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Friday, June 2, 1967
Jyaistha 12, 1889 (Saka)

LOK SABHA DEBATES

(Second Session)



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C O N T E N T S

No. 9.—*Friday, June 2, 1967/Jyayashtha 12, 1889 (Saka)*

COLUMNS

Oral Answers to Questions—

*Starred Questions Nos. 241 to 245 2485—2519

Short Notice Question No. 6 2519—26

Written Answers to Questions—

Starred Questions Nos. 246 to 248 and 250 to 270 2526—43

Unstarred Questions Nos. 1251 to 1253, 1255 to 1273, 1275 to 1310, 1312 to 1322, 1325 to 1364 and 1366 to 1420 2543—2668

Point of Order re. Gajendragadkar Report 2668—69

Calling Attention to Matter of Urgent Public Importance—

Government's refusal to raise dearness allowance of Central Government Employees 2669—81

Papers Laid on the Table 2681—83

Business of the House 2683—94

Railway Budget—General Discussion 2695—2734

Shri C. Dass 2695—99

Shri Mudrika Singh 2699—2704

Shri S. Kundu 2704—10

Shri Tamaskar 2710—76

Shri Balgovind Verma 2716—21

Shri Ramji Ram 2721—25

Shri Shinkre 2725—27

Shri B. N. Shastri 2727—31

Committee on Private Members' Bills and Resolutions—

Second Report 2734

Resolution *Re. Crisis in Textile Industry—negatived* 2735—2800

Shri P. P. Esthose 2735—42

Shri S. K. Tapuriah 2742—47

Shri Hukam Chand Kachwai 2747—54

Shri Bedabrata Barua 2754—57

Shri S. Kandappan 2757—60

Shri Abdul Ghani Dar 2760

*The sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

	COLUMNS
Shri Narendra Singh Mahida	2772—75
Shri S. M. Banerjee	2775—79
Shri George Fernandes	2779—82
Shri Randhir Singh	2782—85
Shri S. A. Dange	2785—87
Shri Nambiar	2787—88
Shri Dinesh Singh	2788—98
Resolution <i>Re.</i> Decontrol of Steel	2800—04
Shri Nambiar	2800—04

LOK SABHA DEBATES

2485

LOK SABHA

Friday, June 2, 1967/Jyaistha 12, 1889
(Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Loss in Hindustan Steel Ltd.

*241. Shri Baburao Patel: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether Hindustan Steel Ltd. in spite of a total investment of Rs. 1028.5 crores has shown a loss of Rs. 59.3 crores for the period ending March, 1966;

(b) the reasons for this continuing loss in spite of expert guidance from foreigners and efficient management by Indians;

(c) whether Government propose to investigate the reasons for this continuing loss by the appointment of a high-power committee to go into the affairs of all our steel plants;

(d) if so, when; and

(e) if not, the reasons therefor?

The Minister of Steel, Mines and Metals (Dr. Cheena Reddy): (a) to (e). A statement is laid on the Table of the House.

STATEMENT

(a) The loss of Rs. 59.3 crores represents the cumulative losses incurred by the Company since 1958-59 when the first units were commissioned. Except for the first year, the

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2486

Company earned gross profits in all the other years it has been operating. The cumulative net loss was incurred due to the Company providing, out of the gross profits, for depreciation and interest charges of approximately Rs. 254 crores. The depreciation and interest accruals are an important contribution to Plan resources. The Company also earned net profits during 1964-65 and 1965-66, when production in the one-million tonne stages of the three plants had achieved a measure of stability.

(b) The losses in the earlier years were mainly due to the production being below the rated capacity as the new plants progressively achieved higher capacity utilisation. This was coupled with heavy capital overhead charges of depreciation and interest. The prices of steel were also pegged by Government under the system of steel control. During the last financial year, the fall in internal demand reduced despatches and therefore profit.

(c), (d) and (e). The major factor which would increase profits is a reduction in the cost of production. This has been investigated in detail very recently by a Committee headed by Shri Harekrushna Mahatab. The recommendations of the Committee are being implemented and should have their impact in due course. In an individual instance of a plant incurring high losses, special investigations have been undertaken, for example the Pande Committee which has recently studied the Durgapur Steel Plant. Their recommendations are under consideration. The Committee on Public Undertakings has also reviewed the working of all the HSL Plants during the last two years.

The Company are also vigorously pursuing the development of sales in the country and expanding their export effort to offset the fall in profits due to the present fall in demand. Further investigation does not, therefore, appear necessary at this stage.

Shri Baburao Patel: If Tata Steel, a concern in the private sector can consistently pay good dividends for years, why should Hindustan Steel, a public sector concern with a capital of Rs. 1,028 crores and a floating loan of Rs. 500 crores, be consistently showing a loss?

Dr. Chenna Reddy: It is not basically correct that HSL is showing a loss constantly, because net profits have been made from 1963-64 onwards. Initially it had to run under a loss because of several factors including the fact that capacity was more and capital investment per ton capacity of production was much more than what is available in IISCO or Tatas.

Shri Baburao Patel: The former Finance Minister, Mr. T. T. Krishna-machari, had once boasted that one day the Indian rupee would be backed by steel instead of by gold. But today the rupee is devaluated and our steel plants are losing money. Durgapur Steel plant, the private estate of various ivory-tower Chatterjees, is on the verge of closing down according to newspaper reports.

Dr. Chenna Reddy: It is not true.

Shri Baburao Patel: Its products are not being sold and the plant has no money to pay its wage bill of Rs. 75 lakhs. The closing down of the plant will affect the lives of 25,000 families, who will be thrown in the streets. I would like to know whether Government propose to close down the Durgapur plant and save us from the unpleasant duty of asking inconvenient questions.

Dr. Chenna Reddy: The hon. Member has a certain basic misunder-

standing about the entire position. I would like to clarify it. As I said, the basic cost block of Tisco is Rs. 1,176 per ton while in HSL it is Rs. 2,500. That is an important factor. In IISCO it is less than Rs. 950 per ton of saleable steel. This is an important matter. The private companies were formed much earlier, before the second World War when the cost of acquisition, machinery, land, plant and everything was comparatively much cheaper than in the case of HSL. Secondly, because of increased price, the current rate of depreciation is of the order of about Rs. 42 crores per year and the interest is Rs. 18 crores. Up to 1965-66, the total amount of depreciation and interest comes to Rs. 254 crores, which is an important contribution to plan resources. This is also a basic factor. In 1964-65, the total profits of HSL amount to Rs. 184.92 million and in 1965-66 Rs. 16.65 million. In this way, if we take the total up to 1964-1966, it is only the cumulative loss and not loss per year. In addition, as against the private sector, there is a general feeling in this country that HSL being a public sector undertaking the work costs are much more and therefore the losses are there. I would like to clarify that position also giving figures of work cost in each plant. The Mahatab Committee's Report....

An hon. Member: Sir, this is not a half-an-hour discussion.

Mr. Speaker: I can understand that.

An hon. Member: Is he answering a question or making a statement?

Shri Surendranath Dwivedy: Sir, the reply may be long but it is necessary because an allegation has been made that this public sector industry is not doing well compared to the private sector industry. He is only giving us facts and figures.

Mr. Speaker: But let it be short.

Dr. Chenna Reddy: Sir, I will only give one more figure. The working

cost of ingot steel per ton in 1964-65 as was established by the report of the Mahatma Committee works out to: Tatas—Rs. 247, IISCO's—Rs. 246, Durgapur—Rs. 227, which is stated to be on the verge of collapse by the hon. Member; Bhilai—Rs. 235 and Rourkela—Rs. 233. In all the three steel plants the working cost is much cheaper than the two private sector undertakings. (Interruptions).

श्री तिक्केश्वर प्रसाद : सच्चा पटल पर जो बक्तव्य रखा गया है, उस से दो बातें स्पष्ट नहीं होती हैं। मैं यह जानना चाहता हूँ कि हिन्दुस्तान स्टील लिमिटेड की स्थापना से पहले इन्स्पात के निजी कारखानों में इन्स्पात का लागत-जब्त किस आधार पर न किया जाता था और हिन्दुस्तान स्टील लिमिटेड के अन्तर्गत इन्स्पात का लागत जब्त किस आधार पर तय किया जाता है। मैं यह भी जानना चाहता हूँ कि इस बात की क्या बजाह है कि हिन्दुस्तान स्टील लिमिटेड के कारखाने अभी भी पूरी क्षमता से काम नहीं कर रहे हैं। ये दोनों बातें स्पष्ट की जानी चाहिए।

दा० चन्द्रा रेडी : जैसा कि मैं पहले ही निवेदन कर चुका हूँ, कारखाना सुरु करते बक्त, जब कि उस का डेवेलपमेंट और एक्सप्रेशन पूरा नहीं हो पाता है, उस की बहुत सी इन्स्टाल्ट कंपेसिटी अन्युटिलाइज्ड और आइडल रह जाती है। यह सही है कि हमारी पूरी कंपेसिटी इन्स्पात न होने की बजाह से हम को ज्यादा नुकसान, ज्यादा सूब और एक्सप्रेशन बर्दात करना पड़ता है, जो कि हमारे नामिन में रिफ्लेक्ट होता है।

Shri Virendrakumar Shah: Sir, in the Annual Report of HSL for 1965-66 there is a reference about slackening market and the review of the Government thereon also mentions about recession in the market. Will the hon. Minister kindly enlighten us on (a)

the trend of market position in the year 1966-67 and (b) the trend for the current year?

Dr. Chenna Reddy: That is a fact, because in 1965-66 as a result of the disturbance in the general national economy due to Indo-Pakistan conflict or consequent recession in the market this has happened. For example, I may state that in Bhilai the total estimated capacity of rail production was five lakh tons whereas the railways were only able to place an order for 2.25 lakh tons. Therefore, it became necessary to change the production and go in for billets where the price was much lower than what we would work with.

Shri Virendrakumar Shah: I asked about the trend of market in 1966-67 and also the current year.

Dr. Chenna Reddy: The trend in the current year has not yet improved. After the recent de-control that we have done we expect that in certain commodities in which the prices have been slightly increased and where the cost of production was much higher, it will help improvement of the production and we hope that the market trend after the next two or three months will improve.

Shri Chintamani Panigrahi: May I know whether the public sector steel mills have the freedom of pricing their own products as the Tatas have got?

Dr. Chenna Reddy: There is practically not much of difference. In spite of de-control in 1964 the prices in the market are almost controlled and there is uniformity in the prices.

श्री चंद्र लिम्बे : अध्यक्ष महोदय, मंत्री महोदय ने अभी एक प्रश्न का जवाब देते हुए कहा कि चूंकि टाटा का कारखाना लडाई के पहले बना था, सस्ती के जबाने में बना था, इस लिये उन का जब्त कर्त है। मैं मंत्री महोदय से जानना चाहता हूँ कि क्या उन्होंने कभी इस बात की ओर अध्य

दिया है कि जापान, जहां इस्पात के लिये की कम्बा माल आवश्यक है वह बनता नहीं है, कोयला, जोहे की मिट्टी और इस्तरी जीवं और जहां अधूरी भी हमारी अपेक्षा ज्यादा है, फिर भी क्या बजह है कि जापान के कारखाने का कुल खर्च व उत्ति टन खर्च हिन्दुस्तान के कारखाने से बहुत कम है? क्या इस की कोई उन्होने कभी की है तथा क्या सरकारी कारखानों में सुधार लाने के लिये उन्होने कोई इन्टज़ाम किया है?

एक नारीय तत्वात्मक : वहां हड्डताल नहीं होती होगी।

डा० अन्ना रेड़ी : इस समय जापान में और इसरे भूमालिक में जहां स्टील बन रहा है, वहां की किंवद्दि दे सकता हूँ:-

The sale value on the capital invested is 2.5 as against .9 in most of the steel plants in different countries.

यह एक बड़ा फैक्टर है। यह सही है कि हम को फौरन एक्सचेंज के द्वारा इस को लेने, तथा ज्यादा कैपेसिटी पर लाने की बजह से इनीशियल इस्टेलिशमेन्ट जापान के मुद्राबंद ज्यादा इन्वेस्ट करना पड़ रहा है। इस के अलावा हमारे यहां ओवर-स्टार्टिंग है, एक्सियोन्सी आफ लेवर हम को बढ़ाना है, इस बजह से भी हमारी प्राइस ज्यादा है। मैं इस बात को भी बाजने के लिये तैयार हूँ कि हमें क्या क्या इम्प्रूवमेंट करना है, और वह मैं हाउस के सामने जर्ब करूँगा। चूंकि हमारे यहां हीरी कैपिटलाइब्रेशन हुआ है, इस बजह से सब से पहले हमें भवनी रेटेंज कैपेसिटी को एकीक करना है। अगर हमारी रेटेंज कैपेसिटी 95 परसेंट से कम हो जाती है तो उस से हमें लास होता है — इस लिये

If we compare the internal domestic price between India and Japan, India has a cheaper price for domestic consumption.

श्री अनुभावी परेल : टाटा का कारखाना जब भूल हुआ था, उसके प्रारम्भ के 10 साल में जो उसका उत्पादन का और जो उसका अधिकार था
how does it compares with Hindustan Steel?

डा० अन्ना रेड़ी : वह सही है कि टाटा की भी 1920 से पहले बहुत मुश्किलात से गुजरना पड़ा था, यहां तक कि 1920 में गवर्नमेंट आफ इण्डिया को उन्हें ट्रैफिक स्पीट देनी पड़ी थी, पर-टन आफ स्टील ओवरलाइन को उन्हें सम्प्रीताइज करना पड़ा था, ताकि वे सर्वाइव कर सकें। कई सालों की मुश्किलात से गुजरने के बाद आज टाटा की भी हास्तर है, वह आपके सामने है।

Shri Surendranath Dwivedy: One of the reasons why the steel factories are not earning higher profits is the high cost of production. If I remember right, when you, Sir, were the Minister in charge, a Committee was appointed to go into this question and I think that committee has submitted its report some time back. May I know which recommendations of the Committee have been accepted and whether any steps have been taken to reduce the cost of production in the steel factories?

डा० अन्ना रेड़ी : कास्ट आफ ओवरलाइन के लिये वो कमेटी जीवं गवर्नमेंट के सामने है। एक नेहतार कमेटी की रिपोर्ट है, जिसकी सारी डिटेल एकाधिकरण करने के बाद जु़ु़ स्टेप्स लिये गये हैं—इसकी डिटेल में यह नहीं दे सकूँगा जहां तक वाले कमेटी की रिपोर्ट का तालिका है जो कि दुर्लभ के बारे में है, नेस्ट एवेंजर में भी उस का विवर होने जाता है, वह गवर्नमेंट के सामने है।

Shri Surendranath Dwivedy: I wanted to know whether on the basis of the recommendations they have

taken any steps to reduce the cost of production. He does not say anything on that. The reports are there, all right. Everybody knows it.

Dr. Chenna Reddy: We have accepted the report of the Mahatab Committee. The details are being examined and some steps are being taken. As they do not arise from this question, I am not in a position to give all the details.

श्री कंदर साल गुप्त : अध्यक्ष महोदय, मेरा प्लाइट भाक भारं है, मेरा कहना यह है कि मिनिस्टर साहब ने जो स्टेटमेंट दिया है, उसके (सी), (डी) तथा (ई) में उन्होंने कहा है—

"(c), (d) and (e). The major factor which would increase profits is a reduction in the cost of production. This has been investigated in detail very recently by a Committee headed by Shri Harekrushna Mahatab. The recommendations of the Committee are being implemented and should have their impact in due course."

यदि उन्होंने डिटेल्स भी हैं, तो कौन सी ओज इन्पलीमेंट करनी है और कौन सी न हो करनी है, यह इनकारेजेन भी मिनिस्टर साहब के पास होनी चाहिये, क्योंकि इस का उन के स्टेटमेंट और इस सवाल के साथ तास्तुक है।

Mr. Speaker: That is a different question.

Shri P. Venkatasubbaiah: May I draw the attention of the Minister to a statement that appeared in the *Hindu* some time back where a former Union Minister had said that some of the executives of these steel mills had been indulging in malpractices of passing on the material produced as sub-standard and selling it to the private sector people and whether that matter has been investigated; if so, what is the reaction of the Government?

Dr. Chenna Reddy: Unfortunately, I have not come across that.

Mr. Speaker: Shri Kothari.

Some hon. Members rose—

Mr. Speaker: When ten people get up only one can get a chance. I cannot ask ten people to ask a question at the same time. We have spent 15 minutes on this question and I shall be going to the next question. Shri Kothari.

Shri S. S. Kothari: One of the reasons why interest charges are high is that the block is excessive, particularly because of higher cost and because there was a certain element of wastage when that block was built up. But besides that at present there are inventory accumulations. Will you kindly be looking into that aspect because the general feeling is that inventory accumulations in the public sector undertakings as a whole and particularly in Hindustan Steel Limited are particularly high? The inventory accumulation with regard to finished products is also high because the market demand is not so much. I am referring to inventory accumulation of spare parts, raw materials and finished products.

Dr. Chenna Reddy: As far as finished products are concerned, as I stated earlier, only during the last two years in view of the big recession of the national economy and the railway programme in particular coming down so miserably there has been some accumulation of stocks. But during the past few months we have been finding that there is a good outlet even for these rails in various countries and at the rate of Rs. 2 crores a month we are able to export to different countries. Regarding the accumulation of spares, it is to some extent correct, but some of them have become inevitable. We are trying to look out and rationalise them also.

रेलवे मेडिकल आफिसर संस्था

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* 242. श्री सिद्धेश्वर प्रसाद :

श्री मोहन स्वामी :

श्रीमती ज्योत्सना चंदा ।

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे मेडिकल आफिसर संस्था ने हाल में एक संकल्प पारित करके अच्छे बेतन तथा पदाभ्यास के प्रधिक अवसर दिए जाने की मांग की है; और

(ब) यदि हां तो इस मामले में सरकार की क्या प्रारंभिक है?

The Minister of State in the Ministry of Railways (Shri Parimal Ghosh): (a) Yes, Sir.

(b) The matter is under consideration.

श्री सिद्धेश्वर प्रसाद : मैं यह जानना चाहता हूँ कि रेल मंत्रालय तथा एन्डीय मरकार के अन्य मंत्रालयों के अन्तर्गत जो डाक्टर सेवा में रखे जाते हैं, उन के बेतन मान तथा सेवा को ज्ञाने एक ही है या अलग अलग हैं? रेल मंत्रालय तथा अन्य मंत्रालयों के बेतन का जो मान है, उस में क्या अन्तर है?

Shri Parimal Ghosh: Consequent to the improvements made in the scales of pay non-practising allowance and other conditions of service of Central Health Service doctors, the Railways also have made some changes to bring more or less at par the service conditions, scales of pay, promotion and also the non-practising allowance of railway doctors with the Central Health Service doctors. There has been some disparity in some of the categories of doctors between the terms and condition of Central Health Service doctors and the Railway Medical Service doctors. The differences are firstly regarding promotion of the Divisional Medical Officers. The present railway system is that only one-third of the posts are being filled by

promotion and the balance by direct recruitment. Then, in the non-practising allowance there is some discrepancy between the Central Health Service and the Railway Medical Service. Then, the licentiate doctors in the Central Health Service are categorised in Class II service whereas in the Railway Medical Service they are in Class III, though the scales of pay and other things are more or less the same that prevail in the Central Health Service.

श्री सिद्धेश्वर प्रसाद : मैं यह जानना चाहता हूँ कि रेलवे मंत्रालय के डाक्टरों ने जो मांगें रखी हैं, उन पर मंत्रालय स्वयं विचार कर रहा है या उन पर विचार करने के लिये कोई समिति बनाई गई है तथा इन पर कब तक निर्णय दिया जायगा?

Shri Parimal Ghosh: The Railway Medical Officers have submitted four demands, and all these demands are now under the active consideration of Government.

Shrimati Jyotsna Chanda: May I know from the hon. Minister whether the Railway Medical Officers are allowed to have private practice and if not, whether a compensatory allowance is given?

Shri Parimal Ghosh: Compensatory allowance is also given. But they are also permitted to have restricted private practice.

श्री हुकम चन्द्र कम्बाय : जिस रेलवे में जो डाक्टर है वह किसी रेलवे में ज्यादा है तो किसी में कम है तो मैं जानना चाहता हूँ कि उन में कुल डाक्टरों की संख्या क्या है और जिन रेलों में डाक्टरों की कमी है उस की पूर्ति करने के लिए सरकार क्या करते जा रही है? क्या सरकार का विचार है कि जो सभी रेलवे चलती हैं उन रेलों में जो पैसेजर चलते हैं उन को बीमारी की हालत में डाक्टर की सुविधा न होने से बड़ी कठिनाई रोक

शासी है इसलिए क्या ऐसी व्यवस्था भी आप करने जा रहे हैं कि गाड़ियों के अन्दर भी बीमार पड़ने वाले यात्रियों का डाक्टरों द्वारा का इलाज करने की व्यवस्था हो सके ?

Shri Parimal Ghosh: I could not exactly follow what the hon. Member meant. If specific things are given to me, I will definitely look into them.

श्री पूर्णम साहबान्नाय : डाक्टरों की संख्या पूछी है

Shri Bal Raj Madhok: This was his specific question. In the railway trains, specially in the long-journey railway trains, some people get ill in the trains and he is asking whether you are going to make any proposal to have doctors going with the trains so that they can attend to the medical needs of the passengers.

Shri Parimal Ghosh: At the present moment, there is no such proposal. But if that kind of demand comes, we will certainly look into it.

श्री रामाकाशर शास्त्री : कोई भी डाक्टर एक रेलवे अस्पताल में कितने दिनों तक रह सकता है ? इस के लिए उन की कोई अवधि नियमित नहीं नहीं अगर है तो वह अवधि क्या है ? उन के लिए टाइम नियमित होने के बाद भी किसी विसी अस्पताल में 6, 6 और 7, 7 माल तक वही डाक्टर बना रहता है तो इस का क्या कारण है ?

Shri Parimal Ghosh: The service conditions of the Railway Medical Officers and of the Health Services are exactly the same, as I have said before.

Closure of Textile Mills

2493. Shri Bani Shanker Sharma:
Shri Oshar Lal Borwa:
Shri Vishwa Nath Pandey:
Shri George Fernandes:

Shri Madhu Limaye:
Dr. Ram Manohar Lohia:

Will the Minister of Commerce be pleased to state:

(a) the number of textile mills which were either not running or were closed down and were consequently taken over by Government during the last two years;

(b) whether those mills showed profits consequently;

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

(d) whether those mills have since been handed over to their owners?

The Minister of Commerce (Shri Dinesh Singh): (a) to (d). A statement is placed on the Table of the House.

STATEMENT

The management of Eight textile mills was taken over by the Central Government during 1965-66 and 1966-67.

Out of the eight mills taken over two are lying closed owing to financial difficulties. The State Government concerned are, however, taking steps to resume working. Of the remaining six, two started working only recently and their profit and loss accounts are not yet available. The audited balance sheets of the remaining four mills are not yet available. However, from the periodical reports received from the Authorised Controllers, it is observed that one of the four mills viz. The India United Mills has been making losses consistently though the amount of loss varied from month to month. The other three mills viz., Muir Mills Ltd., Kanpur Swadeshi Cotton and Flour Mills, Indore and Hira Mills Ltd., Ujjain, have making losses in some months and profits in some other months.

(d) No, Sir.

श्री वेणीशंकर शर्मा : मैं अंती महोदय से पूछना चाहता हूँ कि बन्द मिलों की संस्का राज्यों के आवार पर (स्टेट चाइर्स,) कितनी है और उन मिलों में भोटा कपड़ा बनता था या क्राइन कपड़ा बनता था ?

श्री विनेश सिंह : कुल 27 मिले इस बन्द बन्द हैं। किन-किन प्रदेशों की कौन-कौन हैं यह विवरण मेरे पास है और अध्यक्ष महोदय, इसको मैं आपके पास भेज दूँगा।

श्री जार्ज फरनेंडीज़ : अंती महोदय ने अपने इस बयान में जिन मिलों का जिक्र किया है उनमें बन्वई की दी इंडिया यूनाइटेड मिल्स का भी जिक्र है। मेरा अंती महोदय से यह प्रश्न है कि जब यह मिले आज नुकसान में चल रही हैं तो क्या सरकार ऐसी अवस्था करने के लिए तैयार है कि इन मिलों में बना हुआ कपड़ा एक तो सरकारी काम में जहाँ तहाँ भी जहरत पड़ी हो वहाँ पर, दूसरे पलटन के लिए और तीसरे विदेशों के अधिकृत ऐसे मुक्तों में उसका नियंता करने के लिए जहाँ कि उस कपड़े को मांग है, ऐसासाइज़ इंडियान इंडियान नाम करके यह कपड़ा अजने की अवस्था सरकार करेगी ? चूंकि मेरे पास यही प्रश्न है कि इस कपड़े को बाजार से हटाने की कोशिक बाजारी (निजी) क्षेत्र की मिलों की ओर से होती है और इसका सबूत आज बन्वई शहर में कई लोगों के पास है ?

श्री विनेश सिंह : माननीय सदस्य ने जो बात कही है आजिर में वह ज्यादा आवश्यक है कि कहा जाता है कि इस मिल के कपड़े के बिकने में लोग कुछ कठिनाई पैदा करते हैं। मूले आका भी और माननीय सदस्य भूलके भी मिले में और कल भी वह भूलके मिलने वाले में और मैं जानना चाहता था उन से इसके बारे में कि क्या वहाँ की स्थिति है और उसमें हम क्या कर सकते हैं ? उस में जो कोई बात हमें मालूम होगी हम उस की पूरे

तरीके के जांच करेंगे। ऐसासाइज़ इंडिया हटाने का जहाँ तक सकाल है तो वह कोई हल नहीं है कि एक जेव से निकाल कर दूसरी जेव में डाल दिया और वही आती सवाल नहीं है। यह मिले आस कर जो इंडिया मूलाइटेड मिल्स के बारे में माननीय सदस्य ने कहा कि वह बड़े नुकसान पर चल रही है, कब्दी भी इसके बारे में बंधी, उसके भी तुलाव आये और उसके तुलाव काफ़ी उसकी जड़ पर आते हैं। उन पर विचार हो रहा है। इस पर हमें कोई नियंत्रण करना पड़ेगा कि हम किस तरीके से इस मिल को ठीक करें ? यह एक बहुत पेचीदा सवाल है।

श्री बामानी : शोलापुर की स्थितिय मिल में जिसमें 10,000 अवृत्त काम करते हैं आज चार बर्ष से बन्द पड़ी है और उससे तहर की जो आवादी है उस पर काफ़ी असर पड़ा है तो क्या उसको चलाने के लिये सरकार विचार करेगी ?

श्री विनेश सिंह : अध्यक्ष महोदय, यह बात कई बर्तवा इस सदन में आई है दरबरत मिल को चला देना काफ़ी नहीं है बल्कि मिल चलती रहे इसकी तरफ़ देखना है औ ज सरकार के क्षेत्र क्या जिम्मेदारी है मिल को चलाने की यह भी एक बात देखनी ची, है। सोग मिले बूँद करते हैं, किसी न किसी बचाव से वह बन्द हो जाती है, कुछ इनजाम कराव हुआ, कुछ क्षये की गड़बड़ी हो गई दूँच और बचाव हुई। कोई बहुत उत्तरी मिले हैं जो आजकल ठीक ले नहीं चल पाती वह फिर बन्द होती है। मूल कहते हैं कि सरकार इनको चलावे। सरकार इनको कैसे चलावे ? अबर अच्छ तरीके से चल सकती होती हो मिल आगिक उसको बूँद ही चलावे। उसमें विकल्प यह आती है कि जो मिल चल सकती है उन्हें सरकार चलावे। यह बात ठीक है अबकि इनजाम की बचाव से बाराती ही वा चिह्नमें लोगों ने देखी की बहुत करती है

उनको सरकार चलाये वह बात तो ठीक है। बास तबाल तो यह है कि यह मिलें खलती रहें और इसमें जो मजदूर काम करते हैं उनको तकनीक न हो। मैंने इस सबल में यहा है कि हम एक यहां पर विज्ञेयक लाने लाए हैं जिसके अनुसार सरकार इन मिलों को चलावेगी लेकिन यही काफ़ी नहीं है क्योंकि इनको चलाकर फिर बापिस करना चाहता है। हम चाहते हैं कि जो मिल हमको लेना यहे चलाने के लिए उनको हम हमेशा के लिए ले लें और वह एक प्रबलक सेक्टर की कारपोरेशन बना कर करें।

श्री शिल्प चं. जा : क्या यह बात सही नहीं है कि कोयम्बटूर की मूती मिलों की हालत के बारे में लोकनाशन कमेटी ने स्टॉटी की श्री और उसने यहा पर कुछ मूती मिलें सिक पाई वीं तो जो मिलें तिक पाई गई वीं उनको सरकार लेने को तैयार है या नहीं ?

श्री विनेश तिहार : धर्मी मैंने इसे काफ़ी विस्तारपूर्वक घरे किया है।

Shri Shivananajappa: Certain textile mills in Mysore State are proposed to be taken over. May I know the names of these mills?

Shri Dinesh Singh: When we take them over, the hon. Member will be informed.

Shri S. A. Dange: With particular reference to the Indian United Mills in Bombay City which employ about 20,000 workers, will the hon. Minister tell us whether there were two inquiry reports about the functioning of the mills, whether in one report a fraud of Rs. 36 lakhs was discovered, whether Government tried to recover that money from the Directors and others who misappropriated that money and whether, if those efforts were not made, new efforts will be made

to recover that money because of which the mills have gone into losses?

Shri Dinesh Singh: I can assure the hon. Member that now that he has brought this to my attention, I shall have it looked into and every effort will be made to recover this money.

श्री तुलसीदास जायदाद : धर्मी मंत्री महोदय ने साल भर पुरानी मिल के लिये उत्तर दिया। आज वहां कम से कम 2 या 211 करोड़ की जायदाद है जो कि हाई कोर्ट में पढ़ी हुई है। सरकार उसे लेने के लिये तैयार है, बकंस नैयार हैं, पैसा भी सरकार के पास है। अब सेन्ट्रल गवर्नमेंट का काम है कि वह और स्टेंट गवर्नमेंट खिल कर उस को चलाये। इहांर बकंस को उम से पैसा मिलता है। तीन साल हों चुके हैं सरकार उसके बारे में विचार करो नहीं करती है ?

श्री विनेश तिहार : बिना इस मामले में विस्तार में गये हुए मैं माननीय सदस्य से इतना ही कहना चाहूँगा कि वहां वह तीन साल तक उके, वहां तीन महीने और उक आये पर हमारे कारपोरेशन को बनाने दें।

Shri Piloo Mody: The hon. Minister said that he was going to take over the textile mills and he was not satisfied with doing it on a temporary basis but he wanted to do it on a permanent basis because the mills were not being run properly. Would the hon. Minister also consider handing over to the private sector the umpteen public sector undertakings which are not being run properly?

Shri Dinesh Singh: No, there is no such question.

Shri Piloo Mody: Is he going to consider it?

Shri M. R. Krishna: One of the mills in Sholapur, namely the Narasinghiji mills was taken over by Government and its management was entrusted to a special committee. My information is that the new management is also incurring great loss.

What is the present position of that mill?

Shri Dinesh Singh: I did not catch the name of the mill.

Shri M. R. Krishna: It is the Narsinghgarhi mills.

श्री एस० एस० जोशी : बगू मंडी महादय बतला सचिन है कि उत्तिया एनाइंड मिल में आज कल फिल्से नियंत्रित मालवार का नाम होता है ?

श्री दिनेश सिंह : मालवार के याकड़े ना हम नमय में पान नहीं हैं ।

Shri S. Kandappan: May I know whether it is a fact that the rise in the cost of production of cotton fabrics is having an adverse effect on the consumption of cloth in the internal market and if so, what the Government propose to do to arrest the increase in the cost of production?

Shri Dinesh Singh: It is a much wider question which goes into the question of the internal wage and cost structure.

Shri S. Kandappan: But that is the basic question.

Shri Dinesh Singh: I do not know whether I can explain it in a brief reply during the Question Hour.

Shri P. Venkatasubbaiah: May I know whether the attention of Government has been drawn to the fact that in Andhra Pradesh where some textile mills have been started with a spindlage of 12,000, they are not working on an economic basis and they have represented to Government that if a third shift were allowed, they would be able to work the mills on an economic basis and if not, the mills would be on the verge of closure, and if so, may I know whether Government will take suitable steps

to allow such of those economic mills to work on an economic basis by allowing them to work a third shift?

Shri Dinesh Singh: We have no objection to the mills working as many shifts as they like. But the difficulty is that there is cotton shortage. We do not have enough cotton to allow the mills to work on three shifts. Owing to that reason, we have also placed certain restrictions on the adding of new spindlage etc. As soon as the cotton position improves we shall be very glad to allow them to work more shifts.

Shri P. Venkatasubbaiah: They are not asking for supply of cotton.

Shri Dinesh Singh: They iannot get it.

Shri S. M. Banerjee: I am happy at the statement of the hon. Minister that he has decided to take over some of these mills permanently. I would like to know whether his mind is working on the lines of having a textile corporation by bringing forward legislation here and if so, whether that legislation is likely to be brought forward before this House during this session?

Shri Dinesh Singh: Yes.

Shri Samar Guha: Will the hon. Minister let us know why the Dhakeswari Cotton Mills at Asansol has been closed....

Mr. Speaker: We cannot go into the cases of individual mills now.

Shri Samar Guha: There is some special reason. That is why I am mentioning it.

Govesnment give some sobaidy to it on the understanding that that particular mill will employ refugees from East Pakistan. That mill is lying closed. May I know whether Government are prepared to undertake the running of this mill particularly for the reason that the refugees may be employed there.

Shri Dinesh Singh: I shall have it looked into.

Chirumati LakshmiKanthamma: Is it a fact that the high price of cloth and the low purchasing power in the hands of the people are responsible for the stagnation in the textile industry, and if so, may I know whether Government will think of controlled distribution of cloth to the people at controlled prices?

Shri Dinesh Singh: The price of cloth of mass consumption is already controlled, and we are not aware of any great difficulties being experienced in that connection.

श्री अग्रसाथ राव जोशी : प्रधानमंत्री-दय, जिस ट्रैकमटाइल मिल को ओपाल रिलीफ एंटर्ट के यन्तर्गत शासन ने करवारी 1966 में निया अरने वाले में उसको ब्लाइंड 1966 के अन्दर ही प्रतिष्ठितकाल के निये बन्द कर दिया। मैं जानता चाहता हूँ कि अपने हाथ में लेने के बाद शासन ने उसको बन्द करों कर दिया। आज 2,000 मजदूर बेकार पड़ गए हैं। उन्हें जो प्राविडेंट फंड मिलना चाहिये वह भी नहीं पिल रहा है।

श्री दिलेश तिहः : यह बात मही है कि ओपाल में न्यूट्रैकमटाइल मिल को निया गया था और उसको मुख्य भी किया गया था, लेकिन शुरू करने के बाद भी वह चल नहीं सकी और उसे फिर बन्द किया गया है। मैं समझता हूँ कि राज्य सरकार इसको देख रही है और उसको शीघ्र में खोल फिर बनाने की कोशिश की जायेगी।

श्री हुकम चन्द कल्याण : वहां के मुख्य भी को इस पिल भालिक ने भी बंगला रहे हैं लिये है रखा है। सरकार इसके बारे में क्या करेगी? इसके बन्द करवाने में मुख्य भी का प्रयुक्त हाथ है।

श्री दिलेश तिहः : माननीय सदस्य मस्से बेकार नालूक हैं, मैं ने तो ऐसी कोई बात नहीं कही।

श्री हुकम चन्द कल्याण : कल्दीय सरकार इसमें क्या करेगी। जब वहां के मुख्य भी को रिश्वत में रहने के लिये बंगला दे रखा है तब केन्द्रीय सरकार कर भी क्या सकती है?

श्री कंवर लाल गुप्त : मवाल यह है कि प्राविडेंट फंड नहीं दिया गया। इस के बारे में क्या जवाब है?

श्री दिलेश तिहः : माननीय सदस्य ने कुछ आक्षण्य मुख्य मरी पर लगाये हैं। मैं नहीं समझता कि ऐसा बहना मुनाफिल है क्योंकि मुख्य मरी यहां पर जबाब देने के लिये नहीं है।

श्री हुकम चन्द कल्याण : आप खोज कीजिये इस के बारे में तब आपको सब कुछ मालूम हो जायेगा।

श्री दिलेश तिहः : इस प्रकार के भारी प महा नहीं लगाये जाने चाहिये।

Mr. Speaker: I will not allow this. If he repeats it, it will not be good. He has understood the question.

Shri Kanwarlal Gupta: He must answer the question.

Mr. Speaker: Let him reply and if there is anything further to clarify, he can ask.

Shri Kanwarlal Gupta: We have been requesting you to ask him to answer the question. He is not doing it.

सवाल दः किया गया था कि 2,000 मजदूरों को जो प्राविडेंट फंड दिया जाना चाहिये था वह क्यों नहीं दिया गया। क्या सरकार इस सम्बन्ध में कोई कार्यवाही कर रही है?

श्री दिलेश तिहः : यह तो मैं पता लगा कर बताऊंगा।

Shri Narendra Singh Mahima: The Raj Ratna Mills, Petlad, which is in my constituency, has been closed for the last 1½ years. A committee was appointed under the chairmanship of Shri Oza who was a member of this House, and its report has been submitted to Government. What reply has the Government of India given to the Gujarat Government in this connection?

Shri Dinesh Singh: The difficulty in all these questions is that hon. Members wish to go into cases of individual mills. If they would let me know that they wish to go into the cases of individual mills, I will very gladly give the facts. But it is difficult for me to recollect all the reports that have been submitted or other facts about individual mills.

Shri P. Ramamurti: Pondicherry is directly under the Central Government. In connection with the affairs of the Bharati Textile Mills, Pondicherry, a committee of M.P.s was appointed and that committee had recommended ten months ago that the mill has to be taken over by the Central Government. What do Government propose to do with regard to the recommendation of that parliamentary committee?

Shri Dinesh Singh: I am sorry the hon. Member did not know the full facts. The mill was taken over in June 1966 and it is functioning from February 1967.

भी द्वां नां तिवारी: यद्यी भाननीय मंत्री जी ने कहा कि कारपोरेशन बनने के बाद ऐसी मिलों को परमानेन्ट्सी दे दिया जायेगा जिन में बाटा होता है या जिसका मैनेजमेंट ठीक नहीं है। मैं जानता चाहता हूँ कि क्या ऐसी मिलों के लेने के बाद सरकार उन को कम्पनीजेन देने की बात भी सोचती है? क्योंकि मिल को ले कर ऐसा प्रबन्ध किया जायेगा कि मिलों को बाटा न हो और और उन का प्रबन्ध भरका हो जाये।

भी दिवेश सिंह : मैं एक बात साफ कर देना चाहता हूँ कि। जितनी बिलें हैं वे तब हम से लेंगे यह भीने नहीं कहा है। जिन को मुनासिब समझेंगे उनको हम लेंगे। जो मुधाद्या देना होगा या जो लिकिलडेन प्राइस होनी या और जो तरीका होगा उसको यहां पर भाननीय सदस्य तय करेंगे, उसके हिसाब से काम होगा।

भी नव लिमये : मंत्री महोदय ने बताया है कि टैक्सटाइल का कारपोरेशन के गठन के लिये एक विधेयक वह प्रस्तुत करेंगे। मैं जानता चाहता हूँ कि टैक्सटाइल कारपोरेशन की रचना करते समय क्या मंत्री महोदय इस बात का ख्याल रखते कि शासकीय बार्चा ज्यादा होने से वह एक दूसरा सफेद हाथी न बनें। दूसरी बात यह है कि जो माल वैदा होगा उसका वितरण और जिकी का जब तक इंतजाम नहीं होगा टैक्सटाइल कारपोरेशन का कोई भत्ताचर नहीं रहेगा। मैं जानता चाहता हूँ कि क्या इसका भी कोई इंतजाम इस विधेयक के द्वारा आप करेंगे?

भी दिवेश सिंह : वितरण का तो भव्यी कोई विचार नहीं किया गया है और न कोई इसकी आवश्यकता हम समझते हैं। लेकिन पहला सुझाव भाननीय सदस्य ने दिया है उस पर हम अकर ध्यान देंगे।

Price of Woollen Yarn

***244. Shri Abdul Ghani Dar:** Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the woollen yarn is being sold in the Indian market at a rate double than the control price;

(b) if so, the action being taken against those persons or firms who evade surcharge, income tax, sales-tax by selling the yarn in black-market; and

(c) the number of persons who have been arrested and prosecuted during the last six months in this connection?

The Deputy Minister in the Ministry of Commerce (Shri Shafi Qureshi): (a) There is a price control on worsted yarn produced from raw wool imported under 'actual users' licences. This yarn is, however, also subject to distribution control and is intended for release to consumers in the decentralised sector against permits and is not available in the open market. Indian woollen yarn which is also subject to price control is not selling at a higher price. Worsted yarn produced from wool imported under Export Promotion Licences or under National Defence Remittance Scheme licences, are not subject either to price control or Distribution Control.

(b) and (c). Do not arise.

बी अमृत जली दार : यही मंदी जी ने
फरमाया है कि उनी जागा जो इम्पोर्ट होता
है वह ज्यादा कीमत पर नहीं बिकता है ।
मैं बतलाना चाहता हूँ कि जो रेट भूकर्टर हुआ
है उस से तकरीबन दुगने जाव पर इस बक्ता
उनी जागा बिकता है । मैं राज्य सभा
का पहले सदस्य था । तब भी इस तरफ सरकार
का ध्यान दिलाया गया था और कई दफा
दिलाया गया था । सरकार ने इसको माना भी
था कि उन्हें जाव पर वह बिकता है । भूकर्टल
यह है कि यह वह पर फरमा रहे हैं कि
नहीं बिकता है । इसको बिकने की इजाजत
सरकार देती है और कहती है कि हम उनको
इसेंटिप देते हैं कि वे एक्सपोर्ट करें और वहाँ
से टापबूथ आये । तकरीबन वह सप्तवे की
पांच उनी जागा यहाँ मंदगा बिकता है
जाव ही इकम ईस्ट, सेल्ट ईस्ट और जाकी
जीवं जो सरकार के पास जानी चाहिए नहीं
जाती है । यह वह सब सही नहीं है ?

[شدو عدد الغلظى قاد: آهون ملکتوبی
جی نے فرسانیا ہے کہ تاریخ ملکا جو

امپرورت ہونا ہے وہ زیادہ قیمت ہے
نہیں بنتا ہے - میں بلانی چاہتا
ہوں کہ جو دیت مترور ہوا ہے توں سے
تقریباً دکھلے ہوں ہے اس وقت اونس
دھاگا بنتا ہے - میں واضح سبھا کا
پہلے سدمہ تھا - تب یہی اس طرف
سوکار کا دھیان دلیا کیا تھا اور کئی
دھنے دلیا کیا تھا - سوکار نے اس کو
مانا ہے تھا کہ اونچھے ہوں ہے وہ
بنتا ہے - مشکل یہ ہے کہ اب وہ
بھیں ہو فرمادے ہیں کہ نہیں بنتا
ہے - اس کو بکھرے کی اجازت دیتی
ہے اور کہتی ہے کہ ہم ان کو
انسیلوٹو دیتے ہوں کہ وہ ایکسپرورت
کریں اور وہاں سے تاب دلوں اٹھوں -
تقریباً اس دینکھ فی پاؤنڈ اونس دھاگا
بھاگ مھلکا بنتا ہے - ساتھی ہی
انکم تیکس - سہلز تیکس لور باتی
چھپیں جو سوکار کے پاس ائم چاہکیں
نہیں ائم ہیں - کیا یہ سب صحیح
نہیں ہے -]

भी सफी बुरेली : मैंने घर्वे किया है कि जो हम बाहर से बूल मंगाते हैं, वे इन्हों टाइप उस पर तो तस्वीर का भी और कीमत का भी कंट्रोल है, लेकिन जो बूल एक्सपोर्ट ब्रोडबैन स्कीम्स के तहत पहले आई थी या नेशनल रिकॉर्ड रिमिटेंस स्कीम के तहत आई है उस पर हमारा कोई कंट्रोल नहीं है, न उसकी कीमत पर और न उसकी तस्वीर पर। हो सकता है कि उस कीमत पर चूंकि कंट्रोल गवर्नरेंट ने नहीं किया है और बूलरी जो गवर्नरेंट कंट्रोल भूल है उस में योगा कर्वे हो। लेकिन उन्होंने उस गवर्नरेंट की कंट्रोल

बैराइटीज का ताल्लुक है, उनकी कीमतें बाजार में वही हैं जोकि गवनेंमेंट ने भकरं रखी है।

भी अम्बुल गवी दार : क्या आपको यह मालूम है कि टैक्सटाइल कमिशनर ने जो बूलन स्पिनिंग मिल्ज हैं प्राप्ति में उन में एक बड़ा मतभेद रखा है ? किसी को सेट परसेट बीव यार्न बनाने की इजाजत दी है किसी को 6.0 परसेट हौजरी यार्न बनाने की इजाजत दी है और कुछ जो डिजर्व करती है उनको बहुत कम बनाने की इजाजत दी है । ऐसे भी कुछ लोग हैं जैसे बिडला साहब की मिल है उस मिल को सेट परसेट यार्न बीब करने की इजाजत दे दी है । और साथ ही यह भी इजाजत दे दी है कि वे अपने लिए धागा खुद ही बहां पर बीब भी कर लें । मैं जानना चाहता हूँ कि ऐसा करने से क्या बैंक मार्किट के बांग उदादा नहीं हो जाने हैं और कीमतें ऊँची नहीं चढ़ी जाती हैं । साथ ही वह यह जो डिनिकिमिनेशन होता है इसकी तरफ मरकार ने टैक्सटाइल कमिशनर का ध्वनि दिलाया है ?

شی عہد الغنی ڈاد : کہا آپ کو

یہ معلوم ہے کہ تھکستائیں کمشٹ نے
جو سہنگ ملز ہیں ایس مہن
گن مہن ایک براہت بھہد دکھا ہے ۔
کسی کو سہلت ہر سہنگ وہی باران
بلانے کی اجازت دی ہے کسی کو ساتھ
پورے ہے اس شودی باران بلانے کو اجازت
دی ہے اور کچھہ جو قبیلوں کو تی ہیں
لن کو بہت کم بلانے کی اجازت دی
ہے ۔ ایسے بھی کچھہ لوگ ہیں
جسے بروٹ صاحب کی مل ہے اس
مل کو سہلت یہ سہنگ باران دیو
اولیے کی اجازت دے دی ہے اور ساتھ
ہی یہ بھی اجازت دے دی ہے کہ وہ
اہل لئے 15 ہائی خود ہی وہاں پر دیو

بھوں کو نہیں - میون چاندا چاہتا ہوں
کہ ایسا کوئی ہے کہا بلیک مارکہیں
کہ جو اس زیادہ نہیں ہو جاتے ہوں
اُو تو تمہیں اونچے نہیں چلی جاتی
ہوں - ساتھی ہی کہا یہ جو
تسکریپھیڈھن ہوتا ہے اس کی طرف
سوکا لے تھیکستائل کیغدر کا دھیان
دلایا ہے -

भी याको कुरेपी : आगा तीन
सैकटर्ज़ को जाता है, बीविंग सैकटर में जाता है,
हीड़रो सैकटर में जाता है और निटिंग सैकटर
में जाना है। मुट्टिक्लिन है कि किसी किसी
जगह पर किसी किसी कारबाने के साथ
इमनयाज हो गया हो और उसको दस या
पाँच परमेट एक खास आगा बनाने की ज्यादा
इचाजत देदी गई हो। लेकिन यह मामला
इम बड़ी हुमारे जेर गौर है और मैं माननीय
मदस्य को यकीन दिलाना चाहना हूँ कि यह
ओर कर्फ़े है इसको बन्द दिनों के अन्दर अन्दर
बह्तम कर दिया जाएगा।

Shri B. K. Birla: My friend Mr. Abdul Ghani Dar has said something about a mill owned by Birla in Jamnagar. I happen to be the chairman of the board of directors of that mill. Mr. Abdul Ghani was not right in saying that this mill is making 100 per cent woollen yarn.

बी भ्रोगेन्ड ला : इनसे यह भकाई से ली जाए कि कौन मिनिस्टर बिडला से बपता लेते हैं। अपने भूमि से यह कह दें तो अगड़ा बस्तु हो जाए।

Mr. Speaker: Order, order. He has not put one question. As an hon. Member of this House, he has a right to put a question. He is an hon. Member like any of us.

Shri Swaraj: We have a right to listen to every Member. Whenever any Member puts across something,

those who do not want to hear him need not, but they should at least allow him.

Shrimati Sharda Mukerjee: Parliament is not the forum for pleading any individual's private case, be he the managing director or otherwise. He can talk of general problems but he could not talk of his company. Is this a new precedent we are setting up?

Mr. Speaker: Perhaps for the first time he is putting a question in this House. He saw that every Member has a preface for every question. Let him put his question. Just have a little patience.

Shri R. K. Birla: The hon. Minister said that there were three kinds of woollen yarn and the prices are all fixed for the three kinds. One is hosiery, another is worsted yarn, weaving yarn and the third is knitting wool. May I know why the prices have not been fixed yet, particularly when the Government knows that on all the three kinds of yarn which contain 100 per cent imported wool, the effect of devaluation was 57.5 per cent?

Shri Shah Qureshi: The hon. Member knows very well that the prices are already fixed. Possibly what he means is that proportional distribution in these sectors is not done properly. So far as price distribution and production and control are concerned, the report of the K. K. Shah Committee is before the Government and they will come to a decision after studying it.

श्री हरदयाल देवगुप्त : मैं जानना चाहता हूँ कि भारत में आकर इम्पोर्ट बूल किस ताद पर चढ़ती है?

श्री शहजी तुरेली : 6 रुपया 33 पैसे !

Production in Durgapur Steel Plant:

+
*245. **Shri Madhu Limaye:**

Shri Manibhai J. Patel:

Dr. Ram Manohar Lohia:

Shri S. M. Banerjee:

Shri George Fernandes:

Shri Sradhakar Supakar:

Shri Ram Kishan Gupta:

Will the Minister of Steel, Mines and Metals be pleased to refer to the reply given to Unstarred Question No. 785 on the 7th April, 1967 and state:

(a) whether the Report of the Committee headed by Shri G. Pande regarding the shortfall in the production of Durgapur Steel Plant has since been received; and

(b) if so, the findings thereof?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) Yes, Sir.

(b) A summary of the Report and the recommendations is laid on the Table of the House. [Placed in Library. See No. LT-505/67].

श्री मधु लिमये : जो सारांश हमारे सामने रखा गया है उसके पहले पृष्ठ पर वाक्य है कि प्लाट मैनेजमेंट को ज्यादा अधिकार दिये गए थे। इनने अधिकार देने के बाद भी धारों लिखा है :

“....the management seemed to have neglected many essential responsibilities like proper maintenance, lack of rigid control on quality of products, checking staff indiscipline and building up of staff competence.”

कोक ओवन प्लांट के बारे में कहा गया है :

“The damage has been caused by wrong operating practices, neglecting maintenance, and ineffective inspections and this is in spite of ample warnings having been received in the past.”

मैं यह जानना चाहता हूँ कि इस संबंध में जो दोनों सोने हैं, क्या उन का दोष और अवराध निश्चित कर के उन के बिलाक कुछ कार्यवाही की गई है; यदि नहीं, तो क्या अधिक्षम में की जायगी।

डा० चला रेहोँ : इस कमेटी की रिपोर्ट अप्रैल के सास्ट बीक में बसूल हुई, जिस पर हिन्दुस्तान स्टील लिमिटेड के कमेन्ट्स मंगाए गए थे। वे कमेन्ट्स मिनिस्ट्री को बोडे पहले बसूल हुए हैं। इन सारी तकलीफात पर और किया जा रहा है। आनंदेबल बेंडर ने जो कुछ फरमाया है, रिपोर्ट की जिन बातों का जिक्र किया है, उन के मुतास्लिक भी तीर किया जायेगा।

श्री नवू लिलवे : प्राइवेट महोदय, ऐरे प्रश्न के दूसरे हिस्से का जवाब नहीं आया है। इस में "एम्प्ल बारनिंग" की चर्चा की गई है। इस बारे में पांडे कमेटी की रपट का इस्तेजार करने की आवश्यकता नहीं थी। जब "एम्प्ल बारनिंग" देने के बाबजूद इस तरह के काम किये गए, तो इस के बारे में कार्यवाही तो पहले से को जा सकती थी।

डा० चला रेहोँ : पांडे कमेटी की रिपोर्ट में यह कार्रिंग है कि एम्प्ल बारनिंग के बाद भी ऐसा हुआ। हम ने यह मालूम करना है कि कितनी बारनिंग दी गई थी। हिन्दुस्तान स्टील लिमिटेड ने अपने कमेन्ट्स भेज दिये हैं। मिनिस्ट्री इन सब तकलीफात पर और करेगी। आनंदेबल बेंडर ने जो पहलू बताया है, उस पर भी तीर किया जायगा।

श्री नवू लिलवे : पट्ट 17 पर आखिरी बात यह है :

"Adequate control must be exercised to minimise all kinds of losses, but special attention should be given to the large number of thefts in the plant."

बता इन चोरियों का पांडे कमेटी की रपट आने के बाद पता चला ? इन चोरियों का

पहले से ही पता चला होगा। मैं यह जानका चाहता हूँ कि जो चोरियां हुई हैं, उन के बारे में दोष निश्चित कर के बया सजावें भी गई हैं और आगे ऐसी चोरियों को रोकने के लिये बया कार्यवाही की गई है।

डा० चला रेहोँ : सबायें देने का बाबल उस बात नहीं आया था। उस बबल गवर्नरेंट के पास दुर्गापुर स्टील प्लाट की हालत बहुत बराब होने की रिपोर्ट आई थी। हिन्दुस्तान स्टील लिमिटेड के मध्यरे से बैंडिंग ने एक रेजोल्यूशन पात करके इस कमेटी को नियुक्त किया था। वहां पर जो बातें हुई थीं उनकी रिपोर्ट हमारे सामने है।

श्री नवू लिलवे : मैं चोरियों के बारे में पूछ रहा हूँ। चोरियों का पता तो पांडे कमेटी की रपट आने के बाद नहीं चला होगा। उनका पता तो तुरत बन गया होगा। मैं यह जानना चाहता हूँ कि कितनी चोरियां की गई और उनके बारे में बया कार्यवाही की गई।

डा० चला रेहोँ : हिन्दुस्तान स्टील लिमिटेड की रिपोर्ट में यह होगा कि कितनी बैंडिंग गई हैं। मिनिस्ट्री इन सब बातों पर तीर करेगी।

श्री नवू लिलवे : यह रिकाई पर भा जाना चाहिये कि मिनिस्ट्री को चोरियों का पता नहीं था।

डा० चला रेहोँ : कितनी चोरियां हुई हैं, यह पता नहीं है लेकिन वहां पर हालत बराब है चोरियां हुई हैं, यह पता है। वे किन सकंफर्मस्टासिज में हुई, यह पता नहीं है।

Shri S. M. Basarjee: In the report, it is also said:

"A Permanent Standing Committee for cost reduction should be formed to study costs of the departments, one by one. Cost consciousness should be built up in the entire organisation."

Further on, it says:

"Substantial improvement is required in order to make the products of Durgapur export-worthy."

I would like to know whether there is top-heavy administration in the Durgapur Steel Plant and whether any permanent standing committee has been formed to reduce the cost of production without effecting any economy in the facilities and amenities for the workers which is also another recommendation.

Dr. Chenna Reddy: As the hon. House is aware, this is part of the recommendation of the committee appointed by the Government, and this committee's recommendations are being scrutinised in detail. As far as the recommendation at page 18 is concerned, namely, "A Permanent Standing Committee . . . should be formed", this is a recommendation by itself, and after examining the implications, a decision will be arrived at and necessary action will be taken.

श्री जार्ज कर्नेलीज़ : प्रगत इस प्रश्न को आगे के लिए रख दिया जाता, तो अच्छा होता, क्योंकि यह रेपट बहुत लम्बी है। मैं केवल एक बात को तरक्की ध्यान दिलाना चाहता हूँ। पेज 7 पर रेलवे स्टोपज का विवर करते हुए यह विवाद गया है:

"Rejections of sleepers are mainly due to metallurgical, rolling and pressing defects."

आगे बत कर पृष्ठ 9 पर कहा गया है:

"It is a matter of regret that maintenance, which is a vital aspect of plant management has so far been sadly neglected at Durgapur. The result of bad maintenance in the cokeovens has had a very adverse effect throughout the plant."

अध्यक्ष महोदय, इस रेपट को योद्धा बहुत देखने से महसूस होता है कि इस कारखाने की व्यवस्था बिल्कुल ग़लत तरीके से चल रही है। मैंनेजमेंट नाम की कोई बोल बहां पर नहीं है। नौकरशाही नौगों के हाथों में इस किस्म के कारखानों को दे दिया जाता है और वह भी इस ढंगे से कि जो व्यक्ति आज दूष योजना का जेनरल-मैनेजर है, कल वह लूप कारखाने का जेनरल-मैनेजर बना दिया जाता है और परसों स्टील कारखाने का जेनरल-मैनेजर बना कर अब दिया जाता है। ये लोग कभी भी कारखाने की व्यवस्था का नहीं समझ सकते हैं। इन के पास कोई टैकिनकल जानकारी नहीं होती है। क्या सरकार ऐसी कोई योजना अपनाने के लिये नैयार है कि आई० ए० एस० या पुराने आई० सो० एस० या किसी इन्वेस्टिमेंट के इस किस्म के नौकरशाही लोगों के हाथों से इन कारखानों के मैनेजमेंट को ले कर उस को ऐसे लोगों के हाथों में दिया जाये, जो टैकिनकली बवालिकाइड और काम्पीटेंट हों?

डा० बन्ना रेही : इस पर कोई वास विवार प्रकट करना मुश्किल है।

श्री जार्ज कर्नेलीज़ : पांडे कमेटी ने यह कहा है।

डा० बन्ना रेही : गवर्नरेंट ने जो इंडस्ट्रियल मैनेजमेंट पूल बनाया है वह उसी तरफ एक कदम है।

Shri Sradhakar Supakar: In page (ii) it is said:

"Due to the heavy damage to coke oven batteries in the first quarter of 1966, the production got affected all round and 1966-67 has been even a much worse year and the loss is estimated at over Rs. 13 crores."

In page (iii) it is said that the efficiency has come down 54 per cent. Since we are incurring a heavy loss, may I know what steps Government have taken to see that without any

further loss of time, this defect is remedied at an early stage, and so far as over-manning of the project and the labour trouble are concerned, what steps Government have taken to see that the project is streamlined properly?

Dr. Chenna Reddy: Government appreciated that there have been lots of difficulties, the management was not effective and losses were incurred by the production going down to as low as 64 per cent. That is why the Pande Committee was appointed. It is the Government's intention to expedite the consideration of the proposals and very soon necessary steps will be taken.

Shri Hem Barua: Since all these dislocations in earnings and defects in administrative effectiveness were the result of lack of adequate administrative control, and that too is the results of the fact that these steel plants, including Durgapur, are managed by a gigantic institution called Hindustan Steel Limited, may I know if it is a fact as indicated by the Minister in one of his utterances that he proposes to convert the individual steel plants into autonomous corporations for better management?

Dr. Chenna Reddy: There is considerable force and strength in that approach. But in this particular case, sufficient freedom has been given to the plant management and yet things have gone wrong. That is why this committee was appointed.

SHORT NOTICE QUESTION

National Coal Development Corporation

+
S.N.Q. 6. **Shri Jyotirmoy Basu:**
Shri Bhagaban Das:
Shri B. K. Modaw:
Shri Viswanatha Menon:
Shri Ganesh Ghosh:
Shri C. K. Chakrapani:
Shri Indrajit Gupta:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it is a fact that Shri Nargundkar, Chief Mining Executive

of National Coal Development Corporation has ceased to work for the Corporation;

- (b) if so, the reasons therefor;
- (c) whether it is also a fact that some mining engineers and executives have met him recently in Calcutta and have threatened to resign; and
- (d) if so, the circumstances under which they have done so?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) No, Sir; Shri Nargundkar is presently on Medical Leave.

- (b) Does not arise.
- (c) No, Sir.
- (d) No, Sir.

Shri Jyotirmoy Basu: Sir, this National Coal Development Corporation is perhaps the worst of all the Indian public sector enterprises. Nothing is going on right with it ever since its inception. Shri Nargundkar's resignation from the job, as we understand, had been precipitated by the action that a Joint Secretary from the Ministry here took. He sent a tele-printer message which had offended the Chief of the NCDC and he had to resign. May I know whether that is a fact? If that is so, will the hon. Minister agree to place the text of that tele-printer message before you and the House?

Shri P. C. Sethi: This is not a fact. Shri Nargundkar was appointed in the NCDC on 16th November, 1966 and till 4th May, 1967 he was also Managing Director of Singareni collieries as well as Managing Director, NCDC. He was allowed to relinquish charge of the Singareni collieries by December but in view of the request of the Government of Andhra Pradesh he was allowed more time. Actually he was looking after both the places. It is not correct that he resigned because of certain differences and some tele-printer message from a Joint Secretary here.

Shri Jyotirmoy Basu: May I know whether any tele-printer message was sent from the Ministry; if so, will the Minister release the text of it to the House?

Shri P. C. Sethi: During the course of this NCOEA demand many tele-printer messages were sent. I do not know to what particular message the hon. Member is referring.

Shri Jyotirmoy Basu: The one which had really offended Shri Nargundkar and which made him quit the NCDC.

Shri P. C. Sethi: No offending tele-printer message was sent from here.

Shri Jyotirmoy Basu: Is it true that this NCDC has got Rs. 6 crores of unutilised credit in the market?

Shri P. C. Sethi: As a matter of fact, Sir, this question does not arise out of this, but I may say that there is a considerable amount of outstandings against the collieries.

Shri Jyotirmoy Basu: Sir, we expect the Minister to come prepared, because this Rs. 100 crore public sector undertaking has been kicking the public exchequer very well since its birth. If the Minister can try to avoid such unpleasant replies it will be appreciated. We do not appreciate this sort of replies.

Shri P. C. Sethi: There is no question of my avoiding such replies. Here the main question is about resignation of Shri Nargundkar. Out of that the question of outstandings of NCDC does not actually arise, but I have accepted that there is a considerable amount.

Shri Bhagaban Das: It has been reported in the Press that Shri Nargundkar, Chief Mining Executive of NCDC was in favour of arriving at some sort of a settlement with the workers' organisation regarding all the outstanding disputes but he failed to convince the Ministry about this step.

It is also reported that an offending tele-printer message was sent to him by a Joint Secretary in the Ministry of Mines and Metals. May I know if these reports are correct; if so, whether these developments have added to the already strained industrial relations in NCDC?

Shri P. C. Sethi: The NCDC is an autonomous organisation and as such the Managing Director was fully empowered to negotiate with regard to the demands and disputes raised by this particular organisation. It is not correct to say that because of this there is any possibility of further deterioration because the Board has already authorised another person to negotiate with regard to the particular demands which have been placed before them.

Shri Ganesh Ghosh: Is it a fact that due to differences in the target set and the amount produced there has been some difference of opinion between Shri Nargundkar and the Government?

Shri P. C. Sethi: No, Sir. Actually this is with regard to the NCOEA demand. There is no difference of opinion with regard to the targeted production or sale.

Shri C. K. Chakrapani: I would like to know whether it is a fact that the total capacity of NCDC is 15 million tons and that NCDC has produced only 9 million tons and, if so, whether it is a fact that Shri Nargundkar did not appreciate the manner in which the affairs of the NCDC were being managed. May I know what steps the Government took to avoid such a situation and whether this was one of the causes of dispute between this official and the Ministry?

Shri P. C. Sethi: The production target of the NCDC for the Third Plan period was certainly fixed at 17 million but with regard to non-coking coal on account of the depreciated demand we had to slow down.

But there is no question of Shri Nargundkar not feeling quite appreciable about this, because he was the Managing Director and he was appointed to look into the affairs of NCDC. It is surprising that during the course of these five months Shri Nargundkar was hardly present there for 39 days.

Shri Indrajit Gupta: In his first reply the hon. Minister stated, if I heard him correctly, that Shri Nargundkar was on sick leave. Subsequently, he directly or indirectly admitted that he has resigned. I do not know whether his resignation has been accepted or not, but that is a technical matter. Does the Government not consider it strange that Shri Nargundkar who is known to be perhaps the top-most mining engineer in this country should decide to resign within five months of his being appointed as Managing Director? Are we to take it that it is an ordinary thing in the ordinary course of events and not due to any kind of difference he may have had with the officials of the Ministry or anybody else that he has resigned?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): Shri Narundkar is undoubtedly a very good technical officer. There is no question of any differences between him and the Ministry either with regard to provisions or targets or anything of that kind. There must be some other reasons, which he has not enunciated anywhere, which may be inferred only from his behaviour of staying there only for a few days. Perhaps his attachment to the place where he was working previously must be the reason and nothing more.

Shri Indrajit Gupta: Has he resigned or is on sick leave?

Dr. Chenna Reddy: He applied for leave on medical grounds. Now we have sanctioned him leave for one month. As far as his resignation is concerned, it has not been approved.

Shri P. K. Ghosh: Is it a fact that the unsatisfactory attitude of Shri

Nargundkar towards the long-standing grievances of the employees was responsible for intervention by the Ministry? Is it a fact that the most burning problem of payment of bonus was settled through the intervention of the Ministry and that the Secretary of the Ministry concerned had ordered Shri Nargundkar to solve the other problems in consultation with the employees' union by having conciliation on the 8th of May and that since Shri Nargundkar did not want to have conciliation with the employees he just went on leave?

Dr. Chenna Reddy: The organisation of the headquarters staff consisting of about 900 labour had made certain demands and they were under the consideration and examination of the local management. It was true, as just now stated, the General Manager or the Managing Director not being there for a long time perhaps also delayed it. But the Ministry intervened only when there were gheraos, lock-outs and lock-ins. Then, the Secretary of the Mines Department personally proceeded to Patna and in consultation with the Chief Secretary and the IGP took stock of the entire situation and went into the details of the demands and Shri Nargundkar was entrusted with continuing the negotiations.

Shri Kartik Oraon: I would like to know from the Minister whether the relationship between the management and the labour has been so vitiated and is so uncompromising that Shri Nargundkar realised that it would not be expedient for him to stay there any longer and whether Government can afford to ignore the demand of labour at the cost of production.

Dr. Chenna Reddy: It would not be correct that because of the attitude of labour the Managing Director should like to leave the place. In fact, the details were examined and there was a basis of understanding between them and a large number of labourers who are organised under

the INTUC. The details are still under examination.

Shri S. M. Banerjee: May I know whether it has been brought to the notice of the hon. Minister during the course of the discussion when he met the representatives of the trade unions or in their memorandum that just one or two days before, on the 4th May, some notable goondas were brought to teach a lesson to the Union representatives and the workers who were fighting for their genuine grievance and that they were put in the NCDC Guest House which was objected to by Shri Nargundkar after which he was forced to resign? There was a letter from the Joint Secretary. I want to know what is the truth about it.

Shri P. C. Sethi: The local police are seized of the matter and they are investigating into it.

Shri S. M. Banerjee: Sir, I seek your protection. I have put a pointed question.

Mr. Speaker: He says the police is investigating.

Shri S. M. Banerjee: But what is his investigation? Why should we pay him; why are you paying his salary? Were the goondas kept in the Guest House?

Shri Indrajit Gupta: Whether it is a fact or not that they were arrested by the Bihar Police from the NCDC Guest House.

Shri P. C. Sethi: It is known to us that some people have been challaned. The police is investigating into the whole affair. Unless their investigation is complete and the challans are put before the court, it is difficult to arrive at any conclusion.

Shri P. K. Ghosh: May I know?

Mr. Speaker: You have already put a supplementary. Shrimati Lakshmi-kanthamma.

Shrimati Lakshmi-kanthamma: The hon. Minister said in his reply that Shri Nargundkar had attachment to his previous place. I want to know whether still Shri Nargundkar continues in both the jobs and how long he will continue.

Dr. Cheena Reddy: He has submitted his resignation here. He has also submitted his resignation to the Singareni Collieries because the Government of Andhra Pradesh has agreed with the Central Government that it will be only up to 15th May.

Shri P. K. Ghosh: Sir, I may be allowed to put one question. I come from that place.

Mr. Speaker: If I allow two or three supplementaries to the same Member, it will be a bad precedent and from tomorrow everybody will quote it.

WRITTEN ANSWERS TO QUESTIONS

Import of Capital Goods

*246. Shri Indrajit Gupta: Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that licences are issued for the import of capital goods, components and raw materials which are either available in the country or for which industrial capacity exists unutilised;

(b) the extent of loss in foreign exchange annually due to such imports; and

(c) the steps taken to ensure that equipments and raw materials which are either available in the country or can be produced indigenously are not imported?

The Minister of Commerce (Shri Dinesh Singh): (a) No, Sir.

(b) Does not arise.

(c) The domestic demand, indigenous production and all other relevant factors are taken into account before allowing the import.

Tea industry

***247. Shri D. C. Sharma:** Will the Minister of Commerce be pleased to refer to the reply given to Unstarred Question No. 837 on the 7th April, 1967 and state:

(a) whether the Committee set up to go into the problems of tea industry and to recommend measures for increasing its production has submitted its report;

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

(c) the steps taken to implement its recommendations?

The Minister of Commerce (Shri Dinesh Singh): (a) No, Sir.

(b) and (c). Do not arise.

Lakshmi Rattan Cotton Mills, Kanpur

***248. Shri S. M. Banerjee:**

Shri Madhu Limaye:

Dr. Ranen Sen:

Shri Dhireswar Kalita:

Shri Hukam Chand

Kachwai:

Shri Onkar Singh:

Shri Ram Kishan Gupta:

Shri K. N. Pandey:

Will the Minister of Commerce be pleased to state:

(a) whether an authorised Controller has been appointed in Lakshmi Rattan Cotton Mills, Kanpur;

(b) if not, the reasons therefor; and

(c) whether State Government have agreed to the Centre's proposal to take over this Mill?

The Minister of Commerce (Shri Dinesh Singh): (a) No, Sir.

(b) and (c). The Government of India are not contemplating taking over the management of any cotton mill pending the passing of the Bill, which they propose to introduce shortly, to enable them to take over certain closed and likely to close mills.

They have no objection if the State Government would wish to take over this mill. This has been communicated to the State Government.

Distribution of Cotton to Mills

***250. Shri K. N. Pandey:**

Shri N. P. Yadav:

Shri N. S. Sharma:

Shri Sharda Nand:

Shri Brij Bhushan Lal:

Shri A. B. Vajpayee:

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that there is no proper machinery to see that the raw cotton is distributed evenly between the mills with the result that the mills which close due to non-availability of raw material hit the workers economically; and

(b) if so, the steps taken by Government for the distribution of cotton to all the mills on a rational basis?

The Minister of Commerce (Shri Dinesh Singh): (a) and (b). Distribution of cotton to mills is regulated by exercising control on movement and stock of indigenous cotton on the basis of consumption in the previous year. This is being done to ensure an equitable distribution of the available supplies of cotton to all the mills. Moreover, no cotton textile mills may close down without the prior permission of the Textile Commissioner. Moreover, where difficulties in procuring raw material are experienced, the Textile Commissioner tries to help by requisitioning cotton to the extent practicable.

Indo-U.A.R.-Yugoslavia Economic Co-operation

***251. Shri S. R. Damani:** Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that as a prelude to economic co-operation between India, U.A.R. and Yugoslavia a study group on tariff preferences was set up;

(b) whether any meeting of that group has been held; and

(c) if so, whether any recommendations have been made by the said study group?

The Minister of Commerce (Shri Dinesh Singh): (a) A Working Group consisting of officials of the three countries, which was set up to consider measures for expansion of trade, has been entrusted with negotiations on mutual exchange of preferences.

(b) A meeting of the Working Group was held in Cairo between 14th and 23rd February, 1967.

(c) Preliminary negotiations have taken place on the basis of a common approach evolved by the Working Group and of the ground rules adopted by it. These negotiations are to be continued at the next meeting which is likely to be held shortly.

Dry Port in Delhi

*252. **Shri Kanwar Lal Gupta:**
Shri R. S. Vidyarthi:
Shri Ram Kishan Gupta:
Shri Yashpal Singh:
Shri S. C. Samanta:

Will the Minister of Commerce be pleased to state:

(a) whether Government propose to declare Delhi as a Dry Port;

(b) if so, when; and

(c) whether Government have received any representations in this connection?

The Minister of Commerce (Shri Dinesh Singh): (a) to (c). The representation received in this connection is under examination at present in consultation with the concerned Ministries. No decision has been taken so far.

Demands of N.C.D.C. Employees

*253. **Dr. Ranen Sen:** Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it is a fact that the N.C.D.C. employees in Ranchi had submitted a charter of demands including the payment of bonus, gratuity, implementation of the Second Pay Commission's recommendations and other matters; and

(b) if so, the time likely to be taken to fulfil their demands?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) Yes, Sir.

(b) These matters are within the purview of the autonomous corporations like the National Coal Development Corporation who are negotiating in the matter with the employees Union at Ranchi with the help of the established Central Labour machinery.

No time limit obviously can be set in such matters.

Industrial Development with Mechanised Agriculture

*254. **Shri H. P. Chatterjee:**
Shri Dattatraya Kunte:
Shri S. C. Samanta:
Shri Yashpal Singh:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the Ford Foundation Seminar held at Patna from the 9th April, 1967 discussed the need to urbanise and balance industrial development with mechanised agriculture in the next 20 years in West Bengal;

(b) if so, what are the definite proposals suggested for the purpose; and

(c) whether it is a fact that the most significant part of the development scheme is the co-ordinated picture of the Bihar-West Bengal industrial belt stretching from Ranchi to Durgapur?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) It is understood that the Government of Bihar in collaboration with the Ford Foundation organised a Seminar on Urban Development in Patna on the 9th and 10th April, 1967. The information about the matters discussed in the Seminar are being obtained from the Bihar Government.

(b) and (c). Information is being obtained from the Government of Bihar.

The information will be laid on the Table of the House as soon as it is available.

Unsold Stock of Handloom Products

*255. **Shri V. Krishnamoorthy:** Will the Minister of Commerce be pleased to state:

(a) whether Government are aware of huge stocks of handloom products lying unsold in Madras State; and

(b) the steps Government propose to take to find suitable foreign markets to dispose the heavy stocks from Madras State?

The Deputy Minister of Commerce (Shri Shah Qureshi): (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-510/67].

Supply of Steel to Exporters of Engineering Goods

*256. **Shri K. R. Ganesh:**

Shri Chandra Jeet Yadav;
Shri Chintamani Panigrahi;
Shri Yashpal Singh;
Shri S. C. Samanta;
Shri K. Anirudhan;
Shri P. P. Esthose;
Shri K. M. Abraham;
Shri Umanath;
Shri Viswanatha Menon:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether Government propose to make available steel to exporters of

engineering goods at "International Prices";

(b) the amount of subsidy that Government will have to bear to implement this proposal; and

(c) the difference between the 'International' and "Indian Price" of Steel per ton at present?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) Yes, Sir. A copy of the scheme announced by the Joint Plant Committee is placed on the Table of the House. [Placed in Library. See No. LT-506/67].

(b) The expenditure will be borne by the producers, and not by Government. The expenditure incurred will depend upon the export performance of the manufacturers of engineering goods.

(c) The difference between the international and Indian base prices ranges between Rs. 30 and Rs. 200 per tonne according to the category of steel.

Rise in Price of Steel

*257. **Shrimati Tarkeshwari Sinha:** Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether any calculation has been made of the financial implications of the new rise in the price of steel; and

(b) the extent to which it will affect the various public sector projects and undertakings which consume steel?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) and (b). Yes, Sir. Average increase comes to about Rs. 53 per tonne for steel and Rs. 22 per tonne for pig iron. Government departments and Public Sector Undertakings may have to pay about Rs. 9 crores more for their requirements of steel, every year.

**Export Business of Hindustan Steel
Ltd.**

*258. Shri S. N. Maiti:
Shri S. C. Samanta:

Will the Minister of Steel, Mines and Metals be pleased to state:

- (a) whether the Hindustan Steel Ltd. is losing a considerable amount of export business;
- (b) if so, the reasons therefor; and
- (c) the remedial steps taken in this regard?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) No, Sir.

(b) and (c). Do not arise.

Manufacture of Tractors

*259. Shri R. S. Vidyarthi: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether any assessment has been made as to the number of tractors required in the country to push up production of foodgrains; and

(b) the facilities made available to the manufacturers of tractors to meet the requirement, and thus avoid import of tractors from foreign countries?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Yes, Sir, it has been assessed that a total of 150,000 tractors will be required over the Fourth Five Year Plan period for achieving the targeted agricultural output.

(b) To enable the existing manufacturing units to maximise production of tractors, the industry has been included in the list of priority industries and foreign exchange to the full extent of the current manufacturing capacity of the units has been allocated. Even so, the production during 1967-68 may fall short of the assessed requirements and, therefore, some imports may be unavoidable.

Cotton Spinning Units

*260. Shri Madhu Limaye:
Dr. Ram Manohar Lohia:
Shri S. M. Banerjee:
Shri George Fernandes:

Will the Minister of Commerce be pleased to state:

- (a) when the recently sanctioned 10-cotton spinning units in the private sector will go into production;
- (b) whether any mixed units (composite) have been sanctioned in the private sector during this period;
- (c) the number of composite and spinning units in the co-operative sector during the Third Five Year Plan;
- (d) how many of these have gone into production; and

(e) the targets for both types of units in private and co-operative sectors during the Fourth Plan period?

The Minister of Commerce (Shri Dinesh Singh): (a) None of these units has made any progress.

(b) Three mixed (composite) units were licensed.

(c) and (d). 47 licences for co-operative spinning mills only were licensed out of which 12 units have gone into production.

(e) It is estimated that about 325 million spindles would be set up in the co-operative sector and 1.75 million spindles and 20,000 looms in the private sector during the Fourth Five Year Plan.

Engineering Industries

*261. Dr. Karni Singh:
Shrimati Nirlep Kaur:
Shri Yashpal Singh:
Shri S. C. Samanta:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

- (a) whether Government's attention has been drawn to the problems facing the engineering industries such

as excess capacity, periodical shortage of raw materials and fall in demand;

(b) the steps proposed to enable maximum production in all the units; and

(c) whether Government propose to encourage some of the units to take up manufacture of farm implements which are required urgently for our increased food production programme?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) to (c). Requisite information is being collected and will be placed on the Table of the House in due course.

सिगरेट उद्योग

† 262. श्री सिद्धेश्वर प्रसाद : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या यह सब है कि विदेशी कम्पनियों ने सिगरेट उद्योग पर एकाधिकार कर रखा है ;

(ख) यदि हाँ, तो इसके क्या कारण हैं ; और

(ग) इस एकाधिकार को समाप्त करने के लिये सरकार ने क्या कदम उठाये हैं ?

ओद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फराहदीन अली अहमद) : (क) देश में सिगरेटों का उत्पादन करने वाले 13 कारखाने हैं जिनको वारिक स्थापित करना 4,52,280 लाख सिगरेट हैं। सिगरेटों के कुल उत्पादन में विदेशी कमों द्वारा संग्रहय 70 प्रतिशत उत्पादन किया जा रहा है। इस उद्योग में लगा कुल पूँजी वें से विदेशी पूँजी 80 प्रतिशत है।

(ख) देश के सिगरेट उद्योग में विदेशी कम्पनियों अबुद्धा रही हैं और बहुत समय के सिगरेटों का उत्पादन कर रही हैं।

(ग) भारतीय कमों द्वारा सिगरेटों का उत्पादन 1955 में 14.7 प्रतिशत से बढ़कर वर्ष 1966 में कुल उत्पादन का 20.4 प्रतिशत तक हो गया है। भारतीय सिगरेट कमों को उनका उत्पादन बढ़ाने के लिये श्रीतसाहन दिया जा रहा है जिससे वे सिगरेटों की बढ़ती हुई विक्री में घनी सिगरेटों की विक्री बढ़ा सके। जो कमों जातप्रतिशत भारतीय है उनके लिए अतिरिक्त उत्पादन अमरता मंजूर की गई है।

Trade with Nepal

*263. **Shri George Fernandes:**

Shri Madan Limaye:

Shri J. H. Patel:

Shri Bishwanath Roy:

Shri Sharda Nand:

Shri Bharat Singh Chauhan:

Shri Ranjit Singh:

Shri R. K. Sinha:

Shrimati Sharda Mukerjee:

Will the Minister of Commerce be pleased to state:

(a) whether there are serious differences of opinion between the Governments of India and Nepal over trade relations between the two countries; and

(b) whether any measures are being taken to restore normal trade relations between the two countries?

The Minister of Commerce (Shri Dineah Singh): (a) No, Sir.

(b) Trade between Nepal and India is taking place as in the past. The two Governments have, however, been anxious to expand trade between the two countries and with this end in view, periodical talks are held between the two Governments to promote trade and resolve the difficulties that may arise from time to time in this regard.

Tractor Factory in U.P.

*264. **Shri Umanath:**

Shri Satya Narain Singh:
Shrimati Suseela Gopalan:
Shri E. K. Nayyar:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it was decided earlier to construct a Tractor Factory at Jivanathpur near Mughalsarai in U.P.;

(b) if so, when the construction work is likely to start;

(c) the total estimated cost of the project;

(d) whether Government are considering a proposal to shift the factory site to some other place; and

(e) if so, the reasons therefor?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) to (c). It had been proposed to establish a public sector project for the manufacture of agricultural tractors and implements during the 4th Five-Year Plan at Ramnagar in Varanasi District, U.P. subject to a final decision about the implementation of the Project itself after the receipt of the techno-economic feasibility study report from M/s. Motokov of Czechoslovakia. The first part of this Report containing a study of the feasibility and economics of the Project was received on 22nd May, 1967 and is presently under examination. A decision on the Project will be taken after the Report has been examined in detail.

(d) No, Sir.

(e) Does not arise.

Export duty on Jute and Tea

*265. **Shri Lila-Narayan Katre:**

Shri N. R. Laskar:
Shri Shri Gopal Saboo:

Shri Beni Shanker Sharma:
Shri Onkar Lal Berwa:

Will the Minister of Commerce be pleased to state:

(a) whether Government have received any suggestions for the reduction in export duty on jute, tea and other like items to boost up export;

(b) whether the suggestion has also been received that sealed tenders be introduced in Western Europe in respect of Indian coffee instead of open auction; and

(c) the decision of Government thereon?

The Minister of Commerce (Shri Dinesh Singh): (a) Yes, Sir.

(b) A suggestion has been received by the Coffee Board for introduction of sealed tender system for all countries. This suggestion will be considered by the Board's Marketing Committee at its next meeting to be held shortly.

(c) Export duties on Jute, Tea, Manganese and Iron Ores (fines) have been reduced in the Budget proposals which are already before the House. The export duty on raw wool was also reduced on the 9th May, 1967. No reduction has been made this year, so far, in the case of any other commodity. The suggestion referred to in part (b) above will be considered on receipt of the recommendations from the Coffee Board.

C. I. Sleepers

*266. **Shri A. B. Vajpayee:**

Shri N. S. Sharma:
Shri Shri Gopal Saboo:
Shri Brij Bhushan Lal:
Shri Sharda Nand:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that his Ministry placed orders on a firm for the manufacture and supply of 14,000 tons of C. I. sleepers in 1966;

(b) whether the quantity of pig iron issued to the contractors was much in excess of what was agreed to;

(c) whether this job was carried out by the contractors in a period spread over 7 years;

(d) whether it is a fact that the Railways neither recovered the excess pig iron nor they realised any damages from the firm;

(e) if so, whether any investigation has been conducted in this respect; and

(f) if so, the result thereof and the total loss suffered by the Railways on this deal?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes, Sir.

(b) Yes, Sir. The firm had been issued 879 tons of pig iron in excess, but on payment of its full cost, as the cost of the pig iron against the contract was to be borne by the firm.

(c) No, Sir. It was completed in a period of less than two years from the time the contract was awarded.

(d) No, Sir. This excess was adjusted against a subsequent order placed in 1961 by issuing correspondingly less pig iron against that order.

(e) and (f). Special investigations were instituted by the Railway when the excess issue came to its notice. This excess was adjusted against a subsequent order by issuing correspondingly less pig iron against that order. Pig iron continued to be a controlled commodity in 1961 also and there was no difference in controlled price between 1957 and 1961.

Mining of Tungsten in Rajasthan

*267. **Shri Deven Sen:** Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it is a fact that tungsten is being mined by the Government

of Rajasthan/or a Company controlled by that Government for the past few years;

(b) if so, the rates at which the output was sold to private parties from time to time;

(c) whether this was ever sold to the Central Government or their Defence Establishments;

(d) if so, the quantity and rates thereof; and

(e) the reasons for the difference in prices charged from private parties and the prices charged from Government?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) Tungsten is mined by the Department of Mines and Geology of the Government of Rajasthan.

(b) The selling rates per tonne were Rs. 9,000 during 9th August, 1963 to 26th August, 1965, Rs. 13,500 during 27th August, 1965 to 20th May, 1966, Rs. 17,200 during 21st May, 1966 to 26th February, 1967 and Rs. 24,000 from 27th February, 1967 onwards.

(c) and (d). During the period 27th August, 1965 to 20th May, 1966, 6.25 tonnes were sold to Central Government Departments at Rs. 13,500 per tonne.

(e) There is no difference in the selling price of tungsten concentrates to private parties and Government Departments, during the same period of time.

Demand and Production of Aluminium

*268. **Shri Nihal Singh:**

Shri Ram Sewak Yadav:

Shri Madhu Limaye:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) the estimated demand for aluminium during the next 4 years and the production targets fixed for it;

(b) whether any programme for the substitution of copper by aluminium to be used by electrical, cable and other industries is contemplated; and

(c) the break-up of the production envisaged in the public and private sectors?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) The demand for aluminium by 1970-71 has been estimated at 3,30,000 tonnes per annum (including about 30,000 tonnes for export). The production targets were also fixed at the same level but subsequently revised to 2,63,300 tonnes per annum. The demand and production targets are under further review taking in account possible reduction of demand in aluminium consuming and other industries.

(b) To a large extent in the cable industry copper has been substituted by aluminium. In addition, efforts are also being made to develop aluminium based alloys and substitution of aluminium in the place of other non-ferrous metals like copper, zinc and lead.

(c) It is expected that by 1970-71 production in the private and public sectors will be 2,38,300 and 25,000 tonnes respectively.

Prices of Yarn

***268. Shri M. S. Murthi:** Will the Minister of Commerce be pleased to state:

(a) whether the ad-hoc committee consisting of the representatives of textile mills, handloom and power-loom organisations is able to keep down the prices of yarn at reasonable level; and

(b) the percentage of price fall or price-rise on various counts of yarn after the appointment of this ad-hoc committee?

...The Minister of Commerce (Shri Bishwesh Singh): (a) and (b). There is no control on the prices of cotton yarn. Following reports of rise in

price of yarn a meeting was held in Bombay on 7th September, 1966 with representatives of the textile mills, handloom and powerloom organisations, the yarn trade and State Governments. It was agreed at this meeting to set up an ad hoc committee of representatives of the textile industry, handloom and powerloom organisations, State Governments and Textile Commissioner in order to recommend the guide line for keeping the prices of yarn at reasonable level. The Committee by itself has not been able to keep down the prices of yarn as it had no control on the main factors leading to the rise in price of yarn namely (a) rise in price of cotton and (b) curtailment of machine activity due to shortage of cotton.

The average percentage rise/fall in the market prices of key counts of cotton yarn in the Coimbatore market since 7th September, 1966 upto May 19, 1967 is given below:—

Counts :

10s	.	.	.	.	+	0.0%
20s	.	.	.	.	+	14.2%
30s	.	.	.	.	+	13.4%
40s	.	.	.	.	+	12.9%
60s Indian carded	.	.	.	.	—	5.1%
60s Indian Combed	.	.	.	.	+	2.1%
80s Egyptian carded	.	.	.	.	+	15.1%
80s Egyptian combed	.	.	.	.	+	21.7%
100s Carded	.	.	.	.	+	5.5%
100s Combed	.	.	.	.	+	6.2%

Natural Soft Coke

***270. Shrimati Jyotiba Chanda:** Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it is a fact that the Geological Survey of India has indicated that over 200 Million tons of natural soft coke exists in India, which can be sold cheaper than manufactured soft coke;

(b) if so, whether any attempt has been made to explore it; and

(c) whether it has an adequate strength to withstand size degradation in handling?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) No, Sir.

(b) During the current field season (1966-67), the Geological Survey of India has undertaken investigations to delineate the different horizons of natural soft coke in the Jharia coal-fields and estimate the reserves. The work is expected to be extended to other coalfields if the results of the present investigations are promising.

(c) Information on this point is being collected.

Railway Stations on M.G. Line between Himmatnagar and Udaipur

1251. Shri C. O. Desai: Will the Minister of Railways be pleased to state:

(a) the names of the Railway Stations on the Metre Gauge line between Himmatnagar and Udaipur and the towns or big villages through which the railway line passes and the distance between the railway station and the said villages or towns;

(b) whether it is a fact that the railway line passes through the big town of Tintoi but the railway station is six miles away and is called Shamliji Road from where no road transport is available to passengers; and

(c) if so, whether Government propose to establish railway station in the village limit of Tintoi through which the railway line passes?

The Minister of Railways (Shri C. M. Poornacharya): (a) The names of Railway stations situated between Himmatnagar and Udaipur line are as follows:—

- (1) Himmatnagar.
- (2) Viravada.
- (3) Raighad Road.

- (4) Sunak.
- (5) Samliji Road.
- (6) Lusadia.
- (7) Jagabar.
- (8) Bechiwara.
- (9) Shri Bhavanci.
- (10) Dungarpur.
- (11) Kotana.
- (12) Rakhabdeo Road.
- (13) Semari.
- (14) Surkhandka Khera.
- (15) Jayasamand Road.
- (16) Padia.
- (17) Zawar.
- (18) Kharwachanda.
- (19) Umra.
- (20) Udaipur City.

There are more than 600 villages or towns falling within the area served by Himmatnagar-Udaipur line. However, there are only 4 towns or big villages having population of over 5,000, namely, Himmatnagar, Dungarpur, Salambar and Udaipur. The distances between the Railway stations and the villages or towns served are not readily available..

(b) The Railway line passes between Tintoi and Samliji villages. The distance between Samliji Road station and Tintoi village is only 2 miles.

(c) No.

Board of Companies in Public Sector

1252. Shri C. C. Desai:

Shri M. Amersey:

Shri Virendrakumar Shah:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the policy of Government about the appointment of Chairmen, Managing Directors and Directors on the Board of Companies in the Public Sector;

(b) how many of the present Chairmen, Managing Directors and Directors are retired Government servants and what is the policy of Government regarding employment of retired Government servants to such posts;

(c) whether there is any age limit for retirement from these public undertakings;

(d) which of these Chairmen or Managing Directors are allowed to stay in Delhi and what is the justification for their stay in Delhi when the public undertakings are at other places; and

(e) the terms and tenure of office of these super-annuated Government servants employed in Public Undertakings?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). It is Government's policy to select for appointment as Chairmen/Managing Directors of public sector undertakings the most suitable persons available for the particular post in view, from both official and non-official sources. In this process, whenever Government comes across a deserving case of a retired Government official, due consideration is given to him for an appointment for which he is particularly suited. Information as to how many retired Government servants are presently employed in these appointments in the public sector undertakings is being collected and will be laid on the Table of the House.

(c) No age limit has been prescribed for retirement from the appointments of Chairmen and Directors of public sector companies. Whole-time employees of the companies are, however, not normally retained beyond the age of 60 years.

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

M/s. Indian Electric Works Ltd., Calcutta

1253. Shri Ram Kishan Gupta:
Shri Ram Singh Ayarwal:
Shri Hukam Chand Kachwai:

Will the Minister of Industrial Development and Company Affairs be pleased to refer to the reply given to Unstarred Question No. 853 on the 7th April, 1967 and state:

(a) whether Government have considered the report of the Committee set up to investigate into the affairs of M/s. Indian Electric Works Ltd., Calcutta;

(b) if so, the result thereof; and

(c) if not, how much time is further expected to be taken to consider the report?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) to (c). The report of the Technical Committee set up to investigate into the affairs of Messrs. India Electric Works Ltd., Calcutta has been received and has been considered by Government. A final decision in the matter is expected to be announced shortly.

मुजफ्फरपुर और दरभंगा के बीच शाखा
लाइन

1255. श्री क० श्री मधुकर : क्या
रेलवे मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे के मुजफ्फर-
पुर दरभंगा के बीच एक सोधी शाखा लाइन
बनाने को दिए से कभी सवाल उठाया गया था;

(ख) यदि हाँ, तो उसका क्या परियाम
निकला है ; और

(ग) तत्संबंधी काम कब शारम किया
जायेगा ?

रेलवे मंत्री (श्री क० म० मुनाबा) :

(क) मुजफ्फरपुर-दरभंगा (63 कि० मी०-
मीटर लाइन) सम्पर्क रेल लाइन का प्रारम्भिक
इंजीनियरिंग और यातायात सेवाएँ कम्पनी

1957-58 और 1956-57 में किया गया था।

(ब) उस समय इस लाइन पर 2.32 करोड़ हप्ते को सांतत का इन्डियन था और इससे 0.13 प्रतिशत प्रतिफल की संचालना थी अर्थात् यह लाइन अलाभप्रद थी। इसके अलावा, सर्वेक्षण रिपोर्ट से यह भी पता चला कि इस लाइन से उस मुख्य उद्देश्य को पूर्ण नहीं होती जिसके लिये इसका निर्माण करना था। यह मुख्य उद्देश्य था—अस्त समस्तोपुर-दरभंगा खंड पर ओडिशाड़ को कम करना। इसलिए यह प्रस्ताव छोड़ दिया गया।

(ग) मवाल नहीं उठता।

Narsinghpur Railway Station

1256. Shri Nitiraj Singh Chaudhary: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that there is no upper class ladies waiting room at Narsinghpur Station (Central Railway);

(b) whether the General Waiting Room is small and inadequately furnished and with bad sanitary conditions;

(c) whether it is also a fact that there is no Parcel Delivery Office at this Station with the result that the parcels remain lying at the platform causing inconvenience to the passengers; and

(d) if so, the steps taken to provide these facilities at this station?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) No. The combined upper class waiting room is of adequate size and is also adequately furnished for the present level of upper class passenger traffic which is only of the order of about 4 passengers per day. It is also provided with proper sanitary arrangements.

(c) Yes. There is no separate parcel office, but valuable parcels are kept inside a 30' x 20' room behind

the booking office. The other parcels are however kept on platforms and this does not cause inconvenience to passengers as the parcel traffic is very meagre at this station.

(d) Does not arise in view of replies to parts (b) and (c) above.

Railway Higher Secondary School, Jhajha

1257. Shri Kedar Paswan: Will the Minister of Railways be pleased to state:

(a) whether a Higher Secondary School has been sanctioned by the Railway Administration at Jhajha on Eastern Railway;

(b) whether the Higher Secondary School classes are held in the buildings of the Middle school;

(c) whether schooling is being denied to scores of students on account of lack of class room space; and

(d) if so, when the Higher Secondary School Buildings will be constructed at Jhajha?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) Yes.

(c) No.

(d) Does not arise in view of reply to part (c) above.

Holding of Public Meetings on Railway Grounds

1258. Shri Kedar Paswan: Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether there are restrictions on the holding of public meetings on Railway grounds without prior permission at Jhajha and Jamnagar, Eastern Railway;

(b) whether requests have been made by unions/associations that this irksome restriction be removed; and

(c) if so, whether the Railway Administration propose to remove all restrictions on peaceful meetings and demonstration on Railway grounds and public places?

The Minister of Railways (Shri C. M. Poornachha): (a) Yes.

(b) No.

(c) Does not arise in view of reply to part (b) above.

Office of Public Relations Officer (S.E. Rly.)

1259. Shri Chintamani Panigrahi: Will the Minister of Railways be pleased to state:

(a) the present strength of the office of the Public Relations Officer of the South Eastern Railway and the expenditure incurred on the office during 1966 and the amount sanctioned for 1967; and

(b) the expenditure incurred and the strength in the offices of the Public Relations Officers in the other Zonal Railways and how it compares with that of the Public Relations Office of the S.E. Railway?

The Minister of Railways (Shri C. M. Poornachha): (a) Gazetted .. 3

Non-gazetted .. 85

Expenditure incurred during 1966-67 : Rs. 3,79,575

Amount sanctioned for the period from April '67 to July '67: Rs. 1,36,900

(b) Information is being collected and will be laid on the table of the Sabha.

Itarsi Railway Station (Central Railway)

1260. Shri Nitnaj Singh Chaudhary: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that III Class Waiting Hall and Booking Office of Itarsi Station are detached from

the main station building and they are not directly connected to the bridge with the result that the passengers have to pass through open sun or rains to reach the bridge;

(b) whether it is also a fact that there is no separate shed for keeping the parcels;

(c) whether platforms Nos. 4 and 5 and the bridge connecting them have no sheds; and

(d) if so, the steps taken to provide these facilities at this station?

The Minister of Railway (Shri C. M. Poornachha): (a) Yes. The III Class Waiting Hall and Booking Office at Itarsi Station are detached from the main station building and the same are directly connected to the foot over-bridge with a covered passage.

(b) No. There is a separate shed for keeping parcels.

(c) Yes.

(d) The work of providing a 300 ft. long cover over the island platforms (Nos. 4 and 5) is in progress. Covering of the foot over-bridge and the passage between the Waiting Hall and the foot over-bridge, which work is of a comparatively low priority, would be considered for being taken up in future years subject to availability of funds.

विहार में भौतिक आइसेस का विषय
आना

1261. श्री सिंहेश्वर प्रासाद : वह
भौतिक विकास तथा समवाय-कार्य मंत्री
वह बताने की कृपा करेंगे कि :

(क) अप्रैल, 1966 से मार्च, 1967
तक की अवधि में विहार राज्य के किलोमी
टरों ने भौतिक आइसेसों के सिवे आवेदन
कर दिये, और

(ख) किलोमीटर पर्सों पर विहार
विद्या यथा तथा भव तक उन पर वहा निर्भर
हिते नहीं हैं ?

श्रीछोपिंग विकास तथा समवाय-कार्य मंत्री (श्री फलवद्दीन जली अहमद) : (क) अप्रैल, 1966 से मार्च, 1967 की अवधि में बिहार राज्य में श्रीछोपिंग लाइसेंस प्राप्त करने के लिए 38 आवेदन पत्र प्राप्त हुए। इन में वह एक आवेदन सम्मिलित नहीं है जिसकी अपल सम्पत्ति अर्थात् भूमि, मर्जीनों, इमारतों आदि का मूल्य 25 लाख रुपये से कम था और जिस के लिए उदांग (विकास तथा विनियम) अधिनियम, 1951 के अन्तर्गत लाइसेंस की प्राप्तव्यकता नहीं है।

(ख) इनमें से 5 आवेदन पत्र स्वीकार कर लिए गये हैं, 3 आवेदन पत्र रद्द कर दिए गए हैं और जो ये 30 पर विचार किया जा रहा है।

विजिती भाकीका तथा अन्य एक्षियाई देशों के साथ व्यापार

1262. श्री रामचन्द्र शीरप्पा : क्या वाचिक्य मंत्री यह बताने की हृषा करेंगे कि :

(क) क्या दक्षिणी भाकीका तथा अन्य एक्षियाई देशों के साथ भारत के व्यापारिक सम्बन्ध हैं;

(ख) यदि, हां, तो उस एक्षियाई देश का नाम क्या है जिस के माध्यम से भारत का तुलनात्मक दूषित से बड़े पैमाने पर व्यापार चल रहा है; और

(ग) यह व्यापार किन वस्तुओं का होता है ?

वाचिक्य भंडी (श्री दिनेश सिंह) : (क) दक्षिणी भाकीका के साथ भारत के कोई व्यापारिक सम्बन्ध नहीं हैं, परन्तु उसके बहुत से एक्षियाई देशों के साथ व्यापारिक सम्बन्ध हैं।

(ख) भारत का किन एक्षियाई देशों के साथ बड़े पैमाने पर व्यापार चल रहा है वे हैं :— अफगानिस्तान, बांग्लादेश

सिंगापुर, सहित मलयेशिया, ईरान, जापान, पाकिस्तान, संकरी अरब तथा नेपाल।

(ग) किन वस्तुओं में व्यापार होता है, उनका एक विवरण संलग्न है।

विवरण

1. अफगानिस्तान :

भावात फल तथा सब्जियाँ (बादाम तथा राने अधिक महत्वपूर्ण मद्दे हैं)

निर्यात चाय, मूती कपड़े के बान तथा जूट का माल।

2. बर्मा :

भावात चावल तथा सीसा।

निर्यात कायर धागा तथा माल, जूट का माल, मरस्य तथा मरस्य उत्पाद, घटिया धानुएं तथा उनसे निर्मित वस्तुएं।

3. श्रीलंका :

भावात बोपग, प्राकृतिक रबड़।

निर्यात मसाले, मिर्च मूळे मद्दे हैं, बटा हुआ सूत तथा धागा, मूती कपड़े के बान, फल तथा सब्जियाँ, मरस्य तथा मरस्य उत्पाद, धानुएं तथा धानु निर्मित वस्तुएं मर्जीने तथा परिवहन उपकरण तथा सिनेमा की तीवार किल्मे।

4. मलेशिया :

(सिंगापुर को मिलाकर योग्य भलन हो गया है)

भावात प्राकृतिक रबड़ हुआ बोर्ड, बोर्डरा, डिम्बु जाएं का तेल।

निर्यात	सूती कपड़े के बान, चीनी, व्याज, जट के बोरे, मशीनें तथा परिवहन उपकरण ।	उत्पाद, सूती बस्त, विजली के अलावा अन्य मशीनें ।
५. ईरान		राज्य व्यापार निगम
आयात	फल तथा सज्जियां (बादाम मुख्य मद है) पैट्रोलियम तथा पैट्रोलियम उत्पाद ।	1293. श्री रामचन्द्र बोरप्पा : क्या वाणिज्य मंत्री यह बताते की कृपा करेंगे कि :
निर्यात	चाय, टाट, मशीनें तथा परिवहन उपकरण, चटिया धानुएं तथा निर्मित बस्तुएं ।	(क) राज्य व्यापार निगम की व्यापना से प्रब तक वित्ती वस्तुएं इसके कोनाधिकार में लाई गई हैं; और
६. जापान :		(ख) इनका व्योरा क्या है ।
आयात	रामायनिक तत्व तथा योगिक, उबंरक निर्मित बस्तुएं, लोहा तथा इस्पात, धातु निर्मित बस्तुएं, मशीनें जिनमें मुख्यतः विजली के अनिरिक्त अन्य मशीनें आती हैं । परिवहन उपकरण, व्यवसायिक, वैज्ञानिक तथा नियंत्रक यन्त्र प्रादि ।	वाणिज्य मंत्री (श्री दिनेश सिंह) :
निर्यात	पश्चिमों की केमिंग, मर्मी, कपास अन्नक लोहा, लोहे तथा इस्पात की रही, बनिज मेंगनीज, चमड़ा ।	(क) और (ख) : गज्य व्यापार निगम की व्यापना के मध्य से ही वह निगम जिन वस्तुओं से निर्यात / आयात की व्यवस्था करता है उन वस्तुओं को दर्शाने वाले दो विवरण सभा पट्टन पर रखे जाते हैं । [पृष्ठकालय में रखा गया । देखिये : संख्या LT—507/67] ।
७. पाकिस्तान :		Nepa Newsprint Factory
निर्यात	कोयला तथा कोक, चटिया धानुएं तथा निर्मित बस्तुएं, मशीनें तथा परिवहन उपकरण	1264. Shri Baburao Patel: Will the Minister of Industrial Development and Company Affairs be pleased to state:
आयात	कच्चा जूट ।	(a) whether Government have prepared any blue-print for the doubling of the production in the Nepa Newsprint factory in Madhya Pradesh during the Fourth Five Year Plan;
८. सऊदी अरब :		(b) if so, the details thereof and how Government propose to carry them out;
आयात	अज्ञोधित तथा अंगतः जोधित पैट्रोलियम ।	(c) whether it is proposed to improve the quality of newsprint there; and
निर्यात	असाले, सूती कपड़े के बान ।	(d) if so, the measures proposed to be taken in that regard?
९. नेपाल :		The Minister of Industrial Development and Company Affairs (Shri. F. A. Ahmed): (a) and (b). The Expansion Programme of Nepa Newsprint Factory has crossed the "Blue-print" stage and it is actually under
आयात	कच्चा जूट, जूट का बाल, चीनी, ची, चावल ।	
निर्यात	चीनी तथा चीनी लंपाक, चावल, रस्तार, पैट्रोलियम	

implementation. This programme envisages the expansion of capacity from 30,000 to 75,000 tonnes per annum before the end of the Fourth Five Year Plan period. This will involve total capital outlay of Rs. 11.32 crores including a foreign exchange expenditure of Rs. 4.03 crores. Orders have already been placed for "Paper Section" and "Recovery Section", and machinery for the former has started arriving, orders for "Pulping Section" will be placed shortly. The "Paper Section" is expected to come into operation by May, 1968.

(c) and (d). The quality of Newsprint produced by Nepa Mills has already improved and there has been no complaint on this account from the Consumers in the recent past.

Textile Mills in M.P.

1265. Shri Baburao Patel: Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that several textile mills in Madhya Pradesh are threatened with closure for want of adequate supply of cotton;

(b) whether the State Government or the management of the mills have written to the Union Government in this regard;

(c) whether some mills are also in the grip of financial stringency;

(d) if so, whether they have sought any assistance from Government; and

(e) the steps Government propose to take to save the textile industry in Madhya Pradesh?

The Minister of Commerce (Shri Dinesh Singh): (a) and (b). No, Sir.

(c) Some mills are reported to be in financial difficulties.

(d) Yes, Sir.

(e) Each case where a request is received for financial assistance to a cotton textile mill is considered on merits, taking into account the economic viability and the financial position of the mill.

Railway Line between Tirunelveli and Trivandrum

1266. Dr. M. Santesham: Will the Minister of Railways be pleased to state:

(a) the present stage of the proposed new railway line from Tirunelveli to Trivandrum via Nagercoil and Kanyakumari; and

(b) whether the scheme has been included in the Fourth Five Year Plan?

The Minister of Railways (Shri C. M. Poornacharya): (a) and (b). The proposals for new railway lines to be taken up during the Fourth Plan have not yet been finalized. Engineering and Traffic Surveys for this line have been carried out and the survey reports are presently under examination.

Export of Iron Ore

1267. Shri Dharendra Nath: Will the Minister of Commerce be pleased to state:

(a) whether any team has been sent to East Europe for pushing the sale of iron ore; and

(b) if so, how many contracts have been concluded by the team?

The Minister of Commerce (Shri Dinesh Singh): (a) Yes, Sir.

(b) Sale Contracts have been concluded by the team for the export of about 1.5 million tonnes of iron ore to Czechoslovakia, Poland, G.D.R. and Hungary which were the countries visited by the team. This is in addition to the contracts earlier concluded with Rumania and Yugoslavia for about 0.5 million tonnes.

Jessep Co. Ltd., Calcutta

1268. Shri K. N. Pandey: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether Government have extended the control on Jessep & Co. Ltd., Calcutta; and

(b) if so, under what condition?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Yes, Sir. Control over the management of Jessop & Co. Ltd., Calcutta, has been further extended for a period of one year with effect from the 15th May, 1967, under the Industries (Development and Regulation) Act, 1951.

(b) Such extension was considered necessary in the public interest.

U. S. Loan for Faridabad Firm

1269. Shri K. N. Pandey: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the Government of the U.S.A. have extended a loan of Rs. 1.84 crores to a firm in Faridabad on the 16th May, 1967; and

(b) if so, the purpose for which the loan has been given and the name of the firm?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). The Government of the U.S.A. through their Agency for International Development, after obtaining a no-objection letter from the Government of India, have agreed to give a Cooley loan from P.L. 480 up to Rupees 16.4 million to M/s. Globe United Engineering and Foundry Company Limited, New Delhi for financing the purchase of indigenously available machinery and plant for their Polis Project at Faridabad. The agreement was executed on the 16th May, 1967.

कानून तथा सुनारी तेजार करना

1270. श्री काल्पनिक चौधरी :

श्री काली नाथ वाणी :

कानूनी विवादित विकास तथा समवाय-कार्य शैली वह बताने की कृपा करेंगे कि :

(a) क्या भारत में कानून तथा सुनारी तेजार करने के बारे में विभेद की

एक कर्म द्वारा किये गये प्रस्ताव पर सरकार विचार कर रही है; और

(b) यदि हाँ, तो उस कर्म द्वारा प्रस्तुत किये गये कार्यक्रम का व्यौरा क्या है?

श्रीकाल्पनिक विकास तथा समवाय-कार्य शैली (श्री कलाल्पनीक शास्त्री अहमद): (क) किसी भी विद्यित फर्म का एता कोई प्रस्ताव नहीं है। फिर भी सरकार का ध्यान नुगदी और कागज बनाने की मेहिमको की एक कम्पनी द्वारा विकासित प्रक्रिया को और आकृष्ट किया गया है और कागज/ध्यानारी कागज का उत्पादन करने के लिए सरकार ने उत्तर प्रदेश/बिहार लेल में एक कारखाना स्थापित करने के बारे में एक विद्यित फर्म से, जो मेहिमको की फर्म की इंजीनियर नियुक्त की गई है, एक परियोजना प्रतिवेदन तैयार करने के लिए कहा है।

(ब) उपरिलिखित प्रतिवेदन की पभी प्रतीक्षा की जा रही है।

Trade with U.S.A. and U.S.S.R.

1271. Shri Shiva Chandra Jha: Will the Minister of Commerce be pleased to state the specific commodities exported to and imported from the United States and the Soviet Union?

The Minister of Commerce (Shri Dinesh Singh): A statement is laid on the Table of the House. (Placed in Library. See No. LT-508/67).

Change of Contractor Halt Station into Flag Station

1272. Shri Shiv Chandra Jha: Will the Minister of Railways be pleased to state:

(a) whether there are specific requirements for changing a contractor halt station into a flag station;

(b) if so, the nature thereof; and

(c) the requirements for having any halt station at all?

The Minister of Railways (Shri G. M. Poonacha): (a) and (b). While

considering the conversion of a halt into a flag station, the financial implications thereof are required to be worked out on the basis of additional cost of conversion, additional operational expenses and the additional anticipated revenue. Where the conversion of a train halt into a flag station is found not financially justified but such a conversion is considered necessary on passenger amenity grounds, the Zonal Railway Users' Consultative Committee is consulted for their views in the matter.

The Railway Administrations have instructions to consider the desirability of converting a halt into a flag station after it has been in existence for over 10 years and where passenger traffic is substantial.

(c) Where the proposals for opening departmentally worked railway stations are not found justified, the alternative of opening contractor-operated train halts is considered with a view to providing travel facilities to the public in that area. In providing a halt, the financial implications of the proposal, transport facilities available in the area, distance of the proposed halt from the adjacent stations, etc. are taken into consideration.

Railway Lines In Orissa

1273. Shri Chintamani Panigarihi: Will the Minister of Railways be pleased to state:

(a) the recommendations for the construction of Railway lines made by the Government of Orissa for inclusion in the Railway Works Programme in order of priority in the Fourth Five Year Plan;

(b) which of the lines are proposed to be undertaken for construction in Orissa in the Fourth Plan period; and

(c) whether there is any proposal to construct a rail link from Puri to Konarak?

The Minister of Railways (Shri C.M. C. M. Pecchacha): (a) The Orissa Government have recommended the fol-

lowing new Railway lines for construction during the Fourth Plan period.

1. Banspani-Paradeep via Nayagarh.
2. Talcher-Bimlagarh.
3. Talcher-Sambalpur.
4. Barabil-Koira Valley-Kiriburu.
5. Rayagada-Nowrangpur-Jeypore-Koraput.
6. Gopalpur-Berhampur.
7. Dentewara-Sukma via Balimela or Jeypore to Balimela via Gupteswar.

(b) New lines to be taken up during the Fourth Plan period are yet to be finalised.

(c) No such proposal is under consideration of the Railway Board.

H.M.T. Factories

1275. Shri Baburao Patel: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether a decision has been taken on the locations of HMT factories in Madhya Pradesh and Uttar Pradesh during the Fourth Plan period; and

(b) the names of the sites proposed by the two State Governments for this purpose?

The Minister of Industrial Development and Company Affairs (Shri F.A. Ahmed): (a) No, Sir.

(b) The State Government will be consulted about the sites at the time the schemes are actually finalised.

Memorandum by National Coal Organisation Employees Association

1276. Shri P. K. Ghosh: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether the National Coal Organisation Employees Association,

Ranchi submitted a memorandum containing various aspects of the working of the National Coal Development Corporation and indicating their demands for consideration; and

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

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) Yes, Sir.

(b) No action by Government is called for at this stage as these matters are within the purview of the autonomous corporations like the National Coal Development Corporation who are negotiating in the matter with the employees union at Ranchi with the help of the established Central Labour machinery.

एक्षियाई आर्थिक विकास तथा योजना संस्था

1277. श्री सिंहेश्वर प्रसाद : क्या आविष्य मंत्री यह बनाने को कृपा करें कि :

(क) क्या यह मत है कि एक्षिया नवा मुद्रा पूर्व सम्बन्धी आर्थिक आयोग की हाल में टोकियो में हुई बैठक में पाकिस्तान ने एक्षियाई आर्थिक विकास तथा योजना संस्था की अवधि को बढ़ाने के प्रस्ताव पर आपनि को भी ;

(ख) यदि हाँ, तो इसके क्या कारण हैं, और

(ग) इस सम्बन्ध में क्या निर्णय किया गया है ?

आविष्यक बंडी (श्री दिनेश सिंह) :

(क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

(ग) टोकियो में एक्षिया तथा सुदूर पूर्व सम्बन्धी आर्थिक आयोग के 23वें आर्थिक अधिवेशन में सर्वे सम्बति से पास हुए एक प्रस्ताव में संस्था द्वारा दिये जा रहे अधिकार के लिए एक्षियाई देशों की आवश्यकता को स्वीकार किया गया तथा उत्तरार्थ जी वही कि संस्था की जलाने

के लिए अगले पांच वर्ष की अवधि (1968-1973) के लिए सरकारी द्वारा दिया जाने वाला नकद योगदान पहले पांच वर्ष की अवधि (1964-1967) में उनके द्वारा दी गई कुल राशि से बढ़ कर हो, और किंतु भी रूप में उसमें कम न हो ताकि लागतों में साधारण वृद्धि की कमी पूरी हो भक्ते और यह भी निश्चय किया गया कि संस्था के कार्यों तथा निष्पादनों पर समय समय पर विचार होना रहे और आयोग के आर्थिक अधिवेशनों में वार्षिक प्रतिवेदन प्रस्तुत किये जायें ताकि संस्था को स्थायी रूप देने के प्रश्न पर 1972 में अपने 23वें अधिवेशन में आयोग विचार कर सके ।

Issue of Import Licences

1278. Shri Abdul Ghani Dar: Will the Minister of Commerce be pleased state:

(a) whether it is a fact that the import licences are being issued without bank clearance certificates;

(b) if so, the number of import licences issued without these certificates from the 1st April, 1962 to 31st March, 1967, year-wise; and

(c) whether Government have fixed responsibility in this connection, if so, who were considered responsible and the action taken against them?

The Minister of Commerce (Shri Dinesh Singh): (a) Under the erstwhile Export Promotion Schemes, the exporters were granted import licences only on the production of a Bank Certificate indicating the realisation of foreign exchange. As the grant of import licences was conditional on the realisation of foreign exchange, which naturally took some time, the export effort was being stifled. A decision was, therefore, taken in October, 1962 that the Registered Exporter could claim import licences on his production of:

(i) a certificate from Export Credit and Guarantee Corporation to the effect that the transaction is covered by their policy.

and that the goods have been delivered and accepted by the buyer;

OR

(ii) an undertaking to produce a Bank certificate within six months to the effect that foreign exchange has been realised in respect of exports against which the import licence has been claimed.

The facility of claiming a licence against an undertaking to produce Bank Certificate within six months was withdrawn subsequently with effect from 1st July, 1965.

With the devaluation of the rupee on 6th June, 1966, the Export Promotion Schemes were abolished. A new policy of replenishment licences against exports made on or after 6th June 1966 was introduced. Under this policy, production of a Bank Certificate is no longer inter-linked with the grant of import licences, as replenishment licences are issued on the basis of documentary evidence indicating the physical export.

(b) As regards the number of import licences issued year-wise without the Bank Certificate from 1st April, 1962 to 31st March, 1967 no statistics as to the different categories of exporters, to whom licences have been issued on the basis of banker's certificate or otherwise, is maintained.

(c) As the import licences, without a Bank Certificate, have been issued in accordance with the Government policy, the question of fixing responsibility does not arise. In the case of the exporters who failed to bring in the export proceeds within the period stipulated in their undertakings suitable penal action has been taken.

Aluminium Factory in Maharashtra

1259. Shri Madhu Limaye:
 Shri S. M. Banerjee:
 Dr. Ram Manohar Lohia:
 Shri George Fernandes:

Will the Minister of Steel, Mines and Metals be pleased to refer to the

reply given to Unstarred Question No. 751 on the 7th April, 1967 and state:

(a) whether the project report of the expert team of the West German Consultants regarding the location of an aluminium factory at Ratanagiri in Maharashtra has been examined; and

(b) if so, the results thereof?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) and (b). As stated in reply to Unstarred Question No. 751 on the 7th April, 1967, the cost estimated prepared by M/s. Vereinigte Aluminium Werke, the West German Consultant, were found to be on the high side and they were accordingly asked to explore the possibilities of reducing the same and to clarify certain assumptions about the capacity of the plant. The project report is now being further examined in the light of the clarifications furnished by the Consultants with a view to bringing down the cost estimates.

Manufacture of Tractors

1260. Shri Manibhai J. Patel:
 Shri Hukam Chand Kachwai:
 Shri Jagannath Rao Joshi:
 Shri Ram Singh Ayarwal:
 Shri Ram Kishan Gupta:
 Shri Nitiraj Singh Chaudhary:
 Shri Ramchandra Ulaka:
 Shri Duleshwar Meena:
 Shri Hoorji Bhai:
 Shri K. Pradhan:
 Shri Y. S. Kastwah:
 Shri Nathu Ram Ahirwar:

Will the Minister of Industrial Development and Company Affairs be pleased to refer to the reply given to Starred Question No. 177 on the 31st March, 1967 and state:

(a) whether the detailed project Report regarding the manufacture of Tractors in India in collaboration with Czechoslovakia has since been examined;

(b) if so, the main features of the Report; and

(c) Government's reaction thereto?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) to (c). The first part of the Detailed Project Report for the proposed plant for manufacture of tractors and agricultural implements under Public Sector has been received from M/s. Motokov of Czechoslovakia on the 22nd May, 1967 and is being examined.

Inventories in the H.E.C., Ranchi

1281. Shri P. K. Ghosh: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the total value of the inventories lying idle in the stores of the Heavy Engineering Corporation, Ranchi;

(b) the period for which they are lying idle;

(c) the purpose for which they were expected to be put to use; and

(d) the amount of foreign exchange involved in such inventories?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Rs. 94.66 lakhs as on 1st April, 1967.

(b) For more than one year—Rs. 27.91 lakhs

For more than two years—Rs. 39.75 lakhs.

For more than three years—Rs. 27.00 lakhs.

(c) Some were required for construction works and some are raw materials for production.

(d) Rs. 4.35 lakhs.

Supply of Machines by H.E.C., Ranchi to Bokaro Steel Ltd.

1282. Shri P. K. Ghosh: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the Heavy Engineering Corporation, Ranchi has undertaken to

supply certain machines and structurals to the Bokaro Steel Ltd.;

(b) if so, the details thereof and the total value of the contract; and

(c) when these orders will be executed by the Heavy Engineering Corporation?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Yes, Sir.

(b) Heavy Engineering Corporation is to supply about 80,000 tonnes of various items of mechanical equipment and 30,000 tonnes of structural. Formal orders for the entire quantity have not, however, been placed so far. At this stage it is not possible to indicate the total value.

(c) From 1967-68 to 1970-71.

Supply of Material by H.E.C., Ranchi to Bhilai Steel Project

1283. Shri P. K. Ghosh: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the Heavy Engineering Corporation Ltd., Ranchi has supplied certain engineering material to Bhilai Steel Project;

(b) if so, the total value thereof; and

(c) whether the material has been approved by the Bhilai Steel Project and whether they are going to place further orders with the H.E.C.?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Yes, Sir.

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

Non-Graduate Gazetted Railway Officers

1284. Shri Indrajit Gupta: Will the Minister of Railways be pleased to state:

(a) whether the question of giving extension of service to some non-

Graduate Gazetted officers in his Ministry beyond the age of 55 years is under consideration; and

(b) if so, the reasons therefor and whether the approval of the U.P.S.C. will be obtained?

The Minister of Railways (Shri C. M. Poonacha): (a) Extension of service are granted in the public interest irrespective of the academic qualification of the officer concerned. There is, however, no such case under consideration at present.

(b) It is not necessary to consult the Union Public Service Commission in cases of extensions of service to officers.

Trade with Democratic Republic of Vietnam

1285. Shri Indrajit Gupta: Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that India has no trade relations at present with the Democratic Republic of Vietnam; and

(b) if so, the reasons therefor?

The Minister of Commerce (Shri Dinesh Singh): (a) A trade agreement exists between India and the Democratic Republic of Vietnam as per letter exchanged between the two Governments on 22nd September, 1956, as extended from time to time upto 22nd September, 1968.

(b) Does not arise.

Competition between Operators and Railways

1286. Shri Indrajit Gupta: Will the Minister of Railways be pleased to state:

(a) whether there is any proposal under consideration to set up a Corporation to be run jointly by private operators and the Railways for reducing competition between them for the haulage of goods; and

(b) if so, the broad details thereof?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) Does not arise.

Extraction of Oil from Rice Bran

1287. Shri A. K. Gopalan:
Shri P. Ramamurti:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is a fact that rice bran contains roughly 15 per cent oil;

(b) if so, the steps taken to produce oil from the rice bran; and

(c) the estimated availability of rice bran in the country during 1966-67?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Yes, Sir.

(b) (i) The Government of India have delicensed the Solvent Extraction Industry which includes extraction of oil from rice bran. Therefore entrepreneurs are free to set up solvent extraction plants for the extraction of Rice Bran Oil without the necessity of obtaining an industrial licence under the Industries (Development and Regulation) Act, 1951.

(ii) Arrangements have been made for the fabrication of both batch type and modern continuous solvent extraction plants in the country;

(iii) There is no excise levy on Rice Bran Oil.

(iv) Though there is a levy of export duty on deoiled groundnut cake/meal with effect from 6th June, 1966, de-oiled Rice Bran has been exempted from such levy. This is an additional incentive for the development of the Rice Bran Oil Industry.

(c) Approximately half a million tonnes would be available for extraction which is equivalent to an oil potential of around 75,000 tonnes per year.

Imported Machine Tools

1288. Shri D. C. Sharma: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the total investment made by the industry in the imported machine tools involving foreign exchange which presently are lying idle; and

(b) if so, the details thereof and the reasons for their non-utilization?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) The information is not available; it is not practicable to ascertain the quantum of idle imported machine tools in the country within any reasonable period.

(b) Does not arise.

Shoe Making for State Trading Corporation

1289. Shri D. C. Sharma: Will the Minister of Commerce be pleased to state:

(a) whether the Agra shoe makers have refused to manufacture shoes for the State Trading Corporation which had secured an order from Russia;

(b) if so, the reasons therefor; and

(c) the decision taken in the matter?

The Minister of Commerce (Shri Dinesh Singh): (a) No, Sir.

(b) and (c). Do not arise.

कम्प्रैसरों का निर्माण

1290. डा० राम लगोहर सोहिया :

जी भयु लिखदे :

जी अर्द्ध सिंह भद्रीरिया :

जी धरू० एम० जोकी :

जी रवि राय :

जया शोकोनिक विकास तथा समवाय कर्म बंडी यह बताने की कृपा करेंगे कि :

(क) जया यह सच है कि भारत में इन्होंनी ईंट-डरकारी लोह की कम्पनियां

हैं जो 1,000 से ले कर 2,000 सौ० एक० एम० के बड़े कम्प्रैसर बनाती था रही हैं;

(ख) जया सरकार ने 8 या 9 बर्ष पहले बड़े कम्प्रैसर बनाने पर प्रतिबन्ध लगाया था; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

शोकोनिक विकास तथा समवाय-कार्य बंडी (श्री फलदहीन अहमद): (क) गैर-सरकारी लोह के एक कारखाने में 1000 सौ० एक० एम० के कम्प्रैसरों का उत्पादन सीमित भावा में हो रहा है।

(ख) गैर-सरकारी लोह में 700 सौ० एक० एम० ने बड़े आकार बाले कम्प्रैसरों का निर्माण द्वारा ज्यादा कमता के लिए लाइसेंस देने पर जनवरी, 1964 से रोक लगा दी गई है।

(ग) इनाहावाद में प्रस्तावित सरकारी लोह के कारखाने के कार्यक्रम में बड़े आकार के कम्प्रैसरों का निर्माण करने का विचार है। इसे ध्यान में रखने हुए यह समझा गया था कि 700 सौ० एक० एम० से बड़े आकार के कम्प्रैसरों का निर्माण करने के लिए गैर-सरकारी कमता उत्पन्न करने का नुजाइया नहीं है।

Workers in Railway Electrification Projects

1291. Shri S. M. Banerjee:
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a decision has been taken to decasualize the casual workers working in the Railway Electrification Projects;

(b) if so, whether this will apply to those who have completed more than six months' service; and

(c) whether they will be given the pay scales and allowances recommended by the Central Pay Commission?

The Minister of Railways (Shri C. M. Poornacharya): (a) No.

(b) Does not arise.

(c) No.

Export Duty on Coir

1292. Shri P. Vishwambharan:

Shri Mangalathumadom:

Will the Minister of Commerce be pleased to state:

(a) the total revenue earned by the Central Government from export duty on coir and coir goods during 1966-67;

(b) the anticipated revenue under the above head in 1967-68;

(c) the total allotment in the Fourth Five Year Plan for development of Coir Industry;

(d) the amount spent in 1966-67 on Coir Industry; and

(e) the amount allotted in 1967-68 budget in this regard?

The Deputy Minister in the Ministry of Commerce (Shri Shafiq Qureshi): (a) Rs. 153.79 lakhs.

(b) Rs. 175. 00 lakhs.

(c) A total outlay of Rs. 4 crores has been indicated in the Draft Outline of the Fourth Five Year Plan.

(d) The following grants and loans were sanctioned during 1966-67:

GRANT		LOAN
	Rs.	Rs.
Coir Bord	10,40,600	3,00,000
State Governments	3,29,000	6,17,000

(e) The allocation in the budget for 1967-68 are as follows:

	Grant	Loan
	Rs.	Rs.
Coir Board	8,20,900	3,30,000
State Government	4,50,000	10,00,000

Mining & Allied Machinery Corporation Ltd., Durgapur

1293. Shri Virendrakumar Shah: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the Mining & Allied Machinery Corporation Ltd., Durgapur has a show room at Jharia-Dhanbad Road at Shastri Nagar;

(b) the annual cost including the rent for maintaining this show room;

(c) whether it is a fact that this show room remains closed to the public; and

(d) if so, the purpose of having this show room?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Yes Sir.

(b) Rs. 5,700 per annum.

(c) and (d). The show room has been set up with a view to promote sales of the products manufactured by the Mining and Allied Machinery Corporation in the coal belt in and around Dhanbad. It is kept open during normal office hours on working days.

Issue of Licences to Birla Group of Firms

1294. Shri P. C. Adichan: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether any licence has been issued to the Birla group of firms to set up a big industrial complex in Kerala for the manufacture of titanium slag and titanium diopidex based on the ilmenite deposit at Chevare;

(b) if so, the main details of the project; and

(c) the foreign exchange required?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) No, Sir.

(b) and (c). Do not arise.

कोल्काता में एस्ट्रॉमिनियम प्लांट

1295. श्री शोहन स्वक्षर :

श्री जार्ड फर्नेंडीज

श्री जू लिम्बो :

श्री जै. एडॉ. बटेल :

क्या इस्पात साल तक बातु मंडी यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मेर-सरकारी कम्पनी द्वारा बताये जा रहे कोयना स्थित एस्ट्रॉमिनियम प्लांट को भारत एस्ट्रॉमिनियम कम्पनी को, जो कि सरकारी क्लब में है, सौप देने का निर्णय तीन साल पहले किया गया था;

(ख) क्या यह श्री सच है कि उक्त प्लांट द्वारा 50,000 टन एस्ट्रॉमिनियम उत्पादन करने का लक्ष्य नियत किया गया था;

(ग) यदि हां, तो क्या लक्ष्य को पूराकरने में सफलता मिली है; और

(घ) यदि नहीं, तो इसके क्या कारण हैं?

इस्पात, साल तक बातु मंडी (जॉ. बल्ला रेडी): (क) महाराष्ट्र राज्य के कोयना प्रदेश में एक नये एस्ट्रॉमिनियम प्राकाक की स्वापना के लिए तेज्जुलकर उद्घोग (जॉ.) लि., बम्बई, को मार्च, सन् 1960 में औद्योगिक (विकास और विनियमन) अधिनियम, 1951 के अन्तर्गत जाइसेंस दिया गया था। आर्थिक व जन्म कलिनार्दियों के कारण जाइसेंस प्राकाकर्ता परिवोजना पर कार्य आरम्भ न कर सके। आइंडीजी की विफलता को देखकर पर सरकार ने सन् 1964 में परिवोजना को फरकारी तौर से जन्मपत्र करने का निष्पत्र किया था। यह श्री जै. एडॉ. बटेल की देखकर कि परिवोजना

जर्मनी की कई बैससं बैरिनिगटे एस्ट्रॉमिनियम वर्क परिवोजना के सरकारी क्लब में होने पर आवश्यक सहायता प्रदान करेगी अन्तिम तौर पर 13 अक्टूबर 1965 को लाइसेंस वापिस ले लिया गया और परिवोजना को पूर्ण करने के लिए नवम्बर, 1965 में भारत एस्ट्रॉमिनियम नाम की एक सरकारी कम्पनी बनाई गई।

(ब) निर्णय किया गया है कि प्रस्तावित परिवोजना की कमता 50,000 मीट्रिक टन टन प्रति वर्ष एस्ट्रॉमिनियम बातु की होगी।

(ग) और (घ). परामर्श-दाताओं द्वारा दिए गए परिवोजना पर आने वाली सामग्री के प्राकलनों का अधिक दृष्टिकोण से अध्ययन किया जा रहा है। इस अध्ययन के परिणाम को दृष्टि में रख कर परिवोजना को कार्यान्वित करने के लिए सरकार शीघ्र ही अन्तिम निर्णय लेगी।

कटनी में डीबल स्टोर में साल सप्तवें की बटना

1296. श्री शोहन स्वक्षर :

श्री अग्रसेन राव जौही :

श्री हुक्म बाबू कल्याण :

श्री राम लिह आवरकाल :

क्या रेलवे मंडी यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 19 अप्रैल, 1967 को कटनी (केन्द्रीय रेलवे) स्टेशन पर डीबल के अधार में भीषण आग लग जाने के कारण साथों रुपवों की सम्पत्ति की हानि हुई;

(ख) यदि हां, तो इसका व्यौरा क्या है; और

(ग) आग लगने के कारण क्या के?

रेलवे मंडी (श्री जै. एडॉ. बटेल) :

(क) जी हां। सप्तम अप्रैल की हानि होने का अनुमान है।

(ब) 19-4-67 को सामाजिक 21.50 बजे न्यू कॉटनी डीजल लोको अप्पार के प्लेट-फार्म पर पढ़े हुए उन बक्सों में आग देखी गयी जिन में डीजल रेल इंजनों के भारी अतिरिक्त पुर्व पढ़े हुए थे। चूंकि ये बक्स बहुत भारी थे और आकार में बहुत बड़े थे इसलिए इन्हें गोदाम में, जो पहले ही भरा हुआ था, नहीं रखा जा सका। डीजल लोको कर्मचारियों की की सहायता से डीजल लोको शेष में नियुक्त आग बुझाने वाले कर्मचारियों ने आग पर काबू पा लिया। कट्टनी आर्डीनेस फँक्टरी का फायर ब्रिगेड भी सहायता के लिए पहुंच गया और 20-4-67 को 00.30 बजे तक आग पूरी तरह से बुझा दी गयी।

(ग) इस सम्बन्ध में प्रशासनी अधिकारियों की जो जांच समिति नियुक्त की गयी थी वह किसी निश्चित परिणाम पर नहीं पहुंच पायी। इसलिए इस सम्बन्ध में आगे जांच करने के लिए यह मामला पुनिस प्राधिकारियों को सौंप दिया गया है।

Production of Woollen Yarn

1297. Shri B. K. Birla: Will the Minister of Commerce be pleased to state:

(a) how Government propose to achieve the Fourth Plan target for the production of woollen/worsted yarn and fabrics;

(b) the amount of foreign exchange required to import raw materials to achieve this target;

(c) the steps proposed to be taken to work the woollen industry to its double shift capacity; and

(d) whether Government have taken any steps to evolve an Indian merino breed of sheep?

The Deputy Minister in the Ministry of Commerce (Shri Shaf Qureshi):
(a) With the steps being taken by the Department of Agriculture for improving the production of indigenous

wool in quantity and quality, it is expected that increased supplies of good Indian wool will be available; as for the requirements of imported raw wool, allocations of foreign exchange will be made to the extent possible, keeping in view the country's overall foreign exchange requirements.

(b) The total foreign exchange requirements for wool on the basis of 2-shift working, would be of the order of Rs. 22 crores per year after taking into account availability of indigenous man made fibres.

(c) The number of shifts worked by the industry would depend on the availability of raw materials which in turn would depend upon the availability of foreign exchange. It is also open to the industry to use Indian wool to meet part of its raw material requirements.

(d) Breeding trials with exotic sheep for evolving superior types of sheep yielding fine wool have been in progress for some years.

Collaboration with Australia

1298. Shri Ramachandra Veerappa: Shri N. K. Sanghi:

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that in the three day Joint Survey by the Indo-Australian Officials, the Indian team suggested some collaboration programmes;

(b) if so, the details thereof; and

(c) the programmes which the Australian Government have agreed to consider?

The Deputy Minister in the Ministry of Commerce (Shri Shaf Qureshi):
(a) to (e). There was no Joint Survey by the Indo-Australian officials. Presumably the reference is to the Indo-Australian consultations which were held in New Delhi on April 12th to 14th in the Ministry of External

Affairs. The Indian side did suggest certain schemes like sheep breeding and wool production etc. It was decided that such matters could be considered with reference to specific schemes.

Tea Councils

1290. Shri K. Anirudhan:

Shri K. M. Abraham:

Shrimati Suseela Gopalan:

Shri Umanath:

Shri P. P. Eathose:

Shri Vishwanatha Menon:

Will the Minister of Commerce be pleased to state:

(a) the total number of Tea Councils established by Government in different countries for expanding demand for tea;

(b) the names of countries where they have been established; and

(c) the total amount spent on these Councils during the last three years?

The Minister of Commerce (Shri Dinesh Singh): (a) and (b). Government have not established any Tea Council. The local tea trade in the following countries has set up Tea Councils in which the Governments of India and Ceylon have participated:

- (i) U.K.
- (ii) West Germany
- (iii) U.S.A.
- (iv) Canada
- (v) Australia
- (vi) New Zealand
- (vii) France

In Ireland, the local tea trade has set up a Tea Council; only the Government of India have participated in it.

(c)	Year	Amount in Rs.
	1964-65	13,27,108.76
	1965-66	10,17,077.03
	1966-67	58,19,765.75
	Total:	1,11,62,941.54

Foreign Exchange to Priority Industries

1300. Shri S. R. Damani: Will the Minister of Industrial Development and Company Affairs be pleased to state the foreign exchange that has been made available to the priority industries and how it compared with the foreign exchange provided to other industries during the last three years?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): The total foreign exchange allocations to priority industries in the large-scale sector since June 6, 1966 including supplementary allocations made to units which had utilised their initial licences in terms of Public Notice No. 156?ITC(PN)66, dated 22nd December, 1966 amount to Rs. 353 crores. The foreign exchange allocations to non-priority industries in the large scale sector, for whom foreign exchange provision is made by the Directorate General of Technical Development, amounted to Rs. 50 crores (post devaluation) in 1966-67. The allocation for 1965-66 was Rs. 20 crores and for 1964-65 was Rs. 39 crores in pre-devaluation rupees. According to the present import policy, the non-priority industries are also entitled for additional foreign exchange after they have utilised the earlier licence to the extent of 90 per cent in terms of opening of Letters of Credits or cleared goods through the Customs to the extent of 60 per cent of the value of the initial licences.

Directorate of Inspection

1301. Shri S. R. Damani: Will the Minister of Industrial Development and Company Affairs be pleased to State:

(a) whether it is a fact that a Directorate of Inspection has been created under the Company Law Department; and

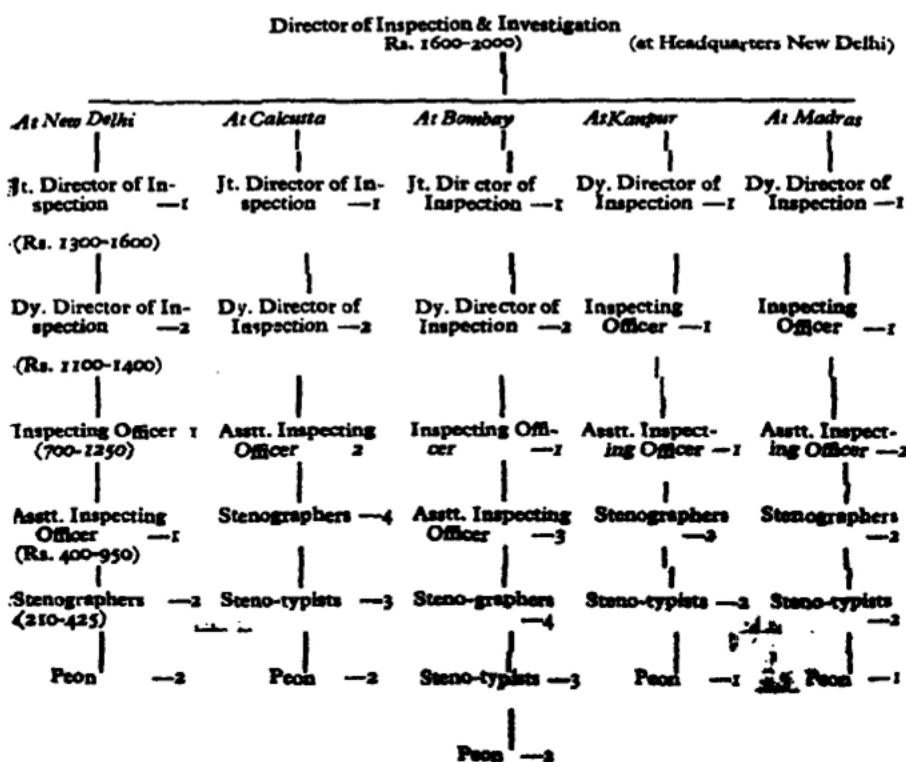
(b) if so, the set up of such a directorate and the functions thereof?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). Yes, Sir. A number of teams have been created in the Inspection Directorate, which are located at Delhi, Calcutta, Bombay, Kanpur and Madras. The Director of Inspection and Investigation at the headquarters is in over-all charge of all the teams. The functions of the Directorate are to inspect under Section 209(4) of the Companies Act, 1956, the books of accounts and other books and papers of the companies in India.

The main idea is to see whether the books and papers required to be main-

tained under the Act are maintained and if so whether they are up-to-date and whether they reflect the true and fair view of the Company's affairs. Such inspection would reveal whether the management of the business and affairs of the company have been carried out in accordance with the memorandum and articles of association of the company and the provisions of the Act and also whether records, documents and vouchers have been kept so as to give a true and fair view of the business, the assets and liabilities of the company.

The present set up and the sanctioned strength of various teams is as under:



गोप्तवं गोपन्वा प्राप्तीव (प्राइवेट) लिपिटेक

1302. श्री हुकम बन्द कल्पायत :
श्री जगन्नाथ राव जोशी :

क्या श्रीकोणिक विकास तथा समवाय-कांवं मंत्री 31 मार्च, 1967 के अतारांकित अपन मंत्र्या 255 के उत्तर के मम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) मेमर्म गोपन्वा प्राप्तीव (प्राइवेट) लिपिटेक दिल्ली के लेनदारों के संबंध में जो आमला राजस्वान उच्च न्यायालय के समझ विवारासीन था और जिसकी मुनवाई 4 अप्रैल, 1967 को होनी थी, क्या उस के बारे में इच्छाव उस न्यायालय ने कोई निर्णय दे दिया है ; और

(ख) यदि हाँ, तो क्या निर्णय निया गया है ?

श्रीकोणिक विकास तथा समवाय-कांवं मंत्री (श्री कल्पकहोन अंत्री अहम्बव) :
(क) श्री (ख). मुनवाई, जो 4 अप्रैल 1967 को निश्चित की थी, 17 अप्रैल, तथा पूनः 27 अप्रैल को स्वयंगत कर दी गई। कम्पनी ने, कम्पनी अधिनियम की धारा 391 के अन्तर्गत संशोधित योजना मिमिल कर दी। यहाँ की मुनवाई, करने के लिये 3 मई, सक की अवधि का आदेश दे दिया। 3 मई, 1967 को न्यायालय ने, संशोधित योजना पर विचार करने तथा अनुमोदन करने के लिये, कम्पनी के पंजीकृत कार्यालय, अच्छुर, में 28 जून, 1967 को कम्पनी के केन्द्रार्थी की एक अटिंग संयोजन करने का ऐक पारित कर दिया।

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श्रीबन दाम के साथ चलने वाले कर्मचारी

1303. श्री हुकम बन्द कल्पायत :
श्री राम लिह अवरवाल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम और मध्य रेलवे की अप श्रीर डाउन एकमप्रस गाड़ियों में श्रीबन कारों के माथ चलने वाले बैरों, शन्टरों, चेकरों, मैनजरों आदि कर्मचारियों को 25 से 30 घंटे तक लगातार कार्य करना पड़ता है ;

(ख) क्या यह भी सच है कि इन कर्मचारियों को कार्य के घंटों के दौरान कोई राहत अवश्य विद्याय नहीं दिया जाता है ;

(ग) यदि हाँ, तो इन गाड़ियों में साथ चलने वाले कितने कर्मचारी हैं ; और

(घ) इस मम्बन्ध में सरकार ने क्या कार्यकाली नी है ?

रेलवे भंडो (श्री जे० मू० चुनाव) :

(क) से (घ). मूचना मंगायी जा रही है और सभा पटल पर रख दी जायेगी।

बिहार सरकार हारा केन्द्र को अनियों की स्पसाई

1304. श्री हुकम बन्द कल्पायत :

श्री राम लिह अवरवाल :

श्री जगन्नाथ राव जोशी :

क्या इस्तात, खाल तथा आतु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार के खाल मंत्री ने कहा है कि यदि केन्द्रीय सरकार ने उन्हें दूसरे राज्यों से अप भंडाने की अनुमति नहीं दी तो (जैसा कि 1 अप्रैल, 1967 के नवभारत टाईम्स में छपा है) वे केन्द्रीय सरकार को अनिय पदार्थ भेजना बहु कर देंगे ; और

(क) यदि हाँ, तो सरकार को इस सम्बन्ध में क्या प्रतिक्रिया है?

इत्यात् जान तथा जातु वंशी】(दा० बला रेडी) : (क) केन्द्रीय सरकार के पास इस विषय में कोई सूचना नहीं है।

(क) प्रमाण उत्पन्न नहीं होता।

Pig Iron Plant in Haryana

1305. Shri Ram Kishan Gupta:
Shrimati Jyotima Chanda:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) the progress made so far in the setting up of pig iron plant in Haryana; and

(b) the time by which it will be commissioned?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) and (b). The Letter of Intent stands extended upto the 31st October, 1967. In line with the general decision taken by Government, the project authorities have been advised to procure equipment indigenously. Proposal are awaited.

Mineral Survey in Haryana

1306. Shri Ram Kishan Gupta: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether a scheme for mineral survey in Haryana State has been finalised; and

(b) if so, the details thereof?

The Minister of Steel, Mines and Metals (Dr. Chenna Reddy): (a) and (b). A general geological survey and preliminary mineral assessment of the State has almost been completed and this has brought to light some minerals, of which iron ores and limestone are of economic importance. Calcite, copper ores, felspar, clays, slates, quartz and glass sands, garnets

and salt petre are also recorded in this state. Further detailed investigation by drilling for iron ore in Mohindergarh is in progress.

Indian Oxygen Ltd., Calcutta

1307. Dr. Ranen Sen:
Shri Dhireswar Kalita:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether organisations of employees of the Indian Oxygen Ltd., Calcutta, have urged Government to nationalise the company, in view of the strategic importance of this industry from the point of national defence; and

(b) if so, whether any action is proposed to be taken in this regard?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) A suggestion for nationalisation of M/s. Indian Oxygen Ltd. was received from All Indian Oxygen & Acetylene Employees' Federation.

(b) No, Sir.

Utilisation of Capacity of Private Sector Steel Plants

1308. Shri Dhireswar Kalita:
Dr. Ranen Sen:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether the utilisation of capacity in the private sector steel plants in the last three years has improved or declined;

(b) the percentage of utilisation of capacity during the last five years, plant-wise; and

(c) the extent to which the under utilisation of capacity has affected the cost of production of steel in the country?

The Minister of Steel, Mines and Metals (Dr. Cheena Reddy): (a) According to the Tata Iron and Steel Co. Ltd, during the years 1964-65, 1965-66 and 1966-67, the utilisation of capacity for saleable steel has progressively improved. The Indian Iron and Steel Company Ltd. have reported a decline over the same period.

(b) According to the Tata Iron and Steel Co. Ltd, and Indian Iron and Steel Co. Ltd, the percentage of utilisation of capacity for saleable steel during the last five years has been as follows:

	1962-63	1963-64	1964-65	1965-66	1966-67
Tatas	88.0	93.75	104.51	104.52	104.52
IISCO	99.39	101.23	99.33	90.40	88.85

(c) The Indian Iron and Steel Co. Ltd. have reported that the cost per tonne has increased by Rs. 8.77, Rs. 16.72 and Rs. 20.36 during the period 1964-65, 1965-66 and 1966-67, respectively.

Ferrochrome Plant in Orissa

1309. Shri P. K. Deo:
Shri K. P. Singh Deo:
Shri D. N. Deb:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether the ferrochrome plant in Orissa has been commissioned; and

(b) if not, when it is likely to start production?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) No, Sir.

(b) In 1969.

बोल के सामान का धायात

1310. श्री ओंकार सिंह :
श्री हुस्त चन्द्र कर्मचार :

क्या वार्षिक अंती 31 मार्च, 1967 के अलावा दूसरी प्रश्न संख्या 251 के उत्तर के सम्बन्ध में वह बताने की हुपा करेंगे कि :

(क) क्या सरकार ने बतंभान धायात नीति के अन्तर्गत बेल के सामान का धायात करने के लिये प्राप्त दुए धावेदन-पदों के बारे में इस बीच कोई निर्णय किया है;

(ख) यदि हां तो इसका व्यौगा क्या है; और

(ग) विदेशी मुद्रा की कमी को ध्यान में रखते हुए ऐसे धायात की अनुमति देने के क्या कारण हैं?

बाणिज्य मंत्री (श्री बिनेश सिंह) :

(क) से (ग). धायात नीति के अन्तर्गत बेल के सामान के धायात की अनुमति नहीं है। ऐसी कुछ मदों के विषय में जो देश में नहीं बनती अपवाद किया जाता है तथा मान्यता प्राप्त बेल-कूद संस्थाप्रों को थोड़ी थोड़ी मात्रा में उनके धायात की अनुमति दी जाती है।

Gazetted Posts in Railway Accounts Offices

1312. Shri R. S. Vidyarthi:
Shri Onkar Lal Berwa:
Shri Sharda Nand:

Will the Minister of Railways be pleased to state:

(a) the number of Gazetted posts created in each Accounts Office of the Railways as a result of mechanisation;

(b) the additional posts of Machine Operators created for this purpose;

(c) the number of posts abolished (Gazetted and non-gazetted) as a result of mechanisation and

(d) the amount involved in this regard?

The Minister of Railways (Shri C. M. Peonacha): (a) to (d). The information is being collected and will be placed on the Table of the Sabha.

Mechanical system of Accounting on Railways

1313. **Shri R. S. Vidyarthi:**
Shri Onkar Lal Berwa:
Shri Sharda Nand:

Will the Minister of Railways be pleased to state:

(a) whether mechanical system of accounting was experimented in 1926;

(b) whether this mechanisation system was abandoned in 1930 as the counting system was complicated, faulty and very expensive;

(c) whether it is a fact that the Director of this mechanisation scheme admitted in his initial report that the Western Countries, viz., Germany, U.K. and Canada did not adopt outward basis of accounting on the Railways; and

(d) if so, the reasons for introducing the mechanical system at present?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) The machines were given up in the year 1938 but in the absence of old papers the precise reasons therefor cannot be ascertained.

(c) Yes, in regard to U.K. and Canada Railways. The Director had no occasion to study the practices on the German Railways.

(d) The structure of accounting on the U.K. and Canada Railways is quite different from that on the Indian Railways. All the relevant factors were carefully considered and the system for account on forwarded basis has been introduced in order to enable a prompt and complete check on the account of all the invoices issued, especially the account of "to pay" traffic, and also because the account of paid traffic on the basis of reports from destination stations did not provide a direct and immediate link between the money collected by originating stations and its accountal.

Rent on Accounting Machines

1314. **Shri R. S. Vidyarthi:**
Shri Onkar Lal Berwa:
Shri Sharda Nand:

Will the Minister of Railways be pleased to state:

(a) the amount paid to the I.B.M. Company, U.S.A. on account of rental from August, 1964 to date for accounting machines;

(b) the amount paid to foreign mechanics and other officers for maintenance and repairs from 1964 to March, 1967;

(c) the amount spent for the purchase of special paper cards, carbon paper rolls and other important stationery needed for the accounting machines; and

(d) the amount of foreign exchange consumed with reference to parts (a), (b) and (c) above?

The Minister of Railways (Shri C. M. Poonacha): (a) Rs. 74.80 lacs.

(b) Nil.

(c) Rs. 29.81 lacs.

(d) Nil as payment is made in rupees.

Shortfall in Railway Earnings resulting for Mechanisation of Accounting System on Railways

1315. **Shri R. S. Vidyarthi:**
Shri Onkar Lal Berwa:
Shri Sharda Nand:

Will the Minister of Railways be pleased to state whether it is a fact that after the introduction of mechanisation in the accounting procedure in the Traffic Accounts Offices from the year 1964, there is continued decrease in the Railway earnings?

The Minister of Railways (Shri C. M. Poonacha): No.

Industrial Production

1316. Shri Madhu Limaye:
Shri S. M. Banerjee:
Shri George Fernandes:
Dr. Ram Manohar Lohia:
Shri K. M. Abraham:
Shri P. P. Esthose:
Shri Umanath:
Shri Vishwanatha Menon:
Shri Manibhai J. Patel:
Shri K. Anirudhan:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether Government have compiled any figures of industrial production after devaluation;

(b) whether production has remained sluggish in spite of import liberalisation;

(c) the reasons for this sluggishness; and

(d) the steps Government propose to take to boost industrial production this year?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) to (d) The information is being collected and will be laid on the Table of the House in due course.

Cost and Price of Steel

1317. Shri Madhu Limaye:
Shri S. M. Banerjee:
Dr. Ram Manohar Lohia:
Shri George Fernandes:
Shri Kanwar Lal Gupta:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether Government's attention has been drawn to the high cost/high price of Indian steel in public and private sectors;

(b) the effect of this on the prices of the product of Indian engineering industries; and

(c) the steps proposed to be taken to reduce the cost/price of steel?

The Minister of State, in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) and (b) The Government of India appointed a Committee in August 1965, under the Chairmanship of Shri Harekrushna Mahatab to examine the cost of production of steel in detail, analyse all the factors going into the cost, assess the reasons for the increases and advise on the measures necessary to reduce the cost. The Committee has expressed the view that the ex-works prices of steel produced in India, do not compare unfavourably with the domestic prices of steel produced in foreign countries.

(c) Various steps, including the following, are being taken to reduce the cost price of steel:—

(i) improving operational techniques;

(ii) maximising production and yields;

(iii) laying down norms for raw materials, services, etc. and introducing better control over usage of materials and services;

(iv) improving utilisation of available rolling hours;

(v) better recovery of scrap leading to reduction in the use of purchased scrap in the steel melting shop;

(vi) use of a small percentage of coke breeze in the coke oven and all nut-coke in the blast furnace;

(vii) special efforts to reduce the coke rate in the blast furnaces;

(viii) injection of oxygen in the open hearth furnaces; and

(ix) full use of coke oven gas and furnace gas, etc.

Invention Promotion Board

1318. **Shri Madhu Limaye:**
Shri S. M. Banerjee:
Dr. Ram Manohar Lohia:
Shri George Fernandes:

Will the Minister of Industrial Development and Company Affairs be pleased to refer to the reply given to Unstarred Question No. 794 on the 7th April, 1967 and state:

(a) the main achievements of the Invention Promotion Board since its creation;

(b) the foreign exchange saved by it; and

(c) the steps being taken to reduce its unusually large administrative expenditure?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) The Inventions Promotion Board which was set up in 1960 in order to encourage and inculcate the spirit of invention and assist in guiding inventive talent in the country, has till 1966-67 sanctioned Rs. 4,10,829.00 as financial assistance for the development of 248 inventions and has distributed Rs. 1,17,950 as prize awards for 134 inventions. A number of inventions promoted by the Inventions Promotion Board have been commercialised.

The Board has recently introduced prize awards competitions which are held twice a year, on 26th January and 15th August.

The Board's Journal, 'Invention Intelligence', which was started in August, 1965, has by now enlisted over 500 subscribers and had become very popular with technicians, research workers and students.

The Board has also introduced a novel method arranging literature in an industrial library namely 'Industrial Decimal Classification System' with a view to meeting the specialised needs of the inventors and the industry.

The Board has also a scheme for participation of industrial enterprises in the promotion of inventions.

(b) It is only recently that the Inventions Promotion Board has been associated with the work of the newly set up 'Import Substitution Board'. The activities of the Board have not so far been particularly oriented towards import substitution, although a number of inventions promoted by the Board may have a potential for saving foreign exchange. It is, however, not possible to estimate the extent to which foreign exchange might have been saved through such inventions.

(c) The expenditure on administration as a percentage of the total expenditure has gone down from 51.6 per cent in 1964-65 to 39 per cent in 1965-66. The introduction of new schemes referred to in reply to part (a) above is expected to further bring down the share of expenditure on administration as compared to that on 'promotion of inventions'.

Price of Steel

1319. **Dr. Ram Manohar Lohia:**
Shri Madhu Limaye:
Shri S. M. Banerjee:
Shri George Fernandes:

Will the Minister of Steel, Mines and Metals be pleased to refer to the reply given to Unstarred Question No. 781 on the 7th April, 1967 and state:

(a) the difference between the present controlled prices of steel in India and the average price published in the London Metal Bulletin in the last six months;

(b) the steps Government propose to take to ensure that this cheap steel is not used for the output or products that satisfy domestic demand; and

(c) the other steps taken to reduce costs of the export industries?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) There is no controlled

price of steel at present as all categories of steel have been decontrolled with effect from 1st May 1987. The difference between the present "international" price and Indian base prices ranges between Rs. 30 and Rs. 200 per tonne according to the category of steel.

(b) According to the scheme finalised by the Joint Plant Committee, reimbursement of the difference between the Indian base price and the international price will only be made after exports have taken place and after scrutiny of the relevant export documents.

(c) Along with refund of excise and customs duties paid on materials used in the product exported, cash assistance is also given, where justified, on different products. Government also assist such exported in obtaining supplies of raw materials, components and capital goods from abroad on a selective basis.

Coaches attached to Delhi-Madras Janata and Southern Express Trains

1320. Dr. Karni Singh:
Shrimati Nirlep Kaur:

Will the Minister of Railways be pleased to state:

(a) whether in view of the large traffic from Delhi and other northern cities to the coastal cities of Andhra Pradesh north of Vijayawada, Government propose to attach direct coaches upto Visakhapatnam to Delhi-Madras Janata and Southern Express trains to be hauled by Madras-Howrah Mail and or the Hyderabad-Puri Express at suitable junctions; and

(b) if not, the reasons therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) Lack of traffic justification and non-availability of room on trains.

G.T. Express

1321. Dr. Karni Singh:
Shrimati Nirlep Kaur:

Will the Minister of Railways be pleased to state:

(a) whether in view of the large South-bound traffic from Delhi to cities north of Vijayawada on the Eastern Coast, Government are considering the desirability of advancing the arrival time of G.T. Express at Vijayawada to synchronise with the Madras-Howrah Mail or the Hyderabad-Puri Express as is now the case with the Delhi-Madras Janata and Southern Express trains; and

(b) if not, the reasons therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). 18 Up Delhi-Madras Janata Express and 22 Up New Delhi-Madras A.C./Southern Express trains, providing connections with 4 Dn. Madras-Howrah Mail and 46 Dn. Hyderabad-Puri Express trains at Vijayawada, adequately meet needs of through traffic. Provision of a connection between 16 Up New Delhi-Madras G. T. Express and 4 Dn. Madras-Howrah Mail or 46 Hyderabad-Puri Express at Vijayawada will necessitate drastic changes in their schedules which are not, at present feasible having regard to traffic and operational considerations and mode of traction.

Cloth Prices

1322. Shri Sradhakar Supakar:
Shri N. R. Laskar:

Will the Minister of Commerce be pleased to state:

(a) whether there has been a general rise in the price of cloth recently after the passing of the Bill regarding the reduction of the number of working days in the textile mills; and

(b) if so, the steps taken to reduce the prices of cloth?

The Minister of Commerce (Shri Dinesh Singh): (a) and (b). Due to the shortage of available supply of cotton necessitating compulsory curtailment in machine activity and a rise in costs of cotton and wages, some rise has taken place in the prices of cloth. The ex-mill prices of controlled varieties of mill-made cloth (viz. dhoti, saree, shirting, long-cloth and drill) were increased in 4½ per cent with effect from 15th April, 1967 having regard to the increase in the costs of cotton and wages. The prices of other varieties of mill-made cloth are not controlled. In respect of these varieties also the prices have risen through it is observed that the increase has not been very much out of proportion to that allowed for controlled cloth.

Since the prices of cotton have a direct bearing on the prices of cloth, Government have taken a number of measures to keep the prices of cotton as near the ceilings as possible, such as movement control, stock control, credit control and requisitioning of cotton. Efforts are also being made to augment supplies of cotton through increased imports.

Railway Saloons

1325. Shri George Fernandes:
Shri J. H. Patel:
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) the number and types of saloons available for the use of officials of Railways, Railway Board and Railway Ministry; and

(b) the cost of maintaining these saloons?

The Minister of Railways (Shri C. M. Poenacha): (a) Saloons, as such, are not used by Railway officers who only make use of inspection carriages for efficient performance of work. Saloons are only used by high officials of the Government of India, such as, Cabinet Ministers, Ministers of State,

Chief of Army Staff, Members of Planning Commission, Chief Justice, Supreme Court, Foreign Secretary, Director, Intelligence Bureau, Members of Railway Board, who are ex-officio Secretaries to the Government of India, etc. The number of inspection carriages is given below:—

About 121 eight-wheeler, 18 six-wheeler and 412 four-wheeler Inspection Carriages on Broad Gauge; 187 eight-wheeler, 45 six-wheeler and 242 four-wheeler Inspection Carriages on Metre Gauge; and 23 eight-wheeler and 3 four-wheeler Inspection Carriages on Narrow Gauge.

(b) Separate costs of maintenance of inspection carriages are not being maintained. However, average cost of repairs and maintenance of coaching vehicles (in terms of 4-wheelers) during 1965-66 was—

Broad Gauge: Rs. 3,380 Approx.

Metre Gauge: Rs. 2,117 Approx.

Quarters for Railway Staff at Khurda Road Station

1326. Shri Chintamani Panigrahi: Will the Minister of Railways be pleased to state:

(a) whether adequate staff quarters have been provided for the Railway staff stationed at Khurda Road Station and in Khurda Divisional Headquarters;

(b) the number of staff quarters needed for different categories of employees;

(c) the number of staff quarters grade-wise now available;

(d) the steps taken to build new staff quarters for meeting the shortage; and

(e) the amount allotted for such purpose?

The Minister of Railways (Shri C. M. Poenacha): (a) 56.5 per cent of class III and 60 per cent of class IV staff referred to have been provided

with Railway quarters at Khurda Road. This includes the staff in the Divisional Headquarters.

(b) 459 additional quarters for class III and 635 additional quarters for class IV staff are required to house all essential staff at this station.

(c) 597 quarters for class III and 955 quarters for class IV staff are at present available at Khudra Road.

(d) Additional quarters to make up the shortage will be progressively built depending upon the funds available every year; in 1967-68; construction of 20 units type I for class III staff and 24 units type I for class IV staff, has been taken up, and

(e) Rs. 1.58 lakhs during 1967-68

Prices of Cloth

1227. Shri Bishnu Mishra:
Shri K. N. Tiwary:

Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that in spite of raising 4½ per cent. prices of mill cloth, the mill owners are not satisfied;

(b) whether it is also a fact that the President of the Ahmedabad Mill Association has stated on the 15th April, 1967 that Government should take proper steps in regard to fixation of prices of mill cloth or the textile industry will collapse; and

(c) if so, Government's reaction thereto?

The Deputy Minister in the Ministry of Commerce (Shri Shaf Qureshi):
(a) Representations have been received from the industry to this effect.

(b) A statement attributed to the President of the Ahmedabad Mill-owners Association, to the effect that the increase was not adequate had also appeared in the Press.

(c) Government are of the view that the 4½ per cent increase in the ex-mill prices of controller varieties of loth, strikes an equitable balance between the increases in the cost of production of such cloth on the one hand, and the paramount need under the existing circumstances, of ensuring supplies of such cloth to the consumer at the lowest possible price.

खाराज नगर स्टेशन पर शहिदों की टक्कर

1328. श्री तुकम खस्त काशाय:

श्री बग्नाय राय शोभी:

क्या रेलवे मंत्री 7 अप्रैल 1967 के अनारोकित प्रश्न संख्या 771 के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या ब्रजराज नगर स्टेशन पर दो रेलगाड़ियों की टक्कर के मुद्दत्त में जल गहरी जांच के बारे में दोषी ड्राइवर के विरुद्ध कोई कार्रवाही की गई है; और

(ब) यदि नहीं, तो इसमें आगे कितना ममत नज़र की ज़मावना है?

रेलवे मंत्री (श्री डॉ मुमुक्षु):

(क) धोर (ब). दुर्घटना के लिए जो ड्राइवर जिम्मेदार ठहराया गया उसे नोकरी से हटा दिया गया है।

Stoppage of Mail Trains at Uppala, Kerala

1329. Shri P. Ramamurthy:
Shri A. K. Gopalan:
Shri P. Gopalan:

Will the Minister of Railways be pleased to state:

(a) whether Government have received any mass representation from the people of Uppala (Kerala) and adjoining villages urging the necessity to halt the Mail trains at Uppala, Cannanore District;

(b) whether Government have considered the representation; and

(c) if so, the decision taken in the matter?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.
(b) Yes.

(c) The traffic offering at Uppala station is predominantly short distance in character which is adequately catered to by six pairs of trains including 29/30 Malabar Expresses scheduled to stop there. The existing level of long distance traffic offering at Uppala is too meagre to justify provision of stoppages there of 1/2 Madras-Mangalore Mails.

भोपाल-महमदाबाद रेलगाड़ी में औरी

1330. श्री अग्रभाव राव औरी :
श्री हुक्म जब्ब कल्याण :श्री रम तिह लग्नरवाल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 3 अप्रैल 1967 के 'हिन्दुस्तान' में लिए समाचार, के अनुसार एक अवृत्ति भोपाल-महमदाबाद रेलगाड़ी के एक डिव्हे को तोड़ कर बाल चुराने के आरोप में गिरफतार किया गया है ;

(ख) क्या यह भी सच है कि पश्चिम रेलवे के रत्नाम उज्जैन मैकान पर एक तिरोड़ चलती गाड़ियों में चोरियों कर रहा है ; और

(ग) यदि हाँ, तो इस मामले में सरकार ने क्या कार्यवाही की है ?

रेलवे अधीक्षी (श्री के० म० मु० मुनाबा) :
(क) जी हाँ, 21/22-3-67 की रात को उज्जैन-भोपाल खण्ड पर तराना रोड और यसस्ती स्टेशनों के बीच महमदाबाद-भोपाल शाड़ी में चोरी हुई जिसमें 460 लप्ते की कीमत की चाय की बाजार वेटिंग चुरायी गयीं। इस सिलसिले में उज्जैन के महत्वावाले के पुज इस्माइल खां को गिरफतार किया गया और चोरी का सारा भाल उससे दरामद कर दिया गया। इन्होंने के रेलवे मॉबिस्ट्रेट की अवाकाश

में मुकदमा लग दिया है। और अबी अवाकाशीय है।

(ख) जी नहीं।

(ग) सबाल नहीं उठता :

Wagons at Alwaye Railway Station

1331. Shri P. P. Eathose: Will the Minister of Railways be pleased to state:

(a) whether Government have received any memorandum from the Kerala Saw Mills' Owners' Association, Perumbavoor, requesting supply of adequate number of wagons for the conveyance of timber at Alwaye Railway Station; and

(b) if so, the action taken thereon?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) Consistent with the commitment for clearance of high priority traffic, such as foodgrain, fertiliser, cement etc. for which there are heavy demands, efforts are made to ensure supply of wagons to the maximum possible extent for movement of non-priority traffic like timber and timber products. For instance during the period from 1st January to 25th May, 1967, 343 wagons were loaded with timber and timber products from Alwaye Station.

Speculation in Pepper Trade

1332. Shri P. P. Eathose: Will the Minister of Commerce be pleased to state:

(a) whether Government propose to take steps to stop speculation in pepper trade with a view to safeguard the interests of pepper growers; and

(b) whether Government also propose to start State trading in pepper?

The Minister of Commerce (Shri Dinesh Singh): (a) A careful review of the price trends during the last 2 years indicates that futures trading in pepper has not adversely affected the interests of pepper growers.

(b) No, Sir.

Railway Projects in Madhya Pradesh

1333. Shri Nitiraj Singh Chaudhary: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal for the construction of Lalitpur-Sagar-Narsinghpur-Seoni-Gondia Railway line passing through Sagar, Narsinghpur, Chhindwara and Seoni Districts in view of the immense possibility of establishment of forest based, other mineral based industries and steel industries, which can offer large scale employment to the rural and tribal population and refugees from East Pakistan and to other Indian repatriates; and

(b) if so, the outlines thereof?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) Does not arise.

Water Supply at Narsinghpur Railway Station

1334. Shri Nitiraj Singh Chaudhary: Will the Minister of Railways be pleased to state:

(a) whether Narsinghpur railway station, Central Railway, receives its water supply from Singri river;

(b) whether the Railways put up a bund on this river in 1966 and 1967 to maintain the water supply to railways;

(c) whether it is a fact that the bund put by Railways did not allow any water to flow down stream and the river dried up in April 1966 and in February, 1967 causing hardship to people and cattle living down stream;

(d) whether it is also a fact that by putting bund, the water became stagnant and dirty and consequently unfit for drinking purposes; and

(e) if so, the steps Government propose to take in the matter?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) Yes. A temporary bund was put up across this river in 1966 & 1967.

(c) No. The river dried up due to poor rainfall during the last two monsoons and not because of putting up the bund, even though out-lets for flow of water were provided in the bund in consultation with the Collector Narsinghpur.

(d) No. The water is not dirty and it is being used by the Railway.

(e) Does not arise in view of rep'y to (d) above.

Coir Manufacturing Industries in Kerala

1335. Shri K. M. Abraham: Will the Minister of Commerce be pleased to state:

(a) whether Government propose to start coir manufacturing factories in the coastal areas of Kerala; and

(b) if so, the sites proposed therefor?

The Deputy Minister in the Ministry of Commerce (Shri Shaf Qureshi): (a) and (b). The Coir Board, a statutory body under the administrative control of Central Government, is setting up a powerloom factory for production of coir mattings in Kalavoor, Alleppey District (Kerala). The State Government of Kerala also propose to start coir manufacturing factories in the coastal areas but the sites for these factories have not yet been decided.

विज्ञानी सत्या डीजल

1336. श्री स० च० सामन्त : क्या रेलवे नवी यह बताने की कृपा करेंगे कि :

(क) भारत में बनाये जाने वाले विज्ञानी और डीजल के द्वारा कितने इंजन हैं जिनका विदेशों को निर्यात किया जा रहा है वहाँ इन देशों के नाम बता है ;

(ख) क्या निर्यात की मांग पूर्णतया पूरी हो जाती है और यदि नहीं, तो कितने विज्ञानी भाग की पूर्ति नहीं हो रही है तब निर्यात की सम्पूर्ण मांग की पूर्ति के लिये क्या कार्रवाई की जा रही है ;

(ग) क्या देश की आवश्यकता की पूर्ति करने के बाद बंध हुए इंजनों का यही निर्यात किया जा रहा है ; और

(घ) क्या देश में निर्यात किये गये माल द्विदेशों तथा सचारी द्विदेशों का ज्योग देने वाला एक विवरण मध्ये पटना पर रखा जाएगा ?

रेलवे नवी (श्री च० स० शु० पुस्तका) : (क) से (ग) भारत में विज्ञानी और डीजल इंजनों का निर्यात अभी तक विकासात्मक अवस्था में ही है जिसके लिये बड़ी मात्रा में पुड़ी का आवान करना पड़ता है । विदेशी भूदा की कठिनाइयों के कारण उत्पादन को कुछ हद तक नियंत्रित कर देना पड़ा है और इस समय नवम्य उत्पादन भारतीय देशों के लिये नियत कर दिया गया है । देश में निमित्त अधिक पुड़ी की सम्भावित उपलब्धता के माय ही निकट अविष्य में उत्पादन के बढ़ जाने की आशा है । उस समय विदेशों द्वारा मांगे जाने वाले टेंडरों (जो अभी तक नहीं मांगे गये हैं) के लिये टेंडर भरने के प्रस्तुत पर विचार किया जा सकता है ।

(घ) अभी तक निम्नलिखित वाल नियम दिया जाता है ।

कोर्सिंग स्टाफ

वाईलैंड को 2 सवारी बोगियाँ, जिनका मूल्य 43.130 रुपये है ।

वालविभाग स्टाफ

2 ब्रोटोटाइप वाल द्विये हंगरी को (भेजे जा रहे हैं) ।

पूर्वी अफ्रीका को 480 वाल द्विये जिनका मूल्य 1.57 करोड़ रुपये है ।

निम्नलिखित आईर भी प्राप्त किये गये हैं और उन पर अमल किया जा रहा है ।

बर्मा को 33 सवारी द्विये, मूल्य 59.33 माल रुपये ।

हंगरी को 500 माल द्विये, मूल्य 1.62 करोड़ रुपये ।

लंका को 40 टंकी माल द्विये, मूल्य 31 लाख रुपये ।

हावीपुर और वाल्मीकी नगर के द्वारा रेलवे लाइन

1337. श्री स० च० सामुदार : क्या रेलवे नवी यह बताने की कृपा करेंगे कि :

(क) क्या भरकार ने हावीपुर को वाल्मीकी नगर स्टेशन के नाम लीडी रेलवे लाइन के द्वारा बिलाने की आवश्यकता पर कर्ती विचार किया है ।

(ख) यदि हां तो क्या इस सम्बन्ध में कोई प्रारंभिक कार्य आरम्भ किया गया है ; और

(ग) यदि नहीं तो इसके बाबा कार्रव है ?

रेलवे नवी (श्री च० स० शु० पुस्तका) : (क) वाल्मीकी नगर नाम का कोई स्टेशन नहीं है । इसलिए यह स्पष्ट नहीं है कि वाल्मीकी नगर का आवश्यक जिस रेल सम्बन्ध की आवश्यकता से है । लेकिन पूर्वोत्तर रेलवे के हावीपुर स्टेशन से नवी लाइन बनाने का कार्य कोई प्रस्ताव नहीं है ।

(ख) और (ग) : समाप्त नहीं उल्लंगा ।

प्रश्निक रेलवे के गाड़ी का स्थानान्तरण

1338. श्री हुक्म चाह चतुर्वाल :
श्री राम तिह चतुर्वाल :

यह रेलवे मंडी यह बताने को कृपा गे कि :

(क) क्या यह मत है कि मार्गिक स्थानान्तरण के कारण पिंडियों गलवे के गाड़ी को निकाम स्थान प्राप्ति की बहुत सी कठिनाइयों का सामना करना पड़ रहा है;

(ख) क्या यह भी मत है कि उनके स्थानान्तरण के कारण उनके बच्चों की शिक्षा में बाधा पड़ती है और एक ग्रूप में इमरें ग्रूप में जाने के कारण उनका एक वर्ष बैकार हो जाता है; और

(ग) परिहां, तो उनकी कठिनाइयों को द्रुत करने के लिये क्या कार्यकारी की गई है?

रेलवे मंडी (श्री बे० म० पुलावा):
(क) मार्गिक स्थानान्तरणों के कारण हांने वाली कठिनाइयों के दौरे में गाड़ी ने प्रभावेदन किया है।

(ख) जो नहीं। मार्गिक स्थानान्तरण ग्रूप का मत समाप्त होने पर नियंत्रण है ताकि बच्चों की पढ़ाई में बाधा न पड़े।

(ग) स्थानान्तरण कम में कम किया जाते हैं।

Prospecting of Mines at Ingaldal, Mysore

1339. Shri Mohammed Imam: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) since when the prospecting of the copper sulphate and pyrites Mines at Ingaldal Chitradurga Mysore State has been going on;

(b) the expenditure incurred thereon so far; and

(c) whether any assessment has been made of the quantity of ore available in this area?

The Minister of Steel, Mines & Metals (Dr. Chenna Reddy): (a) The Mysore Geological Department for the first time conducted survey for pyrite and copper sulphate deposits at Ingaldahalu between 1939 and 1949. This was followed up by geophysical surveys by the Geological Survey of India in 1951 and the work of investigation was carried forward again by the Mysore Geological Department by means of detailed drilling.

Detailed geological mapping on modern lines was carried out by the Geological Survey of India in that area in 1957-58 which was subsequently followed up by the State Government by exploratory drilling. During 1966-67, the Geological Survey of India has also carried out some preliminary work in the adjoining areas of the Ingaldahalu belt.

(b) No separate account of expenditure is being maintained by the Geological Survey of India for such investigations.

(c) Reserve of copper ore are estimated at one million tonnes and those of pyrites at three million tonnes.

Over-Bridges at Railway Crossings, Jhajjar and Jind

1340. Shri Randhir Singh: Will the Minister of Railways be pleased to state:

(a) whether there is a proposal for the construction of over-bridges or putting up any other device at (i) railway crossing, Jhajjar Road, Robtak, (ii) railway crossing Jind city and (iii) railway crossing on Delhi-Sonepat Road in Haryana State to give relief to travelling public who have to wait for hours together when these railway crossings are closed;

(b) if so, when; and

(c) if not, the reasons therefor?

The Minister of Railways (Shri C. M. Patancha): (a) There are no proposals so far, for the replacement of the existing level crossings at Rob-

tak, Jind and Sonepat by road over-
underbridges.

(b) Does not arise.

(c) Under the extant rules, the Railways construct road over/under-bridges in replacement of any of the existing busy level crossings provided the schemes are sponsored by the State Government and further the State Government Road authority agree to bear their share of the cost. The concerned State Government have not so far sponsored proposals for replacement of any of these level crossings by road overbridges.

Railway Porters

1341. Shri Balraj Madhok:
Shri Hardyal Devgn:

Will the Minister of Railways be pleased to state:

(a) the steps taken for the welfare and security of railway porters since the independence; and

(b) the manner in which lakhs of rupees collected from railway porters annually as license fees are being utilised?

The Minister of Railways (Shri C. M. Poonacha): (a) The Licensed Porters, who were, prior to 1947, generally employed through contractors, are now licensed direct by the Railways, so that they may enjoy security of tenure as long as their work and general conduct are satisfactory.

Other steps taken for their welfare are—

(i) Free 'out-patient' medical treatment is provided to licensed porters for self only; and

(ii) Bipartite Committees are formed at important stations to redress their grievances.

The portage charges have been recently reviewed by the Railways and rates enhanced wherever necessary.

(b) The amount of licence fee collected is utilised towards the cost of supervisory staff and supply of uniforms wherever provided by the Railways. The licence fee is fixed on "no-profit-no-loss" basis just to cover the above expenditure.

Railway Employees of Chittaranjan Locomotive Workshop

1342. Shri Deven Sen: Will the Minister of Railways be pleased to state:

(a) the names of employees of the Chittaranjan Locomotive Workshop, who have been dismissed under the President's order since 1960; and

(b) whether Government propose to revise the said order, thereby enabling the dismissed persons to resume their duties?

The Minister of Railways (Shri C. M. Poonacha): (a) None was dismissed; only one employee, Shri Shambhu Nath Dey, was, however, removed from service.

(b) No.

Pay Scales of Skilled Labour on Railways

1343. Shri Deven Sen:
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether there are two categories of skilled labour on the Indian Railways, one recruited from the Khalasis (unskilled labourers) and the other from the Trade Apprentices (after undergoing 5 to 3½ years schooling) direct;

(b) if so, whether both are paid the same scales;

(c) whether in view of several years' training and the extra expenditure involved, Government propose to give the skilled personnel recruited from Trade Apprentices, a higher scale; and

(d) if not, the reasons therefor?

The Minister of Railways (Shri C. M. Fomasha): (a) to (d). There is only one grade of skilled workers on the Railways, namely, Rs. 110—3—131—4—143—EB—4—171—EB—4—175—5—180 and the posts in this category are filled by Trade Apprentices who are directly recruited and by promotion of Basic Tradesmen/Semi-skilled workers. The Trade Apprentices are given training and posted as skilled staff on successful completion of training period. The Basic Tradesmen/Semi-skilled Workers have to pass the prescribed skilled trade test before they are posted as skilled workers. There is no justification for allotment of two scales to skilled staff, one for the direct recruits and another for the promotees when there is no difference in the duties and responsibilities in the skilled grade.

Shortage of Jute

1344. Shri Deven Sen:
Shri Madhu Limaye:
Shri Bibhuti Mishra:

Will the Minister of Commerce be pleased to state:

- (a) whether it is a fact that our jute industry is facing an acute crisis on account of the shortage of jute;
- (b) the steps taken by Government to overcome this shortage;
- (c) whether the exports of jute goods are falling; and
- (d) the steps proposed to check this fall in export/export earnings?

The Deputy Minister in the Ministry of Commerce (Shri Shafi Qureshi): (a) Due to three successive short crops of jute in the country, the industry had difficulties in meeting its requirements of the fibre.

(b) Besides intensive efforts being made to increase the production of jute in the country, liberal imports of raw jute are being allowed to

meet the gap between local supplies and demand.

(c) The exports of jute goods during 1966-67 (April—January) were of the order of 819,500 tonnes compared to 768,400 tonnes during the corresponding period of 1965-66 recording a fall of 148,900 tonnes.

(d) A statement is attached.

Some of the important measures being taken to increase export/export earnings of jute goods are detailed below:—

- (1) Continuous efforts are being made to increase the production of raw jute and improve quality thereof by adoption of improved methods of cultivation;
- (2) A vigorous research programme to find out new and diverse uses for jute goods is being formulated to provide greater outlet for jute. Indian Jute Mills Association is currently undertaking a research programme in the U.S.A. in collaboration with a firm of industrial consultants (Fabric Research Laboratories) wish the main objective of developing new uses of jute goods;
- (3) Compulsory Pre-shipment Inspection and Quality Control under the Export (Quality Control and Inspection) Act, 1963 have been introduced with effect from 1st January, 1966;
- (4) Long term Trade Agreements with specific provision for export of jute goods have been negotiated with the U. S. S. R. and East European countries;
- (5) Export duties on jute manufacturers are reviewed from time to time. As a result of recent review the duties

have been reduced on all varieties of jute manufactures as indicated below:—

(i) Carpet backing }	from Rs. 900/- to
(ii) Specialities }	Rs. 600/- per tonne
(iii) Other Hessian	from Rs. 900/- to
(iv) Sackings	Rs. 750/- per tonne
(v) Cotton bagging	from Rs. 600/- to
	Rs. 450/- per tonne
	from Rs. 600/- to
	Rs. 200/- per tonne
	with effect from 11th February, 1967.

(c) Agency arrangements have been made in various important manganese ore consuming countries to find new markets; regain or retain old ones. In order to keep good business relations, delegations of Minerals & Metals Trading Corporation of India visit the major consuming countries of manganese ore from time to time to explore sales possibilities and effect sales.

(d) No, Sir.

(e) The extent of foreign exchange earning would depend upon price and other conditions prevailing in the international market. However, export earning during 1966-67 is approximately Rs. 14,14,60,000.

Export of Manganese

1345. Shri Deven Sen:
Shri Madhu Limaye:

Will the Minister of Commerce be pleased to state:

- (a) whether there has been a fall in the export of manganese in recent years;
- (b) the reasons therefor;
- (c) the steps taken to find new markets/regain or retain old ones;
- (d) whether any targets have been fixed for the Fourth Plan; and
- (e) the foreign exchange likely to be earned during this period?

The Minister of Commerce (Shri Dinesh Singh): (a) Yes, Sir.

(b) Reasons for fall in export chiefly are:—

- (i) Emergence of new sources of supply near the consuming countries.
- (ii) Increase in the production of captive mines of the consumers.
- (iii) Lesser dependence on manganese ore in steel production due to technological advances.
- (iv) The internal requirements of manganese ore in India are growing on account of increasing production of ferro-manganese and steel.

Railway Complaint Books

1346. Shri Nihal Singh:
Shri Ram Sewak Yadav:
Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether Government's attention has been drawn to the fact that Complaint Books are not sometimes made available to bona fide passengers by the Railway Employees at some stations whenever they are in the wrong;

(b) if so, the steps Government propose to take in this regard;

(c) whether Government's attention also been drawn to frivolous complaints and harassment caused by people who want to take undue advantage of the Railway employees; and

(d) whether Government propose to introduce a system of deposit of say Re. one or Rs. 2 so that only bona fide complaints are made and no harassment is caused to the honest railway employees?

The Minister of Railways (Shri C. M. Fomacha): (a) Yes. Some complaints have been received to this effect.

(b) The instructions are that the Complaint Books should be kept at a conspicuous place chained to the wall or to the desk. Non-production of the Complaint Book is viewed seriously and deterrent action is taken against staff held responsible.

(c) Yes, in some cases.

(d) No.

Increase in Prices of Coal

1347. Shri Nihal Singh: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether Government intend to again increase the price of coal;

(b) the total increase in price granted during the last six years;

(c) whether any steps have been taken to reduce costs and bring down price;

(d) whether any new export markets have been found for Indian coal; and

(e) the target for exports during the Fourth Plan period?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. G. Sethi): (a) The entire coal price issue is under reference to the Tariff Commission. Apart from a general increase unrelated to any specific factor as such, based largely on a study of the production costs, some price increases are granted from time to time for the implementation of the awards of bodies like the Labour Appellate Tribunal etc. which have the effect of pushing up cost of production.

(b) Apart from the revised grading-cum-price structure given effect to on February, 1962 in the case of coking coals and the ad-hoc increases in the case of some grades of coal granted in June 1962 and March, 1964, following increases have been

2631 (a) LS-5.

granted in the price of coal during the last six years on the whole:—

Bengal-Bihar coalfields:

Grades II and III — Rs. 6.02 per tonne

Other grades — Rs. 6.22 per tonne

Outlying fields of Madhya Pradesh, Maharashtra and Orissa:

All coal — Rs. 5.42 per tonne

(c) The price policy of the Government is so formulated as to discourage inefficiency on the part of coal producing units.

(d) Even though no new markets have been found, some of the traditional markets have been recaptured and effort is being continuously made to explore new avenues of export.

(e) It is expected that the export of coal at the end of the Fourth Plan may be of the order of 2.15 million tonnes.

Shifting of Goods Shed at Jhajha

1348. Shri Kedar Paswan: Shri Madhu Limaye:

Will the Minister of Railways be pleased to state:

(a) whether Government have received any new representation from the public at Jhajha (Eastern Railway) in regard to the shifting of the goods shed at Jhajha from the Northern side to the Southern side (near the Railway water tank) and for the provision of extra platform sheds at the same station; and

(b) if so, the reaction of Government thereto?

The Minister of Railways (Shri C. M. Freimach): (a) Yes.

(b) The shifting of goods shed from the Northern side to Southern side at Jhajha, involves considerable expenditure, which in view of the financial stringency, does not appear to be justified for the present level of goods traffic at this station. As regards representation for extra

platform shed, the existing facilities are considered adequate for the present volume of passenger traffic.

Allotment of Railway Land at Jhajha to Railway Employees

1349. Shri Kedar Paswan;
Shri Madhu Limaye;

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the Railway land acquired some years ago at Jhajha (Eastern Railway) was allotted to some Railway employees by the Divisional Superintendent, Dhanapur on a temporary basis for growing food;

(b) whether the original (employees) owners from whom the land was acquired have represented to the Railway authorities that they should be given preference in the matter of allotment of this land on temporary basis;

(c) if so, the reaction of Government thereto and the policy in regard to allotment for the kharif season this year; and

(d) if the policy is one of not giving preference to the original owner-employees over other employees, the reasons therefor?

The Minister of Railways (Shri C. M. Deshmukh): (a) Yes.

(b) Yes, some persons including railway employees claiming to be the original owners of the land have represented for preference in allotment of the land. The Railway are not however, in a position to verify whether, they are the original owners or not as the land was acquired through the State Government.

(c) Under the extant rules, cultivable land in station yards is allotted to Railway employees only, so that railway may resume possession of the same at short notice if and when required for their purposes. There is no rule for giving preference to original owners for the purpose of such temporary allotments.

(d) As stated in reply to (c) above, the suggestion to give preference to the original owner employees, will involve reference to the State Govt. and since this takes time, it is not administratively feasible to adopt this procedure.

राजस्थान में पलना में सिग्नाइट कोवेट की जाए

1350. की १० ला वाक्याल : क्या इस्पात, जान सवा बातु मंदी यह बताने की हुआ करेंगे कि :

(क) राजस्थान में बीकानेर जिले के पलना गांव में सिग्नाइट कोवेट की जाने का पता लगाने के लिये बनाई योजना कब वित्तनियत की जायेगी ;

(ख) इस जान से कितना कोवेट निकासे जाने की आशा है तबा यह कोवेट किस कार्य के लिये उपयोग में लाया जायेगा ;

(ग) क्या इस किस्म का कोवेट राजस्थान में बीकानेर जिले में जारी गांव में भी निकासा जा रहा है ; और

(घ) यदि हां, तो उसका क्या परिचाल रहा है ?

इस्पात, जान सवा बातु नंदगाम भै राजस्थानी की १० चं० सेठी : (क) और (ख). एक रिपोर्ट के अनुसार बीकानेर जिले के पलना स्वित सिग्नाइट के निलोडों के संबंधित पूर्णकाल कार्य को राजस्थान सरकार ने पूरा कर लिया है। राज सरकार का विचार है कि बहुती जान की जलन पहाति हारा जान भै १३ विलयन टम सिग्नाइट जनन लिया जा सकता है और यह के जूँह के पास जाए विद्युती घर में बढ़ोग लिया जा सकता है। निलोड का वान्तानिक विवोहूल और इसका व्यापक राज सरकार के संबंध रखने वाले कार्य है।

(घ) नहीं, जहांत !

(घ) जान जानते नहीं होता ।

बाबर नदी की बाढ़ों में रेलवे लाइन की हुई अति

1351. वी प० ला० बाबकाल : क्या रेलवे भवी यह बताने की कृपा करेंगे कि :

(क) क्या हर साल घग्गर नदी में बाढ़ जाने के कारण रेलवे लाइनों को होने वाली अति को जिसके परिणामस्वरूप यातायात ठप्प हो जाता है, रोकने के लिये उनके मांतालय ने कोई योजना बनाई है;

(ख) उस तारीख से लेकर जबकि यह रेलवे लाइन बन्द की गई थी, 1 सितम्बर, 1964 तक रेलवे को माल यातायात के बद में कितनी हानि हुई;

(ग) इसके परिणामस्वरूप रेलवे यातियों के भाड़े आदि के रूप में प्राप्त होने वाले राजस्व की कुल कितनी हानि हुई;

(घ) अतिग्रस्त रेलवे लाइन आदि की मरम्मत पर कितना बच्चा आया; और

(ङ) यदि रेलवे लाइन का स्तर विद्यमान रेलवे लाइन के स्तर से चार फुट ऊंचा किया जाये और पानी के घबाघ प्रवाह के लिये ठोक पुलियां बनाई जाये तो इस कार्य के लिये कितनी राजि बच्चे करने की आवश्यकता होगी?

रेलवे भवी (वी प० ला० त्रुताचा) :

(क) इसके लिए रेलवे द्वारा धरण से कोई योजना नहीं बनाई गयी है क्योंकि समस्या खेड़े रेल की पटरी के बाढ़ से प्रभावित होने वी नहीं है बल्कि इसका सम्बन्ध भूमि के एक विवात खेड़ के बाहरस्त होने से है जिसमें राजस्वान राज्य का सूरतगढ़ जारी भी शामिल है। फिर भी राज्य सरकार ने एक मार्गपरिवर्तन शरणि का निर्वाचित किया है ताकि खेड़ के पानी को साक्षमता के बरिये राजस्वान राज्य की ओर से के प्राकृतिक यातायात तक ले सकता जाए जो सूरतगढ़ के परिवर्तन में बालू के

टीलों से बन गया है और इस प्रकार घग्गर नदी की बाढ़ को कम किया जा सके।

(ख) 1960 से 1964 तक लगभग 10.32 लाख रुपये।

(ग) 1960 से 1964 तक लगभग 5.54 लाख रुपये।

(घ) 1961-62 से 1965-66 तक 10 लाख रुपये।

(ङ) लाइन का मार्ग घग्गर नदी के बीच में से है इसलिए रेलवे लाइन को 4 फुट ऊंचा कर देने से समस्या हम नहीं होगी। इसीलिए इस तरह के प्रस्ताव की सामत का हिसाब नहीं लगाया गया है। फिर भी जैसा कि पैरा (क) में कहा गया है, राज्य सरकार एक मार्गपरिवर्तन शरणि का निर्वाचित कर रही है जिससे नदी-तल के अधिकतर पानी को निकासी हो जाने की संभावना है; यान्त्रुन के दिनों में केवल लगभग 4,000 क्षेत्रफल पानी बचेगा जिसके लिए बर्तमान पुलिया और पुल पूरी तरह पर्याप्त हैं।

Guna-Maksi Railway Project

1352. Shri Raburao Patel: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 855 on the 7th April, 1967 and state the new target date fixed for the completion of Guna-Maksi Railway Project?

The Minister of Railways (Shri C. M. Poornachandra): The question of fixing a revised target date for completion of this project is under examination, and a decision on this subject will be taken shortly.

भद्री रेलवे स्टेशन

1353. वी क० प० लक्ष्मकर : क्या रेलवे भवी यह बताने की कृपा करेंगे कि :

(क) क्या धूर्य रेलवे के बहें जो लोको को 'ही' भवी का स्टेशन बना दिया जाए है।

(क) क्या 'बी' भेणी के रेलवे स्टेशनों को दी जाने वाली सभी सुविधाएं वहां उपलब्ध हैं;

(ग) यदि हां, तो वहां क्या क्या सुविधाएं उपलब्ध की गई हैं;

(घ) यदि इस स्टेशन को 'बी' भेणी में शामिल कर लिया गया है तो वहां रेलगाड़ियां अब केवल तीन मिनट तक ही क्यों रुकती हैं, जबकि पहले वहां रेलगाड़ियां दस मिनट तक रुका करती थीं;

(ङ) क्या इस स्टेशन के प्लेटफार्म के ऊपर शेष बनाने का वरकार का विचार है; और

(च) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की जा रही है।

रेलवे बंदी (बी बी० ब० पुराणा) :
(क) जी नहीं।

(क) और (ग). सवाल नहीं उठता।

(घ) गाड़ियों के छहरने के समय में कोई कमी नहीं की गयी है।

(ङ) जो नहीं।

(च) सवाल नहीं उठता।

Employment of Local People at Khurda Road

1354. Shri A. Dipa:

Shri P. K. Das:

Shri K. P. Singh Das:

Shri D. N. Deb:

Shri G. C. Naik:

Shri D. Amat:

Will the Minister of Railways be pleased to state:

(a) whether the people of Orissa have submitted a memorandum alleging that the local people are not being given employment in different Departments of Railways at Khurda Road; and

(b) if so, the steps taken to give employment to the local people?

The Minister of Railways (Shri C. M. Poornachandra): (a) No.

(b) Does not arise.

सीमेंट का भूल्य

1355. श्री तिलोपद्मर ब्रह्माद : क्या शीकोमिक विकास तथा समवाय-कार्ब मंडी यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान उस बात की ओर दिजाया गया है कि विलेने कुछ महीनों से सीमेंट की कमी है और उसके मूल्यों में भी काफी वृद्धि हुई है;

(ख) यदि हां, तो उसके क्या कारण हैं; और

(ग) स्थिति को सुधारने के लिए क्या कार्यवाही की जा रही है?

शीकोमिक विकास तथा समवाय-कार्ब बंदी (बी बी० ब० पुराणा बाहुद) :

(क) और (ख). जी नहीं। हाल के कुछ महीनों में सीमेंट के सम्परण की स्थिति समूचे देश में सन्तोषजनक रही है। फिर भी मई, 1967 में हरियाना और पंजाब राज्य सरकारों ने कुछ विलों और वहरों में इसकी कमी की सूचना दी है। सीमेंट का भूल्य अधिक नहीं बढ़ा है। सीमेंट के मूल्य में 1.20 दर्ये प्रति बी० टन की अन्तिम वृद्धि आज यह जाने के कारण 1-4-1967 से हुई है।

(ग) सीमेंट उत्पादन का केन्द्रीय संगठन अवश्य सीमेंट विकास तथा समवायकारी संगठन जो सीमेंट के वितरण के काम की देख रेख कर रहा है उससे पहले ही कहा दिया गया है कि वह सर्टिक रहे और इसका शीकोमिक करे कि यदि देश में सीमेंट की संबरण ज्ञानी स्थिति में कुछार न दिया जा सके तो उसे पुराने स्तर पर ही बनाए रखे। एस० ब०

कारों से जब भी कोई विजिप्ट लिकायत प्राप्त होती है तो वह लिकायत इस संगठन की स्वतंत्रता में सुधार करने के लिए तुरन्त कदम उठाने के लिए भेज दी जाती है।

Non-availability of Railway Wagons for Coir Yarn

1356. Shri A. Sreedharan: Will the Minister of Railways be pleased to state:

(a) whether Government have received any representation from the coir yarn merchants of Badagara in Kerala regarding the non-availability of railway wagons to transport coir yarn bales; and

(b) if so, the action taken to remedy the situation?

The Minister of Railways (Shri C. M. Poornacharya): (a) Yes.

(b) Loading has been stepped up. During the period from 1st April to 20th May, 1967, 39 wagons of coir were loaded at Badagara. In addition, 368 quintals of coir were cleared as "sundries" from this station during this period.

Import of Printing Machinery

1357. Shri A. Sreedharan: Will the Minister of Commerce be pleased to state:

(a) whether licences have been issued to private printers for importing printing machinery during the years from 1964 to 1966; and

(b) if so, the names of individuals and the organisations to whom licences were granted?

The Minister of Commerce (Shri Dinesh Singh): (a) Yes, Sir.

(b) A large number of licences for printing machinery have been issued during the last three years and the details of all such import licences are regularly published in the weekly Bulletin of Industrial Licences, Import

licences and Export licences, copies of which are available in Parliament Library.

Precision Industry in Kerala

1358. Shri A. Sreedharan: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the progress made so far in setting up a precision industry in Kerala; and

(b) the expected date of commencing of the factory?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) The Civil Engineering Office established at Palghat are carrying out the detailed survey of the land and works at Plant site. The Kerala Government have initiated action for installing water supply connection to the site from Malampuzha Dam. Action is under way to process the finalisation of tender papers for construction on Plant Building. The recruitment of the first batch of 17 Engineers has been completed and a Project Administrator has been appointed.

(b) By the end of 1968.

Rail Link between Mysore and North Kerala

1359. Shri A. Sreedharan: Will the Minister of Railways be pleased to state:

(a) whether Government have explored the possibility of connecting Mysore and North Kerala by a rail link; and

(b) if so, the details thereof?

The Minister of Railways (Shri C. M. Poornacharya): (a) Yes.

(b) A Reconnaissance Engineering and Traffic Surveys for a M.G. line connecting Tellicherry, and Mysore via Coorg were carried out during 1967-68. The proposal was found to be unremunerative.

Small Scale Industries in Orissa

1360. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhan:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether any schemes have been received for the development of small scale industries in Orissa during 1967-68; and

(b) if so, the amount proposed to be allotted and the nature of the schemes?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). The State Government of Orissa have included the following schemes for the Fourth Plan period (schemes for the year 1967-68 have not been separately indicated):

1. Loan under State Aid to Industries Act.
2. Share Capital loan to Industrial Cooperatives.
3. Working Capital—Loan to Industrial Cooperatives.
4. Participation in equity capital of Panchayat Industries.
5. Grants to selected Gram Panchayat for establishment of Panchayat Industries.
6. Subsidy to Industrial Cooperatives towards managerial staff.
7. Subsidy to Central Financing Agencies on interest payable by Industrial Cooperatives.
8. Subsidy for equalisation of power Tariff.
9. Exhibition and Fairs.

The Working Group on Village and Small Industries have recommended a provision of Rs. 120 lakhs for the development of small scale industries and industrial estates.

Import of Steel

1361. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhan:

Will the Minister of Commerce be pleased to state the quantum of foreign exchange allotted to the State of Orissa for the import of steel during 1966-67?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri F. C. Sethi): With the introduction of the liberalised licensing policy for import of Iron and Steel, in August, 1966 no foreign exchange allocation was made separately to any State for import of Iron and Steel. The small scale units, as well as the other units in the State can get their requirements of raw materials, components and spare parts, in accordance with the procedure announced under the liberalised policy.

Heavy Industries in Orissa

1362. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhan:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether any heavy industries are proposed to be established by the Central Government in Orissa during 1967-68; and

(b) if so, the details thereof?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). Information is being collected and will be laid on the Table of the House in due course.

Training in Small Scale Industries

1363. **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the number of persons sent abroad for training in small scale industries from Orissa during the last three months; and

(b) the names of countries to which they were sent?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Nil, Sir.

(b) Does not arise.

Requirement of Cement by Orissa

1364. **Shri Ramachandra Ulaka:**
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the present requirement of Orissa for cement; and

(b) the quantity of cement actually supplied to that State during 1966-67?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). As control on the price and distribution of cement has been lifted, the State Governments are no longer required to intimate their demand for cement to the Central Government for allotment. Instead, their requirements of cement are directly met by the industry itself through normal trade channels. The quantity of cement actually supplied to Orissa during 1966-67 was 2,00,000 tonnes. As no complaint of shortage has been received, it may be assumed that this is the requirement of the State. Even if more

quantities are required, this can be supplied by the industry.

State Khadi Board

1366. **Shri Mohsin:** Will the Minister of Commerce be pleased to state:

(a) how many complaints have been received regarding the mismanagement and defalcation of funds by the State Khadi Boards in the country;

(b) whether any enquiry has been instituted into the working of these Khadi Boards;

(c) if so, what are the findings; and

(d) the steps taken to ensure proper working of these institutions?

The Deputy Minister in the Ministry of Commerce (Shri Shafi Qureshi): (a) Apart from cases involving fraud and misappropriation of funds reported to the Commission by the State Boards of Bihar, Jammu and Kashmir, Kerala, Madras, Orissa and Punjab, complaints were received in respect of the four State Boards of Andhra Pradesh, Madhya Pradesh, Mysore and Rajasthan.

(b) Yes, Sir.

(c) Some of the irregularities observed are:

(i) Delay in compilation of financial statements and balance sheets (other than receipts and payments accounts).

(ii) Irregularities in regard to obtaining the hypothecation deeds.

(iii) Delay in collection and submission of utilisation certificates.

(iv) Diversion of funds for purposes other than for which given.

(v) Absence of approved accounting procedure resulting in unsystematic maintenance of accounