरी। उसका रिप्लेसमेंट अब तक नहीं हो पाया। धनदरी से रायपुर एक नैरोगेज लाइन है उसको ब्राडगेज करने के लिए कई बार कहा

गया, कुछ नहीं हुआ। दिल्लीराजेहरा के बारे में हमने एक प्रस्ताव रखा था। वहाँ इतने मिनरल्स और इतने उत्पादन के साधन हैं कि वहाँ से रोज सप्लाई होता है मिलाई प्लांट को। कोरबा जो बाक्साइट, आयरन और, कोयला पैदा करता है, इसका प्राकृतिक साधनों का देखते हुए कौन-सा क्राइटेरिया होगा, जिसके कारण आप वहाँ पर रेलें देंगे। यात्रियों की सुविधाओं की बात तो ठीक है, लेकिन कामशियल गुड्स से आप पैदा करते हैं, पिछले साल 1100 करोड़ रुपये में ज्यादा आप को गुड्स ट्रेफिक से मिला है, पैसन्जर में बूँक आपको सुविधाएँ देनी पड़ती हैं, इसलिए उममें घाटा होता है, लेकिन यदि आप मन्तुलन करें तो दोनों बराबर हो जानी हैं, और इस बार तो आपने मरग्लस दिखाया है। बहुत अच्छा काम किया है लेकिन मैं आपको बघाई नहीं दूँगा, सर्टिफिकेट दूँगा कि आपने अच्छा काम किया है।

अभी पिछले चुनाव में हमारी प्रधान मन्त्रीजी ने हमारे यहाँ भाषण किया, हमारे मुँह से निकल गया कि यह छत्तीसगढ़ का क्षेत्र बड़ा पिछड़ा हुआ है। उस पर प्रधान मन्त्रीजी ने कहा कि ये हरे हरे खेत, तीन-तीन लाख की मोड़ और जिन-दाबाव के नारे अधिक से अधिक धान का पैदावार, इतने मिनरल रिसोर्स, इतनी विपुल सम्पत्ति के होते हुए तो आपके मन में हीनता का भाव नहीं होना चाहिए कि यह पिछड़ा हुआ प्रदेश है। बात तो ठीक थी, प्रधान मन्त्रीजी ने ठीक ही कहा, लेकिन जब मैं सदन में आता हूँ और हमारे वोटर्स जो बात हमसे कहते हैं उनको यहाँ पर रखता हूँ और हमारे मन्त्रीजी से नकारात्मक उत्तर मिलता है तो कुछ कठिनाई पैदा हो जाती है। मैं अपने लोगों से जाकर क्या कहूँ ?

हमने एक प्रस्ताव रखा था कि दिल्ली-राभरा से जबलपुर को वाया राजनांदगांव मिला दीजिए। बड़ा भारी फौरेस्टेशन वहां पर है, लकड़ी है, बाजार है, मन्डी है और यदि आप ऐसा कर दें तो इसमें कोई मेहरबानी नहीं करेंगे। रेल चला देने के बाद ऐसा तो नहीं करेंगे कि बगैर टिकट लोगों को बैठा देंगे, हर चीज के लिए पैसा लेंगे, तब फिर आप अपनी आमदनी क्यों नहीं बढ़ाते हैं। यह हमारा कार्मशियल प्रतिष्ठान है, निजी क्षेत्र में एक श्रेष्ठ औद्योगिक प्रतिष्ठान है, जिसमें लाखों आदमी काम करते हैं। मैं कोई शिकायत नहीं करना चाहता हूँ बल्कि मैं चाहता हूँ कि मध्य प्रदेश के लिए आप एक स्पेशल सर्वे कमीशन बैठा दीजिए और वह सर्वे कर के आप को बताये कि उस क्षेत्र में कौनसी लाइन को प्राथमिकता देनी चाहिये

रीवा और बस्तर के बीच का 36 गढ़ का ऐसा प्रदेश है, जब कि आज के युग में बोइंग प्लेन टेक-आफ और लैंड कर रहा है, इस क्षेत्र के लोगों ने रेल तक नहीं देखी है कि 4 इंच की पटरी पर रेल कैसे चलती है। आप ही बताइये कि आप को कैसे बधाई दूँ। भिण्ड से चलिये, किसी भी ट्रांसपोर्ट के सहारे चलिये, क्योंकि रेल तो वहां है नहीं, तब सात रोज में आप बस्तर के बाडर पर पहुँचेंगे। इस प्रकार की परिस्थितियों में हमारा मध्य प्रदेश बसा है, बड़ा अच्छा प्रदेश है, बड़ा अच्छा उत्पादन है, लेकिन न जाने क्यों सिंचाई के मामले में हम 6 परसेंट ही हैं, जब कि पंजाब और तामिलनाडू में 30-40 और 50 परसेंट हैं। इसलिए मैं जानना चाहता हूँ कि कब तक आप इसको पिछड़ा हुआ रखेंगे। आपकी बड़ी कृपा होगी

यदि आप मध्य प्रदेश के लिये विशेष ध्यान दें।

एक बात और समझ लीजिये, यदि आप विशेष ध्यान देंगे तो आप टेम्प्रेरी नहीं रहेंगे, आप स्थायी बना दिये जायेंगे। हम प्रधान मन्त्री जी से कहेंगे कि इन्होंने अच्छा काम किया है, इनको न बदलिये। मिनिस्टर अगर कोई कमिटमेंट करता है तो उसका मतलब है कि वह उसको पूरा करने के लिये करता है। आज मैं कह सकता हूँ कि हमारे हनुमन्तैया जी जब से रेल मन्त्री बन कर आये हैं, रेलें ठीक टाइम पर आने लगी हैं। इन्होंने सब मैनेजर्स को बुला कर कह दिया कि तुम्हारी सर्विस का काइटेरिया यह होगा कि रेलें ठीक टाइम पर चलें। अगर रेलें लेट होंगी तो तुम डिस्मिस कर दिए जाओगे। इसी तरह से मैं कहना चाहता हूँ कि अगर आप कोई कमिटमेंट करेंगे और मध्य प्रदेश के पिछड़े क्षेत्र को रेलें देंगे तो हम भी प्रधान मन्त्री जी को कहेंगे कि इनको स्थायी कर दो और यह डिपार्टमेंट इनको ही दो। सब जगह आप की प्रशंसा करेंगे। अगर आप कोई कमिटमेंट करें और उसके बाद दूसरा मिनिस्टर आ जाय, तो वह तो यही कहेगा कि यह तो हनुमन्तैया जी का कमिटमेंट है, हम क्या करें, इसलिए हम तो आप को ही स्थायी रूप देना चाहते हैं, आप का स्टेटस बढ़ाना चाहते हैं, आपकी मदद करना चाहते हैं। इसलिए हम चाहते हैं कि आप सदन में जो भी कमिटमेंट करें, उसको पूरा करें।

धन्यवाद।

*SHRI RAMACHANDRAN KADANNAPPALLI (Kasergod) : Mr. Deputy-Speaker, Sir, I rise to support the Railway Budget. The Ministry of Railways has

[Shri Ramachandran Kadannappalli]

been neglecting Kerala for a long time. For India's progress in industry and agriculture the railways play a very important part. Under the policy followed by the Central Government with regard to railways Kerala has been neglected for a long time.

For a long time, Sir, there has been a demand for conversion of the metre-gauge line from Ernakulam to Trivandrum into broad-gauge. It is shameful that only a very small amount has been set apart in this Budget for this purpose. That is only a paltry sum of Rs. 8 lakhs.

At present there is no Third Class Sleeper reservation between Mangalore and Delhi. Malayalees from Delhi do not get reservation in the Delhi-Mangalore train. I have brought this to the notice of the hon. Minister many times but nothing has been done in this direction. It is an urgent necessity.

China clay is produced in Pazhayangadi and Niles house and hard board, plywood and Copra items for export from Canannore District. But the people are finding it difficult to export these items for want of wagons. This has affected the trade in Kerala. To remedy this situation I would request the hon. Minister to increase the supply of wagons.

Diesel engines have been introduced on many lines. The line from Mangalore to Shorannur has not been dieselised so far. I would request the Government to take up this work and complete it. Even though the number of coaches in Express Trains has been increased the platforms have not been lengthened with the result the passengers face many difficulties. This work should receive immediate attention.

In this Budget, Sir, the third-class passengers have not been asked to pay any thing more for their travel. It is a good thing. I welcome this. I again stress that in the matter of effecting improvement to

our railways the Railway Ministry should not neglect Kerala. Cochin is the most important trade centre in Kerala. This should be connected to Shornur by a double railway line. The Minister said that a survey would be undertaken. It is very necessary that it should be completed early.

We have drawn the attention of many officers and Ministers to the importance of railways in the matter of trade and industrial growth. The Tellicherry-Mysore Railway is very important. I request that this work should be undertaken early.

Kerala is backward in many respects. Kerala has a long coast line. The people of Kerala have been putting forward the demand for a coast line railway. If there is such a railway line fish can be exported from Kerala. I request the Minister to take up this work immediately and have a coast line railway in Kerala.

Malayalees staying in outside cities find it very difficult to get their reservations. There are different private agencies which do this reservation work in Delhi and other important cities. I request that reservation facilities should be increased in all the cities like Bombay, Calcutta, Ranchi, Bhopal, Hyderabad etc,

Some time back the Ministry had promised to construct more overbridges in Kerala but I find that in this Budget only four have been approved. There are many level-crossings which are not provided with chowkidars. Recently two accidents took place near Cannanore where railway trains dashed against other vehicles at level crossing. Overbridges should be provided at these level crossings.

Before concluding I would like to once again stress that wagon supply should be increased so that raw materials which are necessary for the manufacture of defence equipments could be transported from Kerala. If the people are to have a feeling

of security the Railways have to play a very important role. Kerala must be allowed to make progress in industry, agriculture and trade. The Railway Ministry must give priority to Kerala and supply more wagons and must give more help for improvement of railway stations and construction of new lines.

With these words Sir, I support the Railway Budget

श्री जगदीश नारायण मंडल (गोड्डा) .
 माननीय उपाध्यक्ष महोदय, मैं रेलवे बजट का समर्थन करता हूँ। रेलवे में काफी सुविधायें देने के वावजूद अभी और सुधार ही जरूरत हैं। आज दिन दहाड़े डकैतियाँ तथा चोरियों की भरमार है।

मैं आपके समक्ष एक घटना का वर्णन कर रहा हूँ। सवाल परगना जिला के जिला शिक्षा पदाधिकारी नवम्बर के अन्तिम सप्ताह में जब कलकत्ता जा रहे थे तो दानापुर फास्ट पसेंजर की गाड़ी में भागलपुर वाले डिब्बे में बैठे। जब गाड़ी चलने लगी तो पांच छः आदमी उस डिब्बे में बैठे। उस डिब्बे में करीब 15-20 आदमी थे। दो तीन स्टेशन तक तो उन पर कुछ नहीं हुआ लेकिन उसके बाद 5 6 आदमी जो कि उस डिब्बे में बैठ गए थे उन्होंने दरवाजे को चारों तरफ से घेर लिया और हथियारों से सभी को धमकी दी कि अपना अपना सामान खोलो। सभी ने अपना-अपना सामान दे दिया। एक आदमी को अपनी भगूठा खोलने में देरी हुई तो उसकी उंगली ही काटने के लिए वे लोग तैयार हो गए। फिर तेल बर्तन लगाकर वह भगूठा निकाली गई। उसके बाद जब वह लोग स्टेशन पर उतर कर गाड़ के पास कतने के लिए गए तो उन्होंने कहा कि जी० धार० पी० से कहिए। जब वे लोग उनके पास गए तो उनसे पूछा

गया कि तुम लोगों के पास टिकट है। उन्होंने कहा कि हमारे टिकट भी ल लिए गये हैं। तब उन्होंने कहा कि फिर तो आप बिना टिकट सफर करते हैं और इमोलिए शिकायत करने आए हैं। इस तरह से उनकी कोई बात नहीं सुनी गई। उन्होंने मुझे लिखकर दिया है कि इस तरह की घटना में हमको मालूम होता है कि यह रेलवे विभाग के लोगों की कगल है और उनकी की साजिश से यह सब होता है। उसी रात में फिर बरहरवा और तीन पहाड़ के बीच में डकैती हुई और उस तरह की घटनाएँ प्रायः रेलगाड़ियों में घटने का आती हैं। इसी तरह से रेलगाड़ियाँ में चारियाँ होती रहती हैं। मुनन में आता है कि आसनसोल में मधुपुर तक लकड़ी पर रफ़्तक नोट लगा देने हैं और इन के सामन दिवा देते हैं तो गाड़ी धीरे-धीरे चलने लगती है और माल उतारने लगता है। इस तरह से काफी माल उतर जाता है। इस तरह की शिकायतें बहा पर हैं। जमताड़ा में कांग्रेस कायकर्मियों का जो सम्मेलन हुआ था उसमें भी एक प्रस्ताव पास हुआ जिसमें सरकार का ध्यान दिलाया गया कि इस तरह की चोरियों से बचने का प्रबन्ध किया जाये। अभी हाल में जब मैं मधुपुर गया तो मालूम हुआ कि जो कपड़े की गाठें आती हैं उनको लोग फाड़ कर ले जाते हैं। उसकी तरफ आफिसरों का कोई ध्यान नहीं जाता। वे कहते हैं कि जो नुकसान होगा वह हम सरकार को ज़िम्मे देंगे। यदि इसी तरह से नुकसान होता रहै, उसको देखने वाला कोई न रहे और रक्षक ही भक्षक हो जायें तो कैसे काम चल सकता है।

आज सवाल परगना जिले में रेलवे लाइन नहीं है। वहाँ का क्षेत्रफल 14 हजार स्क्वायर किलोमीटर है और करीब 32

[श्री जगदीश नारायण मडल]

लाख की जनसंख्या है। वहाँ की जनता की एकमात्र माँग यह है कि हमारे यहाँ रेल लाइन होनी चाहिए। सरकार की ओर से उसका सर्वे भी हो गया है। पीरपेंती से दुमका वाया हथडीहा और दुमका से वैद्यनाथधाम तथा वासुकीनाथधाम होते हुए और दुमका से मिहुडी स्टेशन में मिला दिया जाये तो सरकार को करोड़ों रुपए की आमदनी होगी क्योंकि वैद्यनाथधाम और वासुकीनाथधाम में लाखों यात्री बाबा का दर्शन करने के लिए आते हैं और यातायात की कोई सुविधा नहीं है।

संथाल परगना जिले में मंकडो कोयला खान, चिनी मिट्टी की खान, अभराव की खान, पत्थर, लकड़ी और बांस आदि प्रचुर मात्रा में हैं जिनके बाहर जाने का कोई साधन नहीं है। इसलिए जिले के बीच में रेलवे हो जाने से लोगों को बड़ी सुविधा मिलेगी।

करमाटाड स्टेशन पर पानी पिलाने का कोई प्रबन्ध नहीं है। जब गाड़ी खड़ी होता है तो बाजार के लोग दौड़कर पानी पिलाने के लिए आते हैं। बरसात में मुसाफिरों को ठहरने के लिए कोई व्यवस्था नहीं है। बहा के लोग चाहते हैं कि कम-से-कम तूफान एक्सप्रेस को बहा खड़ा किया जाये। हमसे लाखों रुपए की आमदनी सरकार की बहेगी। इसी तरह से मथुरापुर स्टेशन पर बरौनी एक्सप्रेस को अगर ठहरा दिया जाये तो सरकार की काफी आमदनी बढ़ जायेगी। सरकार द्वारा यह सुविधायें दी जायें क्योंकि बहा लोगों की एकमात्र माँग यह है कि हमारे जिले में रेल हो और रेल से करोड़ों रुपए का फायदा हो सकता है। मैं आशा करता हूँ कि मंत्री जी मेरे सुझावों को स्वीकार करेंगे।

श्री रामधन (लालगंज) : माननीय उपाध्यक्ष महोदय, मैं माननीय मंत्री महोदय को बधाई देता हूँ कि 5 वर्ष तक लगातार घाटे के बाद उन्होंने सदन के सम्मुख एक लाभपूर्ण बजट रखा है। गाड़ियों को समय पर चलाने का उन्होंने जो प्रयास किया है वह सराहनीय है।

श्री हुकमचन्द कछवाय (मुरेना) : उपाध्यक्ष महोदय, सदन में कोरम नहीं है।

MR DEPUTY-SPEAKER: Let the quorum bell be rung. Now there is quorum. The hon. Member may continue.

श्री रामधन मैं इस बजट का समर्थन करता हूँ।

भारत-पाक युद्ध में रेल कमचारियों एवं अधिकारियों ने जिस उत्कृष्ट कुशलता और अपूर्व उत्साह में देश सेवा की उसकी मैं भूरि-भूरि प्रशंसा करता हूँ। मैं उन्हें हार्दिक बधाई देना चाहता हूँ। मुझे आशा है कि जिन रेल कमचारियों ने प्राणों की आहुति दी है और जिनके शारीरिक अंगों की हानि हुई है उनके परिवार के सदस्यों के प्रति किसी प्रकार की अवहेलना नहीं बरती जा रही है। उनका त्याग, बलिदान अदम्य साहस सेना के जवानों की तरह है। उनका उत्पाह एवं मनोबल बनाये रखना हमारा परम कर्तव्य है।

रेल कार्य व्यवस्था के कुछ महत्वपूर्ण तथ्यों की ओर भी मैं माननीय मंत्री जी का ध्यान विशेषतया दिलाना चाहता हूँ। सर्वप्रथम मैं उन्हें चेतावनी भी देना चाहता हूँ कि वह स्वयं अथवा रेल मंडल या उनके अधिकारी इस भ्रम में न रहें कि उनकी कार्यकुशलता अथवा सर्वे से कमी लाने के कारण घाटा कम हो गया है। यदि कम्प्लेक्स कमेटी 22 करोड़ रुपए की छूट न देती

और किराया वृद्धि में 17 करोड़ रुपये की आय न बढ़ती तो आज भी रेल बजट घाटे का ही होता। मैं उनके इस कथन में सर्वथा असहमत हूँ कि देश में उत्पादन की कमी के कारण रेल यातायात की मांग में भी कमी आ गयी है और रेल की आय को माघात पहुँचा है। सब तो यह है कि बिहार और बंगाल की खानों में कोयला सारे वर्ष पड़ा रहा है। किन्हीं किन्हीं खानों में तो काम बन्द कर देना पड़ा और गरीब मजदूर बेकार हो गये। उत्तर प्रदेश में ईंट के भट्टों वालों में कोयले का हाहाकार मचा हुआ है। परिणामस्वरूप कोयले के व्यापार में घूसखोरी एवं चोरबाजारी की घूम मची हुई है। इसी प्रकार चीनी, सीमेंट, आनाज आदि के यातायात में बाधाएँ उपस्थित हुईं। मच तो यह है कि इस्पात के कारखानों और अन्य सावर्जनिक क्षेत्र के कारखानों में उत्पादन कम हुआ अन्यथा अन्य वस्तुएँ तो रेल यातायात से वचिन रह जाती।

अगले साल साठे 9 करोड़ टन अधिक माल उठाने के लिए रेलवे में कुशल व्यवस्था की आवश्यकता है। पूर्व और दक्षिण-पूर्व रेलों को यदि अभी से इस भार के लिए तैयार न किया गया तो जैसे 1971-72 में 9 करोड़ टन अधिक माल उठाने के बजाय केवल एक करोड़ टन अधिक माल उठाया गया। 1972-73 में भी वही हाल होगा। इस कुशल व्यवस्था के लिए क्या-क्या करना है वह तो रेलवे बोर्ड तथा मंत्री महोदय ही बता सकते हैं।

मेरी राय में यदि छोटे कर्मचारियों के प्रति भवहेलना भाव का परिस्थाय किया जाये तो रेल कार्य व्यवस्था में सुधार हो सकता है। विशेषकर स्टेशन मास्टर, ट्रैफिक इंस्पेक्टर, गाईड, ब्राइडर, फायरमैन, सैगमैन और रेल पथ निरीक्षक लोगों को, जो बेचारे

रात दिन गर्मी हो या सर्दी भयंकर बरसात छुट्टी का दिन हो या काम का, निष्ठापूर्वक काम में जुटे रहते हैं; परन्तु न तो उन्हें अधिक पैसा मिलता है और न तो उनकी तरक्की होती है। यही लाग है जिन पर रेल यातायात का सारा भार है। परन्तु आज वे अपेक्षित हैं, असंतुष्ट हैं क्योंकि उनके प्रमोशन में 20-20 साल लग जाते हैं जबकि भारत सरकार के अन्य मंत्रालयों में 4, 5 साल में तरक्की दे दी जाती है। इतना ही नहीं उनकी वार्षिक बढ़ोतरी और मासिक भत्ते भी समय से नहीं मिलते हैं। क्या मंत्री महोदय यह भी व्यवस्था नहीं कर सकते हैं कि खून पसीना एक करने वाले इन बेचारे कर्मचारियों की गाड़ी कमाई का पैसा समय से मिल जाये। मैं तो समझ नहीं पाता हूँ कि इतना बड़ा पर्सनल डिपार्टमेंट आखिर करता क्या है। रेल मंत्री महोदय ने अपने बजट भाषण में यह कहा था कि भ्रष्टाचार का मामला पकड़वाने वाले रेल कर्मचारियों का पुरस्कृत किया जायेगा। लेकिन मेरे जिले भऊनाथमजन स्टेशन पर कुछ कर्मचारियों ने बड़ा के अधिकारियों के भ्रष्टाचार के सम्बन्ध में मामला उच्च अधिकारियों को बताया। उस समय के रेल मंत्री माननीय गुलजारी लाल नन्दा ने आश्वासन दिया था कि उन कर्मचारियों का कोई अहित नहीं होगा। लेकिन उन कर्मचारियों का तबादला कर दिया गया और अफसरो के खिलाफ रेल मंडल के अधिकारियों की साजिश से कोई कार्यवाही नहीं हुई। तो यह कहना कि जो अधिकारी भ्रष्टाचार में पकड़े जाते हैं उनके खिलाफ कोई कार्यवाही होगी, इससे मुझे कोई आशा नहीं है।

अब मैं उनका ध्यान कुछ ऐसे लोगों की तरफ बिलाना चाहता हूँ जहाँ तुरन्त ध्यान देने की आवश्यकता है। कुल मार्गों मिलाकर 1932 करोड़ रुपये की हैं। इनमें प्रमुख मार्गों में मार्ग नम्बर 15— 652 करोड़ रुपये की है।

[श्री रामधन]

माग नम्बर 5—509 करोड़ रुपये की, माग नम्बर 12—160 करोड़ रुपये की है। मैंने जानबूझ कर माग नं० 6 जो 191 करोड़ रु० की है छोड़ दी है क्योंकि वह स्टाफ खच से सम्बन्ध रखती है। यदि खर्च में कमी करने का उद्देश्य मंत्री महोदय का है तो उपरोक्त मागो में बचत का उपाय किया जा सकता है। छोटी लाइनों को बड़ी लाइनों में बदलने का विचार सही तो है, परन्तु प्रश्न यह है कि कौन लाइन बड़ी लाइन में पहल बदली जाये और कौन सी बाद में। वास्तव में प्रश्न है समय का और लाभकर उपयोगिता का, मरे विचार में तो छोटी लाइन उस समय तक चलनी चाहिये जब तक कि वह यातायात के लिये पर्याप्त सिद्ध होती रहे। जब ट्रैफिक इतना बढ़ जाय कि छोटी लाइन उसे ढोने में असमर्थ हो तो तभी बड़ी लाइन में बदली करने का प्रश्न उठना चाहिये। जैसे बाराबकी से बरोनी तक की लाइन पर जहा गाड़ियों का भरमार है, जो गुजरात, राजस्थान, पंजाब तथा उत्तर प्रदेश से असम, मेघालय, मिजोराम, अरुणाचल आदि उत्तर-पूर्वी सीमांत प्रदेशों को माल ढोती है। न तो वहां और अधिक माल गाड़ियां और न तो यात्री गाड़ियां बढ़ायी जा सकती हैं। ऐसी अवस्था में वहां की आवश्यकता अधिक है न कि बगलौर से गुंटकल और बगलौर से मैसूर की या मैसूर से सलेप की। सब तो यह है कि बगलौर की इन लाइनों में ट्रैफिक बहुत कम है और आसानी से वहां गाड़ियां बढ़ायी जा सकती हैं। फिर उक्त लाइनों को बदली जा रही है? क्या मंत्री महोदय की यह 40-50 करोड़ रु० की योजना वर्तमान आर्थिक दृष्टि से उचित है?

मान्यवर, देश में क्षेत्रीय असंतुलन को दूर करने और पिछड़े इलाकों का विकास

करने की घोषणा हमारे नेतागण बार-बार करते हैं। मैं उत्तर प्रदेश के पूर्वी खिला आजमगढ़ में आता हूँ। या तो उत्तर प्रदेश सारे देश में पिछड़ा है, परन्तु पूर्वी जिले उत्तर प्रदेश के अन्य भागों में पिछड़े हुए हैं। इस भूभाग में इलाहाबाद से भटनी तक की लाइन की बदली करने के लिए सर्वेक्षण भी हो चुका है, परन्तु कोई कार्यवाही अभी तक नहीं की गई। हमारे मंत्री महोदय दक्षिण के विवसित प्रदेशों में जिन लाइनों पर ट्रैफिक कम है उसे पहले बदली करना चाहते हैं। मंत्री महोदय से मेरी प्रार्थना है कि देश का रुपया दश के हिन में लगावे। अपना स्वयं पूरा करने के लिए नहीं। कन्याकुमारी जैसे पवित्र स्थान के नाम पर देश को धोखा देने के लिए नहीं, केवल मैसूर प्रदेश के लिए नहीं, केवल अमीरों के लिए नहीं। क्षेत्रीय असंतुलन को दूर करने के लिए और उत्तर प्रदेश के पूर्वी जिलों का विकास करने के लिए वहां की छोटी लाइनों को बड़ी लाइनों में बदलने।

पूर्वी जिलों का इतिहास गौरवपूर्ण एवं स्वर्णिम है। वहां की जनता ने सन् 1942 में ब्रिटिश शासन का खात्मा कर दिया था। रेल विभाग इस भूभाग की पूर्ण उपेक्षा करता है। कई वर्षों की मांग के बाद हमें एक गाड़ी वाराणसी, जौनपुर, शाहगंज, फेजाबाद, लखनऊ और मुराबाबाद होकर दिल्ली आने के लिए मिली है जो फास्ट पैसेंजर है। 24 घंटे में वाराणसी पहुंचती है। क्या इतनी देर से जाने वाली गाड़ी की हम मांग कर रहे थे?

उपाध्यक्ष महोदय, मैं खर्चों के बारे में इसके पूर्व बोल रहा था। प्राधुनिकीकरण योजना पर भी बड़े ध्यान से विचार करने की जरूरत है। प्राधुनिकीकरण वही किया जाय जहां अन्यथा गाड़ियां चलाने की

असुविधा हो। जहाँ पर ट्रैफिक की आवश्यक-
कता को पूरा करने के लिए पूर्णतया साधन
मौजूद हैं वहाँ ट्रैक सफाई, सी०टी०सी०,
ए०टी०सी०, आर०आर०आई०, बहुरंगी
सिगनलिंग और माइक्रोवेव का उपयोग
अनावश्यक हैं। गरीबी में दो वक्त खाना,
तन ठकने के लिए कपड़ा दवा आदि
आवश्यक वस्तुएं अत्यन्त जरूरी हैं, न कि
टेलीविजन सैट, रेडियो आदि। हमें चाहिए
जनता के हित की गाड़ियां। जिन्हें अभी
थंड क्लास में बैठने का भी स्थान नहीं
मिलता। जितनी मेल, एक्सप्रेस गाड़ियां
हैं वे सब तां मानो घनी वर्ग के लिए ही हैं।
इनमें प्रथम श्रेणी और एयरकंडीशंड डिब्बों
की भरमार रहती है। जनता एक्सप्रेस
गाड़ियां तो एक आडम्बर है। इनकी यात्रा
का समय इन घनी वर्ग वाली गाड़ियों की
अपेक्षा कहीं अधिक है। फिर क्यों नहीं इन
जनता एक्सप्रेस यात्रियों के किराये कम
होते? हमें नहीं चाहिए हार्ड स्पीड गाड़ियां,
जिन पर करोड़ों रुपये खर्च किये जा रहे हैं।
हमें चाहिए गरीबों के लिए तेज जनता
गाड़ियां जिनमें सुविधा से यात्री बैठ तो सकें
और रात में थोड़ा पंर भी फैला सकें।

श्री गांगुली महाशय को पदच्युत करने
मात्र से जनता का हित नहीं होगा। श्री
गांगुली के उन स्वप्नों का जो पूँजीपतियों
के ही पोषक थे सदा के लिए नाश करना
होगा। हाँ, जब बैठने की व्यवस्था हो जाय
तो अवश्य हार्ड स्पीड का काम हाथ में
लिया जाए।

अब सीजिये मांग नं० 5। मरम्मत
कराई पर तो रुपया अंधाधुंध भोंका जा
रहा है। परन्तु मरम्मत के नाम है क्या?
गाड़ियों के डिब्बे बरखात में बूते हैं। रोज़नी
नहीं रहती। गमियों में पड़े नहीं चलते।

किन-किन कमियों की चर्चा की जाय। स्टाफ
क्वार्टरों की कोई देख भाल नहीं, प्रतीक्षालयों
का कोई पुरसाहाल नहीं। उच्च श्रेणी के
प्रतीक्षालयों में कहीं टूटी कुर्सी तो कहीं टूटी
मेज, कहीं शीशा टूटा तो कहीं पानी नहीं।
मुना है कि नये-नये एलेक्ट्रिक एंजन या
डीजल एंजन विदेशों से लाये गये वर्षों
बेकार पड़े रहते हैं। डीजल रेल कारें
मखनऊ, जलन्धर और बगलौर में बेकार
पड़ी रहनी हैं। एक दिन में 100 मील तक
भी नहीं चलतीं। इन्हें हटा कर साधारण
रेलगाड़ियां चलानी पड़ रही हैं। इसी प्रकार
दस माल पुरानी वाक्स वैगनें महीनों
मरम्मत के लिए पड़ी रहती है। फिर वैगनें
भला डिटेन क्यों न हों? उनका माल
खराब क्यों न हो, चोरी क्यों न हो?
आखिर मरम्मत कराई का रुपया जाता कहां
है? भूटे बिल बनते हैं, रुपया बढ़े-बढ़े अफ-
सर निगल जाते हैं। माल की चोरी होती
है। कोई इंजनों की स्पेशल मरम्मत के लिए
पैसा खाता है तो कोई पटरी और सिग्नल
की मरम्मत के लिए। क्या मंत्री महोदय एक
पार्लियामेण्टी कमेटी द्वारा इसकी जांच का
आदेश देंगे कि कोत्तावालसा-किरन्दूर लाइन
जो पांच साल पहले बनी हुई थी क्यों आज
फिर से बिखानी पड़ रही है, और डेढ़ करोड़
रुपया उस पर खर्च किया जा रहा है? क्यों
डीजल इंजन, डीजल रेल कारें, बिजली के
रेल इंजन महीनों शेडों में पड़े मिट्टी जमा
करते रहते हैं? मेरी राय में यह मरम्मत
वास्तव में देश की जनता की मरम्मत है जिसे
अधिक भाड़े के रूप में 309 करोड़ ६० रेल
मंत्रालय को देने पड़ रहे हैं। इसी मरम्मत
के लिए जो सामान सज्जा मंगाने की व्यवस्था
है वह भी एक बड़ा बकोसला है। टैंडर के
नाम पर झुसझोरी में नाम बेचारे छोटे कर्म-
चारियों का बदनाम होता है जो चार घाने
की चाय-पान कर लेते हैं परन्तु टैंडरों की

[श्री रामचन]

झाड़ में करोड़ों रुपये जो रेल बोर्ड के मेम्बरो और अन्य उच्च अधिकारियों की जेब में चले जाते हैं उनका हिसाब व तो विजिलेंस विभाग और न ही सी० बी० आई० लेने की चेष्टा करती है।

इसी प्रकार माग न० 7 से 172 करोड़ रुपया तेल, बिजली और कोयले के खर्च के लिए मांगा जा रहा है। जो काम पहले एक मन कोयले से होता था, वहा आज डेढ़ मन कोयला लगता है। कोई पूछे क्यों? अनेक उत्तर मंत्रालय के अफसरशाही से मिलेंगे। सच क्या है? सच है चोरी, धूसखोरी, कोयला खानों के मालिकों से अधिक दामों पर वैनो में कम और खराब कोयला लदा कर शेडों में भेजना। यह एक ग्राम गिबाज है जो अफसरों की आखें बन्द कर देता है और कोयला हमारी आँखों में भोका जाता है। बड़े-बड़े टेडर, बड़े-बड़े अफसर। हमारे पास तो मंत्री महोदय के कान में डालने तक को तेल नहीं है।

अब लीजिये माग न० 12। सन् 1970-71 में 164 करोड़ रु० सूद के रूप में रेल को देना पड़ा। यह सूद उन्ही गलन योजनाओं के कारण है जिनकी चर्चा मैं पहले कर चुका हूँ। रेल मंत्री तो क्वेशन कमेटी के आभारी होंगे क्योंकि 22 करोड़ रुपया अब कम देना पड़ेगा। परन्तु देश क्या करे? उसे तो भुगतना पड़ेगा चाहे रेल बजट से चाहे ग्राम बजट से। मजे की बात यह है कि बाबजूद 22 करोड़ की छूट के सन् 1972-73 में 160 करोड़ रु० की माँग है। यदि छूट न होती तो 182 करोड़ रु० की माँग होती।

रेलवे में जो चोरी होती है उसके लिए 17 आर पी एफ ऐक्ट एन्फोर्स करें। अगर

ऐसा किया जाय तो मैं समझता हूँ कि रेलवे शेडों से चोरी बन्द की जा सकती है। लेकिन हमारा रेलवे बोर्ड इसको लागू नहीं करना चाहता है।

अनुसूचित जातियों और अनुसूचित जन जातियों के साथ बड़ा अन्याय होता है। रेलवे बोर्ड का सकुलर है कि इन कर्मचारियों का स्थानान्तरण उनके घरों से दूर न किया जाये। लेकिन पिछले साल मंत्री महोदय के आश्वासन देने के बाबजूद उस पर अमल नहीं किया जाता।

इन मुद्दों के साथ मैं फिर मंत्री महोदय को बधाई देते हुए उनके बजट का समर्थन करता हूँ।

श्री राजबेब सिंह (जौनपुर) उपाध्यक्ष महोदय, वॉरिंस के इतिहास के पुराने अध्याय से मैं आपके सामने रेलवे बजट पर अपने विचार व्यक्त करना चाहता हूँ। 1931 में कराची में कांग्रेस का सालाना अधिवेशन हुआ था। बहुत से मौलिक प्रस्ताव उसमें पास हुए। उसमें एक प्रस्ताव इस आशय का भी पास हुआ कि जब हमारे हाथों में शासन-सूत्र होगा तब जो आज तनख्वाहों में पचास-गुने का फर्क है उसको मिटा कर 1 और 5 का फर्क रखा जायेगा। सबसे कम तनख्वाह 100 रुपये रहेगी और सबसे ज्यादा 500 होगी। लेकिन आज रेलवे में 100 रु० से नीचे भी तनख्वाहें हैं और पाँच हजार के लगभग भी हैं, यानी पचास-गुने से ज्यादा का फर्क है। आप ऊपर की तनख्वाहें चाहे उतनी ही बनी रहने दें, लेकिन जो नीचे हैं उसको ऊपर ले जायें। 1930 में जो प्राइसेस थी उसके हिसाब से 100 रु० फिक्स किया गया था। पाँच हजार रुपया पाने वाले के पास भी परिवार है और 70 रु० पाने वाले के पास भी परिवार है। उसके भी पेट

में भूख लगती है जैसे ऊंची तनखाह पाने वालों के पेट में भूख लगती है। तो बेरा आपसे यह अनुरोध है कि आप तो कांग्रेस के पुराने नेता हैं, आप कम-से-कम उसके पुराने प्रस्ताव की तरफ ध्यान दें और जो छोटी तनखाह पाने वाले रेल कर्मचारी है उनकी तनखाहें कम-से-कम बढ़ा कर इतनी तो कर दें कि उनके परिवार की गुजर-बसर अच्छी तरह से हो सके।

जो दूसरी बात मैं आपके सामने रखना चाहता हूँ वह रेल के खर्च के सम्बन्ध में है और उसके लिए जो इस समय हमारे रेलवे मंत्री है उनकी ही अध्यक्षता में जो ऐडमिनिस्ट्रेटिव रिफार्म्स कमीशन की रेलवे की स्टडी टीम बनी थी, उसकी दो रिकमेन्डेशन आपके सामने उद्घृत करना चाहता हूँ। आज साल में 365 दिनों छोटे-मोटे रेलवे कर्मचारियों का ट्रांसफर हुआ करता है और रेल मंत्रालय को इसके कारण बहुत सा खर्च उठाना पड़ता है। यह बन्द होना चाहिये। स्टडी टीम की जो पहली रिकमेन्डेशन है वह इस प्रकार है :

"The practice of periodically transferring the staff who come into contact with the public, whether a station master, a commercial clerk or any other category, is causing considerable disruption in the service conditions of employees and there have been representations from the Federations against such periodical transfers. We consider that this practice upsets the morale as also the loyalty of the staff, who are responsible for the safe and efficient work of the railway system and that periodical transfers should not be resorted to. Only if there are specific proved complaints, should such transfers be ordered and that too, after taking into consideration all aspects of the work of the employee."

15.48 hours

[SHRI K. N. TIWARY in the Chair]

एक रिकमेन्डेशन तो यह है, दूसरी रिकमेन्डेशन इस प्रकार है :

The present practice of transferring every three years such of the staff as come into contact with the public, deserves serious reconsideration. It is considered that unless the administration has reasons to think that the continued stay of a particular person at a certain place is undesirable, there should be no need to transfer the staff just as a matter of course every three years, because this causes personal hardship and dislocation in children's education."

यह दो उदाहरण जो कुछ मैंने कहा है उसकी सिपोर्ट में रखा है। यह विचार उस कमेटी के हैं जिसके चेयरमैन स्वयं हमारे वर्तमान रेलवे मंत्री थे। इसलिए मैं समझता हूँ कि वह इस पर पूरा ध्यान देंगे।

दूसरी बात जो मुझे कहनी है वह सेलून के बारे में है। इस हाउस में और दूसरी जगहों में भी बहुत दिनों से मांग की जा रही थी कि सेलून को हटाया जाये। यह प्रथा अंग्रेजों के समय में चलाई गई थी। अंग्रेज दूर से आये थे हमारे देश के शासक बनकर वह यहाँ की जनता से मिलना नहीं चाहते थे। इसलिए जब वह दूर में जाते थे तो वह सेलून के भीतर रहते थे। उनका भोजन भी ऐसा होता था जिस को यहाँ के लोग पसंद नहीं करते थे। वे गाय और सूअर का मांस भी खाते थे। इसलिए सेलून की प्रथा उस समय उन्होंने चलाई थी। अब इस तरह की कोई चीज नहीं है। इतने दिन हो गये हैं लेकिन इस प्रथा को समाप्त नहीं किया गया है। यह गुलाबी का चिन्ह है और इसको समाप्त कर

[श्री राज देव मिह]

दिया जाना चाहिए। बहुत सा रूपया जो इस पर खर्च होता है, हम प्रवा को समाप्त करके उसको बचाया जा सकता है।

इस समय रेलवे में दो फेडरेशन को आपन मान्यता दे रखी है। रेलवे एम्प्लायीज की सेकंडो कैटेगरीज हैं। यो दो फेडरेशनज सब को रिप्रिजेंट नहीं करती है। इस कारण से उनमें बहुत असन्तोष है। इसका प्रमाण यह है कि अलग अलग कैटेगरीज ने अपनी अलग अलग एसोसिएशन, यूनियन्ज आदि बना रखी हैं। रेल मन्त्रालय इस स्कोम पर विचार कर रहा है कि केवल एक यूनियन को मान्यता दी जाए। उम्मा में स्वंगन करना है। लेकिन मैं चाहता कि उस यूनियन का गठन इस प्रकार में किया जाए उसका कास्टीट्यूशन इस प्रकार का हो कि हर एक कैटेगरी के लोगो को उम्मा प्राप्तर रिप्रिजेंटेशन मिल सक।

अब मैं थोडा बहुत अपने क्षेत्र के बारे में कहना चाहता हूँ। बक्सर दिन्नी एक्स्प्रेस जो हाल ही में चलाई गई है। वह करीब 24 घंटे बनारस से दिल्ली पहुंचने में लेती है। बनारस से, जौनपुर से, फैजाबाद से, बाराबंकी से, लखनऊ से आना वाला कोई मुसाफिर उस गाडी को इस्तेमाल नहीं करता है। इसके बारे में मेरा एक सुकब है। बक्सर बहुत इम्पोर्टेंट स्टेशन नहीं है। इसका बनारस से चलाया जाय या जौनपुर से चलाया जाए और उसमें डीजल इंजन लगाया जाए और इस ट्रेन को एक इन्फिक्टिव ट्रेन बनाया जाए ताकि यह चार पांच बजे चले और सुबह नई दिल्ली पहुंच जाय करे। साथ ही यह कानपुर होकर आए। इस तरह से यह ट्रेन पूर्वी जिलो को फीड कर सकेगी। पूर्वी जिलो का ज्यादातर बिजनेस कानपुर से होता है। बहुत से लोग

इस ट्रेन में कानपुर आना चाहेंगे और वे हमका इस्तेमाल करेंगे। हमने आप की आम्दनी बढ गी। मैं प्रार्थना करता हूँ कि आप इसको देखें।

नवनऊ पेशवा पर जौनपुर स्टेशन सरने ज्यादा अम्दनी देने वाला स्टेशन है। आर यही न तिर कि बारिश बरसती ही, बडाकू का बडा हो तेज धूप हो या कुछ और बान हो, मुसाफिर तो वहाँ आराम नहीं भिन पाता है। जहाँ शैड नहीं हैं। एक पुराना बरामदा सा बना हुआ है। आर बारिश हो रहो है और कोई ट्रेन रा चडना चाहो बरामदा से निगनकर भीतर डाको ट्रेन में चडना पडेगा और यही हान उम्मा नब होगा जब वह उतरेगा पहले भी मैंने इस मन्त्राल को उठाया था। उन समय इरुनोमी ड्राईव चर रहो थी। इन बास्ने डम्को नहीं किया जा सका। तकि अब ना इरुनोमी ड्राइव नहीं है। मैं अशा करना हूँ कि रेल मन्त्री महोदय इस शान दो और बडा एक अक्का सा शैड बनवा देग।

आपको ज्यादातर आमदनी साइड स्टेशनो से होनी है। लेकिन साइड स्टेशनो को हमेशा निगलेक्ट किया जाता है। मैंने पहले भी कहा था कि वहाँ पर फनधारी बस लगाये, फ्रट बेयरिंग ट्रीज प्लान्ट करवाये। नाथ ईस्टन रेलवे में हर एक स्टेशन पर आप आम के पेड लग पायेंगे। इनसे आपको आमदनी भी होगी और पेंस-जर को साया भी मिलेगी। साथ-ही-साथ आप पीने के पानी का इतजाम भी आप साइड स्टेशन-ज पर करे। आप यहीन मानिये कि वे साइड स्टेशन से जितने गाँव के लोग आते हैं सब टिकट खरीदकर सफर करते हैं, बिना टिकट यात्रा वे नहीं करते हैं। शाहरी और पड़े लिखे लोग ही बिना टिकट यात्रा

करते हैं। गाँव के लोग बिना टिकट नहीं चलते हैं।

श्री अरविन्द नेताम (काकेर) : सभापति महोदय, रेल मंत्री को सर पलस बजट पेश करने के लिए मैं बधाई देता हूँ।

सबसे पहले मैं अपने क्षेत्र की बात न कह कर नई दिल्ली रेलवे स्टेशन की एक छंटी भी समस्या के सम्बन्ध में मंत्री महोदय का ध्यान आकर्षित करना हूँ। तीसरे दर्जे के जो रिजर्वेशन शीट्स होते हैं वे हाथ में लिखे रहते हैं और कभी-कभी वे इतने सम्पट लिखे होते हैं कि उनको पढ़ पाना भी कठिन होता है। इस कारण तीसरे दर्जे के यात्रियों का अपनी सीट बूढ़पाना मुश्किल हो जाता है और इसका अनुचित लाभ कटक्टर लोग उठाते हैं। इस और आपका ध्यान जाना चाहिए।

अब मैं अपने क्षेत्र के बारे में कुछ कहना चाहता हूँ। मैं मध्य प्रदेश के बस्तर जिले से आता हूँ और उसका जिक्र मेरे पड़ोसी श्री पांडे जी ने भी किया है और थोड़ा बहुत मैं भी करना चाहता हूँ। वैसे तो अधिकांश सदस्यों ने अपने-अपने क्षेत्रों को, अपनी-अपनी कास्टिचुएन्सीज को पिछड़ा हुआ कहा है लेकिन बस्तर जिले का यह हाल है कि वहाँ अभी भी लोग नगरे रहते हैं। बस्तर जिले में यातायात के साधनों की बहुत ज्यादा कमी है। एक ही रोड है जो कुछ तो नेशनल हाईवे हैं, बाकी तो नेशनल हाईवे हैं और बाकी स्टेट हाईवे हैं। बस्तर जिला क्षेत्रफल में केरल और हरियाणा से भी बड़ा है लेकिन फिर भी वहाँ यातायात के साधनों की इस हद तक कमी होना एक आश्चर्य और दुख की बात है। बस्तर जिले में एक महत्वपूर्ण बंध है बैलाडिला। वहाँ आयरन और

के भण्डार हैं और उसका प्राजेंट भी चल रहा है। यातायात के साधनों की कमी की वजह से उस क्षेत्र का सम्पूर्ण देश के दूसरे भागों से दूरा हुआ है। बैलाडिला से निकटतम स्टेशन जो है वह पीने पीन सी मील दूर है। यहाँ से एक बस रायपुर के लिए चलती है, जो कि निवटतम रेलवे स्टेशन है। 35,000 के करीब जो कमचारी हैं, उनको बहुत ज्यादा दिक्कत का सामना हर रोज करना पड़ता है। बैलाडिला से वाईजंग तक अयरन और ले जाने के लिए गुडज ट्रेन चलती है। वहाँ लोगों की मांग है कि गुडज ट्रेन के अलावा पैसेन्जर ट्रेन भी चलाई जाए। हमारे पांडे जी ने कहा है कि बस्तर के लोगों ने ट्रेन नहीं देखी है। यह बात चार साल पहले तो ठीक थी लेकिन अब यह लागू नहीं होती है। लेकिन उनको केवल देखने का ही मौका मिला है, ट्रेन पर चढ़ने का मौका नहीं मिला है। मैं चाहता हूँ कि लोगों को ट्रेन पर चढ़ने का मौका उपलब्ध करके उसका जो ध्येय है, वह हनुमन्ग्या जी लूट ले।

गुडज ट्रेन यहाँ और भी चलाई जा सकती है क्योंकि खनिज पदार्थों तथा वन सम्पदा का यह इलाका एक भण्डार है। इस समय इन चीजों को ट्रकों द्वारा बाहर भेजा जाता है। इसका प्रभाव वहाँ के अधिक विकास पर भी पड़ता है। इस वास्ते पैसेन्जर ट्रेन और गुडज ट्रेज यहाँ चलाई जा सकती है और इससे आपको आमदनी भी काफी हो सकती है।

मैं यह भी चाहता हूँ कि दली राजहरा से बैलाडिला तक एक नई रेलवे लाईन डाली जाए और इसका शायद सब भी हो गया है और अगर नहीं हुआ है तो इसका सब भी करा लिया जाए। इन दोनों जगहों के बीच में

[श्री अरविन्द नेताम]

राम्रोषाट में आयरन और के डिपाजिट्स बहुत मात्रा में उपलब्ध है। उसको भी इस लाइन का लाभ मिल सकता है।

रायपुर से घमतरी तक जो छोटी लाईन है, इसको ब्राड गेज करने का शायद फैसला भी कर लिया गया है, उसकी स्वीकृति भी शायद प्रदान कर दी गई है। इसको जल्दी किया जाए। इसके बारे में पांडे जी ने भी कहा है।

रायपुर जोकि छत्तीसगढ़ का एक प्रमुख नगर है इसको उत्तर प्रदेश से जोड़ने वाली कोई सीधी ट्रेन नहीं है, खास तौर पर इलाहाबाद से जोड़ने वाली कोई सीधी ट्रेन नहीं है। मैं चाहता हूँ कि इस पर भी विचार किया जाए। अगर पैमेजर ट्रेन इसके लिए नहीं दी जा सकती तो कम-से-कम बोमी तो किमी गाडो में जल्द जोड़ी जा सकती है।

भोपाल मध्य प्रदेश की राजधानी है। लेकिन रायपुर से भोपाल कोई डायरेक्ट ट्रेन नहीं है। बिनासपुर हो कर एक ट्रेन है जो बहुत समय लेती है और रास्ता भी लम्बा तय करती है। मेरा सुझाव है कि रायपुर में एक ट्रेन या बोमी वाग नागपुर हो कर भोपाल के लिए अवश्य जोड़ी जाए।

16 hrs

रायपुर शहर में तेलवामी नाका के इलाके में ओवरब्रिज बनाने का प्रश्न बहुत दिनों से विचाराधीन है। इस सम्बन्ध में साउथ ईस्टर्न रेलवे के जेनरल-मैनेजर से भी चर्चा की गई थी और उन्होंने कुछ आश्वासन भी दिये थे। आशा है कि मंत्री महोदय इसका खयाल रखेंगे।

अन्त में मैं साउथ ईस्टर्न रेलवे की ट्रेनों की अवस्था के बारे में कुछ कहना चाहता हूँ। अगर जी० टी० ट्रेन में बैठ कर नागपुर से बम्बई-हावड़ा एक्सप्रेस को पकड़ा जाये, तो ऐसा लगना है कि बम्बई-हावड़ा एक्सप्रेस का फर्स्ट क्लास कम्पार्टमेंट एत बर्ह क्लास का कम्पार्टमेंट है। साउथ ईस्टर्न रेलवे में जिनकी भी ट्रेने चली है, उनमें लाइट, पानी और सफाई आदि की बिल्कुल व्यवस्था नहीं है। मैं चाहता हूँ कि रेलवे प्रशासन इस ओर ध्यान दे।

श्री हुकूम चन्द कछवाय (मुरैवा) सभापति महोदय, जब से श्री हनुमन्त जी रेलवे मिनिस्टर बने हैं, जो कि मैसूर के रहने वाले हैं, तब से रेलवे के बड़े अधिकारियों में मैसूर के काफी अधिकारियों की तरफ़ से नी जा रही है। बाकी प्रदेशों के लोगों के चाप का काट कर मैसूर के लोगों का ऊँचे पदों पर नियुक्त किया जा रहा है। इसी प्रकार रेलों का विकास भी दूसरे क्षेत्रों में न होकर उन्हीं के क्षेत्र में ज़ादा हो रहा है। (वाकान्त)

मैंने पहले भी कहा है कि रेलवे स्टेशनों पर जिनकी खान-पान की और अन्य चीज़ें बेचने की दुकानें हैं, उनकी व्यवस्था में काफी गड़बड़ है। उन दुकानों पर जो व्यक्ति बीस पच्चीस सालों से काम कर रहे हैं, उनको अब भी बीस, पच्चीस, तीस रुपये मिलते हैं और उनकी तन्हाइ में कोई वृद्धि नहीं की गई है। बहुत से ऐसे व्यक्ति हैं, जिन में पालियामेंट के सेम्बर भी हैं, जो अपने नाम पर ठेके और लाइसेंस लिये हुए हैं, लेकिन वे दूसरे लोगों को बेच देते हैं और कहा जाता है कि उनको नोकर रखा हुआ है। एक-एक व्यक्ति को आठ-आठ स्टाल और दुकानों के लाइसेंस दिये गये हैं। वह खुद

एक पैसा भी नहीं लगाता है और उन लाइसेंसों को हजारों रुपयों में दूसरों को बेच देता है। ऐसे बहुत से पालियामेंट के मेम्बर भी हैं।

श्री नरेन्द्र कुमार साल्वे (बेतूल) : दो चार सदस्यों के नाम बतायें। (व्यवधान)

श्री हुक्म चन्द कछवाय : मंत्री महोदय, इन लाइसेंसों की व्यवस्था में सुधार करें। जो व्यक्ति दुकान पर काम करता है, या तो उसी को लाइसेंस दिया जाये और या ये दुकानें को-ऑपरेटिव बेसिस पर चलाई जायें। इससे रेलवे को बहुत आमदनी होगी और इसमें जो भ्रष्टाचार फैला हुआ है, वह समाप्त होगा।

भिड़, मुरेना और शिवपुरी बहुत ही पिछड़ा हुआ इलाका है। वहाँ छोटी लाइन चलती है। मंत्री महोदय ने बचन दिया था कि उसको बड़ी लाइन में परिवर्तित किया जायेगा। मैं स्वयं वहाँ यात्रा करता हूँ। मैं जानता हूँ कि वहाँ पर गाड़ियाँ काफी लट चलती हैं और उनमें बत्ती, पानी आदि का इन्तजाम नहीं है। पिछले बीस पच्चीस सालों में वहाँ रेलों का कोई विकास नहीं हुआ है, कोई नये डिब्बे भी नहीं लगाये गये हैं।

जहाँ तक बिना-टिकट यात्रा का सम्बन्ध है, हम देखते हैं कि जब टी०टी० ई० या टी०सी० बिना टिकट यात्रा करने वालों को पकड़ते हैं, तो कुछ तत्त्व उनके साथ भारपीट करने की कोशिश करते हैं। उन लोगों की सुरक्षा की कोई व्यवस्था नहीं है। अनेक वर्षों से उनकी यह मांग चली आ रही है कि उन को रनिंग स्टाफ में रखा जाये, लेकिन मंत्री महोदय ने इस बारे में कोई कदम नहीं उठाया है। उनकी यह

मांग जायज है और इसको पूरा करना चाहिए।

रेलों में चोरियों का घन्घा बहुत भयंकर रूप से हो रहा है। मैंने इस बारे में पिछले रेलवे मिनिस्टर, श्री नन्दा जी को पत्र भेजे थे। अधिकतर रेलवे अधिकारी छोटे लोगों के द्वारा चोरियाँ करवाते हैं। वह माल बाजार में बिकता है और उसमें रेलवे अधिकारियों का कमीशन बन्वा हुआ है।

टेंडर मंगा कर अच्छा और उचित माल नहीं खरीदा जाता है बल्कि घटिया किस्म का माल खरीदा जाता है और उसके लिए प्राईवेट तौर पर कमीशन लिया जाता है। जो व्यक्ति कमीशन देता है, उसी का माल स्वीकार किया जाता है। इन बातों को समाप्त करना चाहिए।

आशा है कि मैं ने जो बातें रखी हैं, मंत्री महोदय उन पर ध्यान देंगे और मेरे प्रश्नों का उत्तर भी देंगे।

DR. KAILAS (Bombay South): Sir, while supporting the railway budget, I wish to draw pointed attention of the Railway Minister to a few issues, The Railway Minister in his last year's budget had given an assurance that attempts will be made for the removal of regional imbalances. I think he had started the ball rolling. He had announced in this budget some very important measures in this connection like connecting Kanyakumari with the Himalayas and conversion of metre-gauge lines into broad-gauge lines and some other measures.

But when he announced that season-ticket-holders of first-class and third-class will be upgraded because he wanted to rationalise the fare structure, I think that in the name of rationalisation he has done an injustice to those persons who stay away in suburbs and who stay in

[Dr. Kailas]

Poona and travel by Deccan Queen or stay at Surat and travel by Flying Rani, who are serving either in Sachivalaya or Bombay Municipal Corporation or one of the scheduled and nationalised banks and such public institutions. So, I would request the hon. Minister not to increase the fares of the season ticket-holders, specially of those who are travelling by either Flying Rani or Deccan Queen.

I can understand a rise in fares. But, at the same time, he should also take care of the transport system and see that it is improved. For the last so many years we have been pressing for an underground railway system in Bombay. But that demand has not been conceded so far.

श्री हुकम चन्द कछवाय : सभापति महोदय, मेरा व्यवस्था वा प्रश्न है। सदन में गणपूर्ति नहीं है।

MR. CHAIRMAN : The hon. Member may resume his seat. The quorum is being challenged. The bill is being rung Now there is quorum. He may continue his speech.

DR. KAILAS : Sir, I was talking about the arrangement of underground railways for easing the difficulties of our travelling public. I think, the Railway Minister will be kind enough to start the process of shaping how the underground railway system is going to run.

I received a telegram from my constituency which I quote here so that the Minister may consider this issue:

"Fare rise in first and third class season tickets is strongly condemned. Must be withdrawn forthwith otherwise face commuters of your constituency. B.V. Joshi, S.B. Sheodore and other members of struggle, Western Railway, Bombay."

AN HON. MEMBER : Face.

DR. KAILAS : I want to draw the attention of the Railway Minister to a

matter about which I had written to him some few months ago. There used to be a concession for the Matheran hill station for students, specially high school and college students. This concession has been withdrawn. The Minister kindly wrote back to me saying that this is not a profitable line and hence it will not be possible to give back this concession. I want to understand from him whether we are running the railways for the good of the people or whether he is running the railways only for the sake of earning or whether the facility should be extended to our student population, specially of the poorer sections of society so that they can also enjoy the hill station season.

Another very important feature which I want to bring to his notice is that the Frontier Mail is the lifeline of Rajasthan, connecting Rajasthan with Bombay. We see that when the metre gauge train from Jhunjhunu to Sawai Madhopur does not reach in time, the Frontier Mail leaves for Bombay or for Delhi. The difference in the time of arrival of the metre gauge train and the Frontier Mail is only 20 minutes. I request the Railway Minister to consider and examine whether this difference between the arrival time of both these trains can be increased to 45 minutes or the metre gauge train could be treated as an express or mail train so that it may not stop at two or three stations and may connect with the Frontier Mail.

Then, the land belonging to the railways in Bombay is lying idle. Large number of hutments had come on those vacant areas. On 2nd October last year, it was very unfortunate that police help was sought and those huts were uprooted. There was a hue and cry in the constituency, but we could not help it. But even till today after removing those hutments, no construction has been done. I request that two-room or three-room tenements for railwaymen, who are living outside and are paying extra rent, may be constructed on this piece of land.

I speak with great emphasis at my command for the Travelling Ticket Collectors, about whom Shri Kachwai also mentioned. I had the occasion to preside over their function at Bombay. The Travelling Ticket Collectors are not treated as "running staff." They are not given the same facilities as other running staff are given. Not only that, they have no space to sit during the day or to sleep during the night. Such facilities should be given to them. This whole question is pending for the last so many years. But no decision has been made.

The Railway Minister had said last year about regional imbalance. Though he has set the ball rolling, in the area of Ratnagiri, which is so rich in minerals and offers prospects for different businesses there, the railway line has not been laid. The survey has been done and survey plan is ready but no mention is made of it in this Budget.

SHRI K. HANUMANTHAIA : If Ratnagiri produces, *Ratna* I will construct the line there.

DR. KAILAS : He says, if Ratnagiri produces *Ratna*, he will construct the line. Ratnagiri has produced men like *Ratna*. Tilak comes from there; Gokhale comes from there; Ranade comes from there. So, Ratnagiri has produced man like *Ratnas*.

Sir, with these words, I have done, except, that I want to repeat that if at all he cannot connect the metro-gauge with broad-gauge to catch Frontier Mail in time, all facilities should be provided at Sawai Madhopur station for I Class, II Class III Class passengers where they can take rest for eight hours to catch the next train. At present, there are no facilities available. I would request the hon. Minister to consider it.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Mr. Chairman, Sir, during my last year's speech on Railway Budget I had

put all the emphasis at my command in saying that what drowns the Indian railways today is over-capitalisation. Along with that, had mentioned that 17 lakh I employees who work for the Indian railways, including casual labour, to get their heart and not the physique alone, should be given the necessary security. For that, as Shri A.P. Sharma said, there has to be staff participation at every level. I had also talked about it. You cannot get the best out of a man if you do not give him the security that he requires, the social security, the security to live, the security for his family and all that.

Also, I had pointed out that the Railways through mismanagement and utter inefficiency has lost the high-freighted traffic during the last 15-20 years and are now saddled with the low-freighted traffic. To give an example, you carry a sackful of limestone and for a measure of 2 cubic ft., you get Rs 4 to 5 over a distance of 500 miles whereas for the high-freighted box of Bata shoes, for a 1/4 cubic ft., over that distance, you get Rs 20. You have lost the high freighted traffic. The freight is your main source of income, not the passenger traffic. You have lost the high-freighted traffic due to your mismanaging the whole thing. You are now saddled with the low-freighted traffic. You have done nothing to get out of the evil. You have done some superficial work. That has yielded you very little results. Your Budget analysis is nothing but an effort to hoodwink us. Your actual loss is much more than what you can show in your books of accounts.

Then, I had also talked about revenue and utility-oriented expenditure. But I am horrified to see that the old method of expenditure which neither brings utility nor brings revenue is still going on unabated.

I had talked about the De-scheduling of specifications where the safety marking is much more than what you require. You have done nothing about it.

[Shri Jyotirmoy Bosu]

About the material comfort for III Class passengers who contribute the bulk of your revenue, even a drinking water tank in each compartment or a coir cushion is not provided. All that I have got is a letter from Mr. R.K. Sinha, Chairman of the Railway Convention Committee who has asked me to draft a memorandum, as if I have been provided the big secretariat of the Railway Ministry and, to give him all the details. For the last one year, I have found that deterioration remains unarrested.

Now, I go to certain other small things. About the Martin Light Railways, I have repeatedly complained. In the Railways, you do not have any Transport Economist although the railways involve more than 3000 crores of rupees. You do not have a man who has the basic study of transport economics. I come to the Martin Light Railways. That is a very old institution. The value of assets is almost next to nothing. With a zero capital, you have been rendering service of carrying 35,000 to 40,000 passengers a day. The moment you ask him to switch over to roadways, a person who had been paying Rs. 17 for a monthly ticket, for 60 journeys at least a month, will be forced to pay Rs. 45. You are adding fuel to the fire of over capitalisation. With a zero capital, you are rendering a wonderful service. You want to scrap it and force these people to switch over to another set-up which is highly over-capitalised, leaving aside the fact that he cannot afford to pay; he has to go and crowd the slums of Calcutta and Howrah leave aside that many of them will go out of business altogether, I am talking about the economics of Harumanthaiya, if there is anybody to understand this.

SHRI N. K. P. SALVE : What about running expenditure ?

SHRI JYOTIRMOY BOSU : I am told that the loss would not exceed about Rs. 8 lakhs a year. That is nothing compared to the service that the Railways would have given.

Then I come to your running. I might sound not very Marxist here. Mr. Hanumanthaiya, you are a monopolist; the country has given you a monopoly right to run the railways; there are no competitors; nobody else has been given the right of running the railways; you have been given the monopoly right. You know full well that the railway service in Sealdah, specially South Sealdah Division is out of existence; it is not functioning, it runs for one day and stops for two days; it runs just for half a day and does not run the next day. What are you doing about that ? Mr. Deputy Minister, we had a very good lunch, and that was about all. People are rotting in the platform with their families accosted by goondas at 10.30 and 11.00 p. m. What are you doing about that ? We are not placing much confidence on your assurances here.

I hear another dreadful thing. Is it true—I hope it is not true—that you are going to hand over the dining cars to private contractors ? If that is so, I can tell you that your 'Samayvadh' would require another colour for its quoting.

Then, why have you withdrawn the concession given to the poor nurses ? As it is, the nurses in this country are very poorly paid compared to the payments that other countries make to nurses. Also, look at the burden of duty; the patient-nurse ratio is very very high here. The small concession that they had been getting for the last 30 or 40 years, you have been kind enough to withdraw. Would you kindly consider giving back this concession to them ?

Then I come to suburban monthly tickets. I want to ask you one question. Your expenses might have gone up. You have raised the value of monthly tickets. But can you tell me, as a member of the Cabinet, wherefrom is the man going to find the money ? The financial condition of the common man has gone down considerably. Did you, for a moment, think over this : when you charge Rs. 2 extra

from monthly-ticket holder, where is he going to find the money from? He has no money. You would compel him either to travel without ticket or not to travel at all. Therefore, please consider this issue also.

My last point is about the freight anomaly. I have not studied it in detail; I did not have the time. Take the things that go out of West Bengal—for example, coal, part of an industrial raw material—to the various regions. They are the ones who are required to pay more money. The industrial complex in West Bengal will be importing different other items from States far away from West Bengal. They will be required to pay more freight. Therefore, the cost structure of the industry, the industrial product, in West Bengal will be greatly affected. I would like you to look into this matter also.

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA) : The Budget that has been presented to the House, I am happy to state, has received much welcome. It is not merely the opinion expressed in the House that I am taking into account; I am also taking into account the opinion expressed outside the House and the opinion expressed in the Press. I scrutinised almost every editorial of leading newspapers in India; the heading given is either the Railways are out of the red or the Railways are back on the track.

I have hardly noticed one editorial . . .

SHRI IYOTIRMOY BOSU : You have a very resourceful PIB - we know.

SHRI K. HANUMANTHAIYA : I am myself resourceful, I don't depend on PIB.

I am most grateful to this right assessment made by the Members of this House as well as the Press. I know the editorials have also pointed out certain deficiencies and defects. I need not re-

peat again and again that it is the constant endeavour of the railway administration to see that the defects are remedied and improvements effected wherever there is room for improvement.

Hon Members have spoken about the tax proposals. So far as the suburban rate structure rationalisation is concerned, I did not notice anybody speaking about it except hon. Members hailing from Bombay. I have given reasons in detail for this rationalisation. The most important point is to treat these great cities—Calcutta, Madras and Bombay alike. How can there be social justice if injustice and differentiations are perpetuated? After all, every one of you knows that for people who live in the city and especially those who are working, the small increases proposed are nothing these days. I can understand the plight of the rural people whose income is the lowest in the country. So far as the industrial workers and executives in these two great cities are concerned, I am sure they will not mind this paltry sum ranging from 5 paise to Rs 2.15 per month to be paid to the railways in order to help its finances as well as to restore equality and justice and to improve service . . . (Interruption) I can understand the awareness of the hon. Members of Bombay to public opinion. Dr. Kailas for whom I have got great respect for his age and experience has produced a telegram, but I have not received any telegram from the Chambers of Commerce and various other institutions in these great cities. It is only a few people under the self-styled name of some association who have sent the telegram and I am sure, public opinion, if properly cultivated by the hon. Members, will see the justice of these rates being raised. I want them to be more conscious of their constituencies but I also want them to be more conscious of the interests of the country as a whole. There is a famous saying in Shakespeare's drama that somebody said : 'I love Caesar

[Shri K Hanumanthaiya]

but I love Rome more I love Rome more' By all means love your constituency, but love the country more By all means, safeguard the interests of a particular constituency of the State but be a real guardian for justice and equality in the country

Many hon. Members who are otherwise very good in their approach to problems relating to Railways were somewhat upset by what is called some line being given there and some line not being given in some other place I would beg of these members to see the railway map of India before they speak What are the reasons? Some areas have got less railway lines and some other areas have more railway lines No other reason is necessary except the very sight of the map I am just trying to set right that imbalance In the meanwhile, I am not holding up the progress of any particular region I am trying to do with the resources available, to give a line or a conversion project to each State I want every State to feel that justice has been done If they speak merely with a view to rouse what is called the State consciousness or the constituency consciousness, I am helpless

SHRI RAM DHAN May I request the Minister to appoint an Inquiry Committee to go into the matters to see whether conversion in the South is justified or not? (Interruption)

SHRI K HANUMANTHAIYA The hon. Member needs no Committee He has only to take the Railway map of India, calculate *per capita* railway mileage for each part of the country No Committee is necessary for these Sincere as he is, I am sure, he will come to the right conclusion,

I now come to the other tax proposals regarding the rationalisation of the fare structure It is of great comfort to me to know that the tax proposals in the form of rationalisation that have been proposed command the acceptance of the House In fact Sir, I feel that the House has given

approval, silent though it may be— in its own way, to all my proposals

SHRI JYOTIRMOY BOSU It is a convenient way of assessment, Mr Hanumanthaiya You are really clever!

SHRI K HANUMANTHAIYA This Parliament is the guardian of not merely the Railway Administration It is a watchful guardian not merely of railway administration but of the entire Governmental edifice Whenever anything is quiet, the watchful guardian also sits quietly, he does not bestir himself It is only when there is trespass or trouble that he rises up with knives and cudgels If there is no quorum in the House, it shows that Members are quite satisfied with Railway Administration and they do not feel worried about it (Interruption)

I would beg of the hon. Members who talk about rise in freight and fares, to think about this in a balanced manner The prices of materials have gone up every day and every year The statistics show what is the extent to which the annual rise in prices is Hon. Members are very sympathetic to labour I am also one of them They will see that for the last 10 years the wages have gone up enormously, twofold or threefold in many sectors

SHRI JYOTIRMOY BOSU And also cost of living

SHRI K HANUMANTHAIYA You don't object to this wage rise If you object to what is called the fare rise and the freight rise, which communist would be able to balance the budget? My hon. friend Mr. Jyotirmoy Bosu made a reference to an economist I would welcome him Let him come I would welcome him to the Railway Board Let him be an honorary member, and if he advises same, I will do it

SHRI JYOTIRMOY BOSU : Quite willingly

SHRI K. HANUMANTHAIYA : Will he say that no rise is necessary in the rates and the freights, even though the wage bill may go up because of the Pay Commission recommendations and other things? Even though he may be in the opposition, I am prepared to surrender my portfolio to him.

SHRI B. K. DASCHOWDHURY : Just for a clarification, Sir. (*Interruption*)

Why don't you increase the total volume ... (*Interruptions*).

SHRI K. HANUMANTHAIYA : I am not yielding.

MR. CHAIRMAN : He is not yielding.

SHRI B. K. DASCHOWDHURY : Just for a clarification, Sir.

MR. CHAIRMAN : The Minister is not yielding.

SHRI B. K. DASCHOWDHURY : Nor am I yielding. There is no progress made in the Railways. (*Interruption*)

MR. CHAIRMAN : The hon. Minister is not yielding; I can't help it.

SHRI K. HANUMANTHAIYA : I want hon. Members to consider not only the expenditure but also the income to be their special charge. They have to see that one meets the other on an equitable basis. Otherwise, no family can be managed properly, much less a big administration like the railways.

The hon. Member from the C. P. I. (M) to begin with, made reference to the capital at-charge, loans, Indian and foreign and so on. He also questioned the propriety of paying 6 per cent dividend. I am happy to note that there are some hon. Members who take interest in financial matters which to many of us are very complex ones. The hon. Member has, however, all this information, already in his possession, and he need not have asked for it. He has only to look at pages 66 and 67 of the publica-

tion *Indian Railways 1970-71* supplied to him. The investments on all the heads which he has mentioned are stated therein and the figures are follows: The investments on 31 March, 1971 financed from various sources are as follows :

Loan capital advanced	
by general revenues	Rs. 3330.78 crores
Depreciation Fund	Rs. 223.22 crores
Development Fund	Rs. 365.14 crores
Revenue	Rs. 176.22 crores
Machinery and equipment received free of cost	Rs. 4.43 crore

This makes a total of Rs. 4,099.79 crores or roughly Rs. 4100 crores.

So far as the question of over capitalisation and payment of dividend thereon is concerned, Parliament scrutinises it periodically through its Railway Convention Committee. This question has been discussed in the Convention Committee, and the recommendations of the Committee which have been accepted by the House, exempt the Railways from paying dividend on this account of over-capitalization. I have already explained this in para 15 of my Budget speech.

The hon. Member from the DMK, Shri Tha Kiruttinan made several points. I am not able to answer all of them because of the limited time at my disposal. I shall, however, reply to one or two points. I want to assure Shri Tha Kiruttinan that there is no manipulation of accounts, I do not think that such a word can be used at all for the purpose of a dignified debate, because the Government of India is not run on the basis of manipulation. The constitutional authorities like the Comptroller and Auditor-General and the Financial Commissioner etc. will not allow any such thing. To make an allegation of this kind merely shows some kind of over-enthusiasm in speech-making. It may be that professional critics not finding tangible points to

[Shri K. Hanumanthaiya]

imagined criticism and this manipulation of accounts is one such.

It is true that many high rated commodities go by road and not by rail. Road traffic has certain advantages over the railways. We are trying to attract high-rated commodities to the railways by ensuring safe and prompt transport. To some extent thefts, damages and delays are responsible for diversion of this high-rated traffic to road. We have launched a campaign, as I have indicated in my budget speech, to eradicate these evils. Joint committees of officers of States and the Railway Administration and the labour unions have been formed. The committees have begun to work with enthusiasm and I have every confidence that their joint efforts would improve matters. I have also indicated to several commercial and business organisations and interested individuals that they may own their containers. If it is taken up seriously by them, I am prepared to give encouragement in several ways. This will also ensure minimisation of thefts and damages.

Shri Nathu Ram Ahirwar has made a correct assessment of the Budget. Punctuality as also sacrifices made by railwaymen. I think a correct assessment of performance will be an incentive to improve rather than making criticism as a matter of course as was done by the member from Gujarat belonging to the Swatantra Party who is not here.

I assure the hon. member that the interests of the Scheduled Castes are safe in my hands. They are getting their due. I might say that I have appointed a Scheduled Caste gentleman as Chairman of the Railway Services Commission at Nagpur.

SHRI B. K. DASCHOWDHURY : Not in all service commissions. There should be one such member in all service commissions.

SHRI K. HANUMANTHAIYA : I have no objection. I welcome it.

Only competent persons must be found. SHRI SHAMBU NATH (Saidpur): This is highly objectionable. Let him not talk of competency. There are so many competent persons

SHRI K. HANUMANTHAIYA : He is one of those members who misunderstand and get angry unnecessarily.

SHRI SHAMBU NATH : Under the garb of lack of competency, nobody is recruited.

SHRI B. K. DASCHOWDHURY : This is an indirect insinuation on the entire Scheduled Castes and Scheduled Tribes communities. This implies that they are not available. Competence is not the monopoly of any particular person. He must not say such things

MR. CHAIRMAN : He is getting agitated. The hon. Minister has not said that there are no competent persons. He has said that the case of competent persons will be considered. That does not mean that there are no competent persons.

श्री शम्भू नाथ : यह कहना कि काम्पिटेंट लोग नहीं हैं, यह दकियानूसी विचारधारा है। किस क्षेत्र में आप काम्पिटेंसी चाहते हैं ?

SHRI K. HANUMANTHAIYA : Even in regard to various appointments in open competition, we use the phraseology that competent persons have to be appointed. These people unnecessarily get angry and harm their own cause.

SHRI B. K. DASCHOWDHURY : It is befitting on the part of the hon. Minister to say this ? He must not make searching allegations like this. This is what happened in the Ganguli affair. I want your ruling.

SHRI K. HANUMANTHAIYA : The hon. member, Shri Ahirwar, belonging to Madhya Pradesh made the point, He made the point that this is the most neglect-

ted part of the country so far as the railway administration is concerned, I was particularly interested in listening to my hon. friend Shri R. S. Pandey. I wish to assure the hon. Members that it is not my intention, nor is it the policy of the railway administration, to look at Madhya Pradesh with scant courtesy. Madhya Pradesh, I am ready to concede, deserved more lines than it has got, either by way of new lines or conversion. The hon. Member should note that very recently, I inaugurated a new broad gauge line in Madhya Pradesh from Singrauli to Katni. It is 254.26 km long, and costs more than Rs. 20 crores. Therefore, he should have taken the new line opened only last month into consideration.

SHRI R. S. PANDEY : Now, I congratulate you.

SHRI K. HANUMANTHAIYA : I will make the Members from Madhya Pradesh more happy. You know that before a line is taken up for construction, surveys have to be made. I have ordered several surveys in Madhya Pradesh. I hope after the survey reports are received, I will be able to give more lines so far as Madhya Pradesh is concerned. I do not want to give a list of them because—

SHRI R. S. PANDEY : Please give, as far as possible.

SHRI K. HANUMANTHAIYA : I have already ordered a survey in the following areas of Madhya Pradesh : First, Dallirajhara to Jagdalpur or Dantewara line which would be about 220 km long and will cost about Rs. 25 crores. This will lead to the development of the Bastar area.

Second, another survey is in progress for the conversion of the narrow gauge line in the northern Satpura region of Madhya Pradesh, of which Gondia-Jabalpur forms the major link. Third, recently I have

ordered a survey for a railway line along Satna-Rewa-Behari which would be 120 km long and will cost approximately Rs. 10 crores.

Also, the hon. Member should note that the Guna-Maksi railway line costing nearly Rs. 10 crores is in progress and is expected to be completed by the end of July, 1973.

The hon. Member Shri Nahata—may be he is not here—made some suggestions. To serve the copper complex and the fertiliser plant at Singhana, the construction of a railway link, 33 km long, from Dabra has been sanctioned at cost of about Rs. 2.8 crores. This line is expected to be completed by December, 1973. A survey is already in progress for the conversion of the Delhi-Ahmedabad metre gauge line (via Jaipur) to broad gauge. Based on the survey reports I will be taking a decision on some of these lines.

Shri Basumatari, Shri Patnaik and many other hon. Members were sore that their States have not received equal attention. If they had looked into the budget and the figures, I am sure they would not have felt so sore.

So far as Assam is concerned, there is every consideration given to Assam. It is only a question of a little re-examination. Before Bangla Desh became free, Assam was cut off from Bangla Desh in the matter of waterways and railways. Now that we have connected the railway system of Bangla Desh with India and the waterways are also opened up as in the old days between Calcutta and other areas of Assam, we have to re-examine what new lines are required for the eastern region and what conversions are needed. That examination became necessary only a few weeks ago. With a little patience on the part of Assam Members, I assure them that whatever imbalance there is in the matter of Railway lines in Assam will be rectified.

SHRI JYOTIRMOY BOSU : How soon you will be having through-trains to Assam through Bangla Desh ?

SHRI K. HANUMANTHAIYA : I shall reply to any interruption only at the end of the speech; I do not want to encourage some thing which is like the alarm chain pulling in the railways.

Shri Shrikishan Modi made a good point. He wanted inflation fares should be removed so far as Fatehpur-Churu section was concerned. I want to take the House into confidence in enunciating a slightly new policy. Inflation in fares is meant to be a cushion between the demand for a new railway line and its remunerativeness. It is a healthy device for a service rendered must be paid in full if it could be helped. For this the inflation-fare system will have to be further extended all over India. Several hon. Members of the House demand new lines and they say that it must be done without regard to its finances and maintenance costs. Now we have to choose between a new line and the bottomless pit of deficit finance if every demand has to be met. I think the inflation-fares may enable me to concede as many new lines as are necessary and at the same time avoid those lines from falling into the bottomless pit of deficit financing. Therefore if at all, the policy of inflation-fares will have to be further applied instead of being reduced. Otherwise, there is no way of making Members happy who ask for a new line or who ask for conversion. I place the same proposition before my hon. friend Mr. Vikal because we cannot be indifferent to the loss or profitability of a line. We shall carry on our discussions and we have to find a different system whereby investment may be made but at least we have to meet the running cost.

16.35 hrs.

[Mr. SPEAKER in the Chair]

Shri Dhamankar made several points. He is also not here. Therefore, I only say that the bridges he is speaking of will be

looked into to meet the demand he has made of a footpath. He suggested that the two bridges which will span the two creeks in the new railway that I am building must have footpaths also for the villages to pass through. That seem to be a reasonable demand: I propose to concede it.

I am thankful to Shri Amrit Nahata for bringing to my notice the fact that officers get higher D.A. because the Jodhpur Mail leaves five minutes after 12. I did not know this. I now propose to put an end to this practice. The Jodhpur Mail will run faster and eliminate this five minutes cushion which makes the officers enjoy more D. A. in an unreasonable manner. This will be done from 1.5.1972.

Almost all hon. Members are very sympathetic to casual labour. Not that I am less sympathetic, but there are what are called considerations of the economy of the railway administration. On the railways there are always jobs of a casual and seasonal nature which crop up from time to time on the open lines. Besides, survey and construction work materialises in different areas at different points from time to time. For obvious reasons, regular staff cannot be kept on the rolls for meeting these requirements. At present approximately two lakhs of labour is engaged on odd jobs in the open lines and about 11½ lakhs in surveys and construction. Their interests are ever given the maximum consideration. Casual labour on the open lines with a continuous service of six months are brought on to regular scales of pay. We have also laid down that recruitment for the appointment of regular posts as vacancies arise should be confined to this casual labour alone. In other words, every year a large number of casual labour are being absorbed in regular railway employment. It is needless, however, to say that while construction of new lines, doubling etc., require a huge labour force, only a fraction can be absorbed at a time in regular maintenance/jobs. I might assure

the House that everything that is possible is being done to protect the interests of casual labour. It is impossible on the face of it as the hon. Members know, to make every casual labour a permanent employee, involving pension payment, allowances and various other things. Then the Railway Budget will be upset.

My hon. friend Shri Pande said something about manufacturing sophisticated signalling equipment in the Railways' Signal Workshops at Podanur and Gorakhpur. We have taken a decision to manufacture indigenously sophisticated signalling equipment in the Railways' Signal Workshops at Podanur and Gorakhpur in order to accelerate the programme of modernisation of Signalling on the Indian Railways and at the same time reduce dependence on foreign imports for such equipment. In pursuance of this policy, we have placed orders on the two workshops for manufacture of sophisticated signalling equipment to the value of Rs. 1.50 crores during 1970 and 1971. The two workshops have already manufactured a number of tokenless block instruments for use on single line sections for increasing capacity, signalling relays, electric point machines and signal panels for use in large busy stations and suburban sections, all of which were being imported up till now. We have been able to save foreign exchange to the extent of Rs. 25 lakhs as a result this year. Further, we propose to create additional facilities by way of machine structures etc., in the two workshops at a cost of about Rs. 45 lakhs, so that with the implementation of this programme in the next two years, they can meet the railway's requirements and attain selfsufficiency.

17 hrs.

Several hon. members spoke about under or over-bridges over the railway lines. Hon. members are aware that I sponsored the scheme last year and senior members like Dr. Rao welcomed that idea, because it gives instant employment also.

I wish to state that up till last year, on the average, about 16 bridges were being built. The figure has gone up to 64, but it is a very small figure compared to the requirements of the country. If only some amount earmarked for meeting unemployment is diverted for this purpose, I am sure any number of over and under-bridges can be built. It will remain a permanent asset to the nation as well as provide employment both to the educated and uneducated. That is for the hon. members to judge.

Some members are very angry with me for not conceding a bridge here or a bridge there. I have repeatedly explained to them that I cannot do so. The scheme is that the State Government must choose the spot. Only then I can give my consent, because the railways are concerned only with the bridge portion of it. The approach roads have to be built by the State Government. I am very happy that several State Governments have taken advantage of the scheme and utilised all the funds for this purpose. But I am unhappy that some States have not made full use of the money available. I have addressed two letters to the Chief Ministers in the course of the year. Some of them have done well. But some of them, for their own reasons, have not taken full advantage of it. As I said, when I go for other purposes to have discussions with the Chief Ministers, I will purpose this subject also, so that as many over and under-bridges as possible may be constructed. This is the general proposition I have made, because several hon. members referred to this question.

Two or three hon. members referred to rail-road coordination. I thought the hon. member from Gujarat, who was in Government, was not so ignorant as he showed himself to be, because the scheme is there; committees have been appointed. Still the hon. member speaks as if this is a new thing he adumbrates and the railways and Government have done nothing in the matter of coordination. For achieving

[Shri K. Hanumanthaiya]

coordination in the field of passenger services, the railways are participating financially in the State Road Transport Corporations set up by various State Governments. Such corporations have been established in most of the States and the investment made by the railways in the State Road Transport Corporations as on 1st March, 1971 is Rs. 26.27 crores. In the Board of Directors of each State Road Transport Corporation, two senior railway officers are nominated to represent the railways. The main functions of these representatives are to see that the Corporations work effectively, the objectives of rail-road competition are achieved and the activities conform to the general policy in force. The need for achieving coordination between the different modes of transport has been accepted by the government in the light of the various recommendations made by the Committee on Transport Policy and Production. Whenever the State Governments propose to issue additional permits for haulage of goods by road, the railways file their objections with the regional transport authorities in cases the permits so contemplated are found to result in uneconomical competition. At governmental level coordination between road and rail transport can best be ensured by coordinated investment policies and decisions. The Planning Commission have been entrusted with this task. They will coordinate not only between railways and the roads but also coastal shipping and inland waterways.

There is much leeway to be made in effecting the maximum co-operation between road and rail transport. Both of them are owned by the Government, the roads by the State Government and the railways by the Centre. So, I do not want any unhealthy rivalry between these two systems of public undertakings.

Hon. Members have not paid much attention to the use of land on either side of the track for agricultural and other use-

ful purposes. May be, by their silence they approve of it and they only want proper implementation. Happily, the Ministry of Agriculture is devising a scheme, I am told, to grow sun-flowers. Their seed is of great significance to our economy in producing oil. Similarly, castor oil seeds also grow without much expense. I propose to instruct the concerned officers at the appropriate level to take up these schemes with the help and co-operation of the State Governments which run agricultural departments and research stations.

I am quite clear that I do not want to incur extra expenditure for the scheme. It is sometimes the habit of governmental systems to think of provision of expenditure for any scheme in advance, and that is the way to make it costly as well as the butt end of ridicule by the House. I do not propose to spend even one rupee on this scheme. I do not want to entrust it to officers also, because they cannot be asked to go and grow agricultural crops or do any agricultural operations. What I propose to do is to contact the headmen of every gang just on the railway track. They are always on the track. I want to give appropriate bits of land to the gangmen for this purpose. I do not mind if they supplement their income thereby. I know that a uniform crop is an impossibility in the conditions that prevail in India from Cape Comorin to Bengal or Gujarat. The headmen of the gang have to find out for themselves what can be grown in a particular piece of land. I propose to give the discretion to them. In places like Kerala and Bengal, where there is water-logging, I hope the State Fisheries Department will help the railway administration in pisciculture to grow fish in appropriate places.

I only beg of hon. Members to take interest in this scheme and to see that at least in their constituencies these schemes go through. They are in a position to bring about coordination in this matter between the railway administration and the State Agriculture or Pisciculture Depart-

ment, as the case may be. If in every constituency, hon. Members take interest and pressurise the concerned officers or gangmen and the State officers concerned to implement the scheme, I think, they will have helped the economy of the country to a degree which we cannot even envisage. We can grow either sunflower or oilseeds to the extent of even Rs. 10 crores. It is such a costly agricultural produce, oilseeds. Whether the income goes to the railways or to any other department or to the individual, is a small matter. I want that these several lakh acres—I have given the figure in the Budget speech—are utilised for some purpose or the other. It is here that I want the cooperation and blessings of hon. Members.

SHRI B. K. DASCHOWDHURY : Will the land be given to outsiders, the landless labourers or only to gangmen? What is the policy?

DR. H. P. SHARMA (Alwar) : Would you consider only Scheduled Castes and Scheduled Tribes for this?

SHRI K. HANUMANTHAIYA : Many hon. Members wanted to know what financial and other help we are giving to those who were killed or wounded during the 14 days war. As I said, about 13 persons were killed. From various funds, including the Railway Minister's Discretionary Fund, we have given to each family which has lost a member, Rs. 11,000 including *ex-gratia* payment. It is such a generous payment that you will not find a precedent for it in the railway administration. Family pension is also being given varying from Rs. 60—some people get Rs. 40—according to the pay they were drawing. Bonus also is being given. Therefore the families of people who have lost their lives are being treated very generously. In addition, I have also passed orders to give employment to the members of the family who need it.

The wounded also have been given amounts varying from Rs. 500 to Rs. 600

and even Rs. 1,000 according to the serious nature of the wound sustained. The House can really rest assured that these employees who have stood by the country and suffered will be properly protected in every possible manner.

SHRI NARSINGH NARAIN PANDEY (Gorakhpur) : What about saloons?

SHRI K. HANUMANTHAIYA : My hon. friend asks about saloons. I know the opinion of the House. It is not that I am unaware of it. Even if I abolish the saloon straightaway, they will approve of it. But if I ask the officers not to make use of them, what am I to do with them, is the question. Merely stopping the use of it does not bring any income to the railways. It will be a dead stock, lying unused somewhere. I have seen that these saloons are being used not for the purpose of making a holiday. I have myself seen and satisfied that many of the railway officers who work, when they go on inspection, when they want to carry on discussions with different railways, they use saloons. What I propose to do is this. I have already given instructions to make a list of saloons available. In the first instance, I propose to cut down their number. Let us see what is to be done next.

I am very grateful to the hon. Member. Shri Jyotirmoy Bosu, for making suggestions regarding modernisation and economic expertise. I am taking the same line. In fact, the steps are being taken to introduce the latest managerial techniques in the railways. I have also been trying to bring up-to-date the computers there.

Some hon. Members made a suggestion that in order to cope with the modern management techniques, there must be a separate cadre for personnel management. My hon. friend, the labour leader, Shri A. P. Sharma, made that point. I propose to concede that point and begin the implementation of the idea he has sponsored. It might be of interest to the House

[Shri K. Hanumanthaiya]
to know that the Chairman of the Administrative Reforms Commission made this very recommendation and the Government of India accepted it and they have placed the Personnel Department, re-organised anew, under the Cabinet Secretariat instead of under the Home Ministry. I made that suggestion and they accepted it. So, my hon. friend Shri A. P. Sharma, who is very much concerned with promotional and other prospects of labour be rest assured that I am also of the same view. I have made a study and I want to implement it so that the railway administration can improve.

Several hon. Members made reference to the recommendations of the Administrative Reforms Commission, the Study Teams, and asked me what happened to these recommendations. Some of you have said about me: I am not a person who will wait for the things to be processed. I am already implementing them. All the recommendations of the Commission were processed at a general meeting of the Minister for Railways, the Deputy Minister for Railways and the Members of the Board, including the Chairman. All of us agreed on all the recommendations, more or less, unanimously. I am implementing them. There are one or two recommendations which require the approval of the Cabinet. I am awaiting their approval.

I would like to give you only one instance. The Administrative Reforms Commission recommended that Additional Members are not necessary. I have kept these posts vacant. I have not filled them. I propose to pursue the implementation of these recommendations. It cannot be done in a day. It takes time. As we proceed with the implementation of these reforms, I am sure, the railway administration will also improve.

I want to make one thing clear. Many hon. Members are under the impression

that if the administrative costs at the top are cut down, there will be much saving. It is not so. The bulk of employees are the lower category employees who are about 13 lakhs. Even if I reduce the officers category to their bone, I will not be able to save more than half a crore of rupees or so. That is not of much significance so far as finances are concerned. Otherwise, it is welcome in order to streamline the administration. I am having almost daily talk on the subject with the concerned Members of Board and the Chairman, and I might say that all the Members of the Board, including the Chairman, are very helpful. They are reform-minded as any of us is and it is no use blaming them all the time for this deficiency or that deficiency which is more imagined than real. With my personal experience, I may say I have nothing to hide, nor do I gain anything by speaking in a pusillanimous manner—that no Member of the Board has been recalcitrant, no Member of the Board has been disobedient. They are all cooperating to such a degree that their aim is to see that one day Parliament approves of the ways they work in the Railways instead of being subjected to all kinds of undignified remarks. Hon. Member, Mr. Kachwala, called them *Rakshasas*. This is exuberance which does not decorate even the hon. Member. If the members have any confidence in me, please leave it to me. The Members of the Board will work in the very spirit in which this House wants them to work, and in times to come, maybe by the time we reach the stage of next Budget, I am certain that even the critic will applaud the performance of the Railway Board. *(Interruption)*

My hon. friend, Mr. Sharma, the labour leader, and several other labour leaders also raised the question of participation of labour in management. Aristotle, in his dialogues, and also Plato used to say, 'Before you carry on the discussion, define your terms'; if the terms are not defined and if every one understands the meaning

of the term in his own way, the dialogue cannot be carried on in a scientific way or no right conclusions can be arrived at. What is participation must be defined first. I have stated in the House—it is my personal opinion; I am not sponsoring official opinion; but I am doing so with a purpose to make the members think—that he who asks for participation must come convinced with the idea of giving up the strike call. The right to strike and the right to manage do not go together; one is contradictory to the other.

SHRI A. P. SHARMA (Buxar) : I am very much happy that the hon. Minister has yielded; but this idea of participation, as I have already said, is not a new thing; it is going on all over the country. There are several study reports, schemes are there; I have requested that one of these schemes or study reports should be implemented. They are available with the Railways.

SHRI K. HANUMANTHAIYA : What he says, I do not contradict. The foundation of the proposal is that, if you want to ask for real, effective management participation, the question of strike should be given up once and for all. Subject to this condition, whatever scheme my hon. members, the labour leaders, propose, I am prepared to accept, and I know that proposal also to some extent. If they want merely a Directorship here or a membership there, I am prepared to concede without any hesitation, but I want effective participation in the sense that, as the General Manager or the Chairman of the Railway Board feels a sense of responsibility in management, I want the participating labour leader and the labour representative to rise to that level of responsibility. It is only that I call effective participation; otherwise, it will be a notional participation. If they want just a membership here or a membership there, I have no objection; I can give straightway... (Interruptions)

SHRI A. P. SHARMA : I do not like to argue this point with the hon. Minister. As a matter of fact, the right to strike has got no connection with participation scheme. Whereas the right to strike can be retained at the same time participation in management can be had.

SHRI S. M. BANERJEE (Kanpur) : I want that strike should be made superfluous by creating favourable conditions by which there is no need for strikes. But we are against banning of strikes. Regarding labour participation, Mr. A. P. Sharma may be the non official Chairman but he has no official position in the Board. In the Board itself somebody should be there.

SHRI K. HANUMANTHAIYA : In any case the hon. Members know that we are not coming to conclusion on this issue just now. I have merely opened the topic for a serious discussion. That is all that I have done. All of you can think together and prepare a scheme and I am prepared to discuss with you. Even if it takes time, I am prepared to sit with all the labour leaders concerned and come to a settlement on the issue ... (Interruptions)

डा० गोविंद दास रिक्कारिया (भाँसी) :
अध्यक्ष महोदय, मैंने सुझाव दिया था कि यदि, मंत्री जी इसको सिद्धांततः स्वीकार कर लें तो एक कमेटी की घोषणा करें जो इस पर विचार करे... (व्यवधान)...

MR. SPEAKER : The Minister is very obliging. Every Member gets up and asks something.

You have quoted Aristotle and Plato. It is difficult to understand Aristotle and Plato.

SHRI K. HANUMANTHAIYA : So far as the various suggestions that have been made, either local or general are concerned, the House would excuse me if I am not able to reply to every one of them. As you know, if I begin to reply to all the

[Shri K Hanumanthaiya] points, I will require a whole day, about 89 hours I don't propose to treat the suggestions made as if they are not made and I am not a person who would like to ignore them. I will instruct the Board or the concerned Directors in the Board to scrutinise every point and suggestion that has been made by the hon Members and their replies will be sent. Only this much

Several hon Members complained to me that the replies sent by me are a little routine and many a time, negative. The hon House has to kindly sympathise with me. The Railways are such a big system. Suddenly a Member asks, 'What about some station?' I don't think even a man with a hundred heads will be able to remember all the lines. Therefore I have necessarily to depend upon reports sent to me. Therefore I have taken the precaution, I don't send the replies immediately. I send a note and if the note prepared by the officer is wrong or inaccurate, the hon Member is welcome to discuss the problem with me, and if it is such a serious case, I will accompany the Member to the spot and settle the problem.

SEVERAL HON MEMBERS *rose*

SHRI K. HANUMANTHAIYA So far as corruption and other matters are concerned, I have already dealt with it in the Budget speech and I hope the hon Members know the procedure I am following and the seriousness with which I am pursuing it. *(Interruptions)*

श्री रामधन अध्यक्ष महोदय, एक व्यस्था का प्रश्न है.....*(व्यवधान)*.....

अध्यक्ष महोदय 'जब मिनिस्टर बोल रहे हो तो अध्यक्ष का कोई प्रस्तुत नहीं है कि मिनिस्टर को कहे कि आपकी बात वह सुनें अगर मिनिस्टर किसी खास मेम्बर के लिए ओब्लाइज करना चाहते हैं तो बड़ी खुशी से कर सकते हैं। लेकिन यह नहीं कि आठ

आठ दस दस को एक साथ ओब्लाइज करें। आठ दस मेम्बर खड़े हो तो उसमें आपका यह खयाल हो कि अध्यक्ष ही किसी का नाम ले कर उसे वहे यह नहीं हो सकता। अध्यक्ष महोदय, अध्यक्ष महोदय, कहने से कुछ नहीं होता। हाँ, अगर वह चाहते हैं किसी को ओब्लाइज करना तो मौका दे सकते हैं।

He can give. I have no objection.

SHRI K. HANUMANTHAIYA I have already made it clear that every suggestion and every point made by the hon Members will receive a reply. Therefore there is no necessity for a further dialogue on the subject.

SHRI B. K. DASCHOWDHURY Sir let the hon Minister say something about the restoration of the flood damaged lines in the N. F. Railway.

श्री रामधन पोतावासला से फिरनदूर लाईन फिर म क्यों बिछाई जा रही है? इसके लिए क्या मन्त्री महोदय कोई रमेटी बिठाएंगे।

SEVERAL HON MEMBERS—*rose*

MR. SPEAKER Whom is the Minister obliging? All of them?

SHRI JYOTIRMOY BOSU He said he will oblige me after he had finished. He is a truthful man. He said so. He said, "let me finish my speech, and you can ask. "I will sit down if he says no. Number one: What are you doing about reopening of the Martin Light Railway? When will you have through train to Bangladesh, and through Bangladesh to Assam?

SHRI K. HANUMANTHAIYA Regarding the first question, I don't propose to do anything. Regarding the second question

SHRI SAMAR MUKHERJEE (Howrah): The Prime Minister had solemnly assured

that Martain Light Railway will be re-started; this was her personal assurance. It has appeared in the papers; it has been published in the press . .

SHRI K. HANUMANTHAIYA : So far as Bangladesh is concerned, I have already made a statement, that is, that every line will be connected to the Railway system between the two countries and the water system between the two countries will be coordinated to mutual advantage.

SHRI JYOTIRMOY BOSU : How soon ? Within what date ?

SHRI K. HANUMANTHAIYA : Much of it has already been done. (*Interruption*)

SHRI B. K. DASCHOWDHURY : I want to have just one clarification. Has the Minister considered about the restoration of the flood-damaged line in the N. F. Railway ? Is he doing anything on that ? I want to know what he is doing about this long standing line in the N. F. Railway.

SHRI K. HANUMANTHAIYA : There is no further answer.

SEVERAL HON. MEMBERS rose . . . (*Interruptions*)

MR. SPEAKER : All of you may kindly sit down so that I may stand. (*Interruptions*) I think there is nothing to be answered, everything is over.

SHRI K. HANUMANTHAIYA : Yes.

DEMANDS* FOR GRANTS ON ACCOUNT (RAILWAYS), (1972-73)

MR. SPEAKER : I am going to put the Demands for Grants on Account (Railways) to the vote now.

The question is :

"That the respective sums not exceeding the amounts shown in the third column of the order paper, be granted to the President, *on account*, for or towards defraying the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 11, 11A, 12 to 16."

The motion was adopted.

MR. SPEAKER : So, this discussion is over. These Demands are passed.

[*The motions for Demands for Grants on Account (Railways), which were adopted by the Lok Sabha, are reproduced below—Ed.*]

DEMAND No 1—RAILWAY BOARD

"That a sum not exceeding Rs. 41,29,000 be granted to the President, *on account*, for or towards defraying the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Railway Board'."

DEMAND No. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 1,80,48,000 be granted to the President, *on account*, for or towards defraying the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Miscellaneous Expenditure'."

DEMAND No. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 4,28,000 be granted to the President, *on account*, for or towards defraying the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Payments to Worked Lines and Others'."

*Moved with the recommendation of the President.

**DEMAND No 4—WORKING EXPENSES—
ADMINISTRATION**

"That a sum not exceeding Rs 22,40,12,000 be granted to the President *on account, for or towards defraying* the charges which will come in the course of payment during the year ending on the 31st day of March 1973, in respect of 'Working Expenses—Administration' "

**DEMAND No 5—WORKING EXPENSES—
REPAIRS AND MAINTENANCE**

"That a sum not exceeding Rs 77,39,73,000 be granted to the President, *on account, for or towards defraying* the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of Working Expenses—Repairs and Maintenance

**DEMAND No 6—WORKING EXPENSES—
OPERATING STAFF**

"That a sum not exceeding Rs 47,85,74,000 be granted to the President *on account, for or towards defraying* the charges which will come in the course of payment during the year ending on the 31st day of March 1973, in respect of 'Working Expenses—Operating Staff' "

**DEMAND No 7.—WORKING EXPENSES
OPERATION (FUEL)**

"That a sum not exceeding Rs 43,19,61,000 be granted to the President, *on account, for or towards defraying* the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Working Expenses—Operation (Fuel)' "

**DEMAND No 8—WORKING EXPENSES—
OPERATION OTHER THAN STAFF AND FUEL**

"That a sum not exceeding Rs 12,63,23,000 be granted to the President, *on account, for or towards defraying* the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Working

Expenses—Operation other than Staff and Fuel'."

**DEMAND No 9—WORKING EXPENSES—
MISCELLANEOUS EXPENSES**

"That a sum not exceeding Rs 9 64 89,000 be granted to the President, *on account for or towards defraying* the charges which will come in the course of payment during the year ending on the 31st day of March 1973, in respect of 'Working Expenses—Miscellaneous Expenses

**DEMAND No 10—WORKING EXPENSES—
STAFF WELFARE**

That a sum not exceeding Rs 7,31,31,000 be granted to the President, *on account, for or towards defraying* the charges which will come in the course of payment during the year ending on 31st day of March 1973, in respect of 'Working Expenses—Staff Welfare' "

**DEMAND No 11—WORKING EXPENSES—
APPROPRIATION TO DEPRECIATION
RESERVE FUND**

"That a sum not exceeding Rs 27,50,00 000 be granted to the President, *on account, for or towards defraying* the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

**DEMAND No 11A—WORKING EXPENSES—
APPROPRIATION TO PENSION FUND**

"That a sum not exceeding Rs 4,00,00,000 be granted to the President, *on account, for or towards defraying* the charges which will come in the course of payment during the year ending on the 31st day March, 1973 in respect of 'Working Expenses—Appropriation to Pension Fund' "

**DEMAND No 12—DIVIDEND TO
GENERAL REVENUES**

"That a sum not exceeding Rs 4,54,02,000 be granted to the President, *on*

account, for or towards defraying the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Dividend to General Revenues'."

DEMAND No. 13—OPEN LINE WORKS
(REVENUE)

"That a sum not exceeding Rs. 1,75,09,000 be granted to the President, *on account, for or towards defraying the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Open Line Works (Revenues)'. "*

DEMAND No. 14—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 9,42,97,000 be granted to the President, *on account, for or towards defraying the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund'.*"

DEMAND No. 15—OPEN LINE WORKS—CAPITAL AND DEPRECIATION RESERVE FUND AND DEVELOPMENT FUND

"That a sum not exceeding Rs. 1,63,04,85,000 be granted to the President, *on account, for or towards defraying the charges which will come in the course of payment during the year ending on the 31st day of March, 1973, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'.*"

DEMAND No. 16—PENSIONARY CHARGES—PENSION FUND

That a sum not exceeding Rs. 2,52,63,000 be granted to the President, *on account, for or towards defraying the charges which will come in the course of*

payment during the year ending on the 31st day of March, 1973, in respect of 'Pensionary Charges—Pension Fund'."

APPROPRIATION (RAILWAYS) VOTE ON ACCOUNT BILL*, 1972

THE MINISTER OF RAILWAYS (SHRI K. HANUMANTHAIYA): I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1972-73 for the purposes of Railways.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1972-73 for the purposes of Railways."

The Motion was adopted.

SHRI K. HANUMANTHAIYA : I introduce† the Bill.

I beg to move†

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1972-73 for the purposes of Railways be taken into consideration."

MR. SPEAKER : The question is :

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1972-73 for the purposes of Railways be taken into consideration."

The Motion was adopted.

*Published in Gazette of India Extraordinary Part II, Section 2, dated 20-3-72.

†Introduced/Moved with the recommendation of the President.

MR. SPEAKER : The question is :

"That Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title stand part of the Bill".

The motion was adopted

Clauses 2 and 3, the Schedule, Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI K. HANUMANTHAIYA : I beg to move :

"That the Bill be passed".

MR. SPEAKER : The question is :

"That the Bill be passed".

The motion was adopted,

GENERAL BUDGET, 1972-73—GENERAL DISCUSSION

MR. SPEAKER : The House will now take up the general discussion of the General Budget. Shri Samar Mukherjee.

SHRI SAMAR MUKHERJEE (Howrah) : I would like to have half an hour. I would like to know how much time is allotted to my Party.

MR. SPEAKER : Of course, he will get half an hour today before we adjourn.

SHRI SAMAR MUKHERJEE : There will be two Members speaking from our party. That was why I wanted to know.

MR. SPEAKER : The hon. member will have half an hour.

SHRI SAMAR MUKHERJEE : The Budget placed before us here after the general elections and the slogan of the war against poverty or *garibi hatao* and democratic socialism, however, reveals that it has no relation with the slogans and the promises made. It reveals just a continuation of the same old policy of building capitalism and strengthening the hands of

the monopolists. So it is not a budget for *garibi hatao*, it is a budget for *garibi badhao*. (An Hon. Member : *Amiri badhao*.) Or the counterpart of it is *amiri badhao*.

Last time when he placed his Budget before us, he said that there would be a general revival in the economy. But in this budget speech, he has observed :

"The rate of growth has slackened in 1971-72. There are also other trends which we can not overlook. While imports other than those of foodgrains have increased rapidly, this cannot be said of exports. As a result, the trade gap is likely to widen appreciably in the fiscal year. The various programmes for promoting social welfare which have been taken in hand over the past two years have yet to gather momentum".

This is also a review of the economic policies enunciated in the last budget, the programmes taken up and how they are implemented. So from the results, it is seen that the economy has started slackening.

Sluggishness of the economy is not an isolated thing. It is the inherent weakness of the capitalist system when it is faced with crisis. Capitalist economy is not free from crisis. Sometimes the economy will pick up; but again crisis will appear. In one sector, there will be some growth and development; in others there will be decline. This is the feature of capitalism. Our country will not come out of the crisis unless the whole basis of the economy is thoroughly, fundamentally and basically changed. This budget is a budget to build capitalism and help growth of monopoly. That was why just after the presentation of the Budget we saw in the Bombay Stock Market and in Lyons Range in Calcutta considerable jubilation. Because there is no extra burden of taxation on them. In this Budget the old policy is being continued, the policy of imposing greater burdens and taxes on the common masses through indirect taxation. The

direct taxes portion is very negligible. Only Rs. 24 crores by way of direct taxes are envisaged throughout the year; out of that, during this budget period, only Rs. 16 crores have been imposed on them. The rest is entirely indirect taxation. The tax on Kerosene is a hit on the common people; so are other taxes like those on aluminium, steel, rayon, art silk, tobacco and others. Ultimately, the impost falls on the common consumers. So they suffer.

Everybody knows that when taxation is increased, it has its effect on prices. In the background of rising prices, another big dose of taxation has been administered on the common masses.

Not only that. A big amount has been set apart for deficit financing. Last time it was Rs. 220 crores; this time it is Rs. 242 crores. Last time we had also warned that deficit financing would not remain limited to that amount. It has further increased; and this time also, this Rs. 242 crores of deficit financing will not be sufficient. The Government will further extend the amount through inflationary methods or various other methods for deficit financing. The logical result is that there will be a further rise in prices.

Moreover, the increase in the railway freight also helps the rise in the prices of commodities. So, the total effect is not curbing down of the price-rise, not the stability of prices, but further rise in prices. So, it amounts to a further erosion of the income of the common masses, and the result is that poverty will further increase and the disparity among the people is bound to grow further.

What do we see? We see that this budget has been depicted as a basis for advancing towards socialism. The Finance Minister, in the last sentence of the first part of the budget, has said :

"Hon. Members may rest assured that we shall continue our efforts in the same spirit and over a broad front

over the coming months so that the mandate for creating a socialist society is carried out with speed and vigour."

If the Finance Minister thinks that this is a socialist society which he is going to build, then, he is befooling himself.

Now, the world has seen socialist societies. You have got a great friend, the Soviet Union, a socialist country. At least you must try to learn how socialism was built up in that country. That was the first country which has inspired the world to the path of socialism

AN HON. MEMBER : Revolution.

SHRI SAMAR MUKHERJEE : Socialism is a world process, and the whole world is bound to take to the path. Socialism, means a basic, fundamental change, which is opposite to capitalism. There may be various forms of socialism, but the essence of socialism is the rule of the proletariat. There may be various forms of capitalism, but the essence of capitalism is the rule of the bourgeoisie. These are so very fundamental that you cannot ignore this and call your society, a capitalist society, as a socialist society. By this jugglery of words, you can only deceive the people, confuse them, and try to save capitalism under the cover of socialist jargon.

What is your budget? The budget is an instrument of your economic policy. Through the Five Year Plans and budgets for several years what ultimately happened in India is the concentration of capital in the hands of a few. 75 monopoly families have become the major owners of assets of private corporate sector excluding banking. It was when the Monopolies Commission prepared the report that they stated that 75 business houses led by Tatas and Birlas control 1,936 companies and 46.9 per cent of the assets of the private corporate sector excluding banking, which the Commission placed at Rs. 5,552 crores.

[Shri Samar Mukherjee]

Since then, has there been a weakening of the monopolies due to planning? They claim that these plans are oriented towards socialism. No. According to the latest survey of the Research and Statistical Division of the Company Affairs Department published in July 1970, the assets of the entire private corporate sector excluding banking companies increased to Rs 7500 crores 1967-68 and the share of the monopoly houses was 53.8 per cent in 1967-68 compared to 46.9 per cent in 1963-64. This shows how the concentration has actually increased.

The Five Year Plans are actually contributing towards the process of concentration of economic power in the hands of monopolies. India is heading towards monopoly capitalism, not socialism. They talk of socialism more and more because they see in people's eyes that capitalism is rejected and exposed. That is why while actually defending capitalism, they cover themselves up in the guise of socialism. Otherwise capitalism cannot be maintained.

Last time also I referred to this matter. Between 1963-64 and 1967-68, Birlas recorded an increase in assets of Rs 283 crores, Tatas Rs 176 crores, Mafatlal Rs 90 crores, Surajmal Nagarmal Rs 50 crores and so on. They have started the slogan of *Garibi Hatao*. Is the Government really interested in removing poverty? No. After the dissolution of the last Lok Sabha, between 15 August 1970 and 30 April 1971, 97 fresh licences were issued to monopolists. They include 7 for Tatas, 8 for Birla's, 4 for Srram, 3 for Sahu, Jain, 6 for Singhanja, 2 for ACC and 3 for Dalmia. Is this also *Garibi Hatao*? After the 1971 elections, in the calendar year 1971, 113 licences had been issued to big businessmen. This is how the Government is building up the economy in the country, by helping in all possible ways the monopolists.

The incidence of tax on the common masses due to indirect taxation is evidence of the continuation of the

same policy. Last time I read out the percentages, starting from 1950-51 the ratio of direct tax has gradually lessened and that of indirect taxation has increased. The Government's claim that taxes are spread equitably has no basis because larger amounts are collected from the common people. Since 1963-64 the taxes on income and property have increased from Rs 554.52 crores to Rs 1122.37 crores, that is a rise of about Rs 567.85 crores, about 100 per cent. Other taxes on commodities increased from Rs 1,079.30 crores to Rs 3,106.11 crores during the same time, a rise of 300 per cent. This is how the common man is served to fatten the profits of the big monopolists. So, the claim of socialism is nothing but a deception for vote-catching.

In the Budget they have claimed that the price level is reasonably stable. This claim is not justified by actual reality because in one year the rise of price of daily necessities has been nearly 30 per cent. According to the National Commission on Labour, the same amount of consumer goods and services that Rs 100 could buy in 1969 required Rs 228 in 1970. In 1970-71 prices have registered an increase of 16.2 per cent according to a survey made by the *Hindustan Times* on January 4, 1972. This price rise directly hits the common man, particularly the employees and workers. They have cited some items: Meat has gone up from Rs. 5.3 to 6 a kilo, now Rs. 6.5, rice from Rs 1.7 to Rs 2, Desi Wheat from 90 Paise to Rs 1.10 a kilo. Sugar has increased phenomenally, it has gone up, according to that calculation from Rs 3.05 in the first week of March to Rs 3.40 within a fortnight. The price of a popular brand of tea has gone up by 5 to 20 Paise per packet during the same period. This is a very serious thing. This additional taxation and deficit financing will help further enormous rise of prices which will affect the whole economy and daily life of the common masses.

18 hrs

MR SPEAKER. This morning I observed that the time lost on Saturday should

be made up by having an extra half-hour sitting today.

SHRI JYOTIRMOY BOSU (Diamond Harbour) : Please see the attendance. There should be some quality in our performance, not quantity alone. Let us continue tomorrow.

MR. SPEAKER: If you do not want to sit for half an hour extra, all I can do is to reduce $1\frac{1}{2}$ hours at the end of the debate. There is no other way out, I have calculated and found that the time lost on Saturday cannot be made up.

SHRI SAMAR MUKHERJEE : I was not prepared to speak today. But I had to start my speech.

MR. SPEAKER : You have another 8 minutes left. We will continue tomorrow.

SHRI SAMAR MUKHERJEE : Some more minutes may be added to it.

SHRI JYOTIRMOY BOSU: I apprehend that there will be more repetitions of what happened on Saturday. I am sorry to say the house has become very dull and people are losing interest.

MR. SPEAKER : It is not dull. Members had previous engagements for Saturday without knowing that the House will be sitting. The House stands adjourned till 11 A. M. tomorrow.

18.02 hrs.

[The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 21, 1972/Chaitra 1, 1894 (Saka)]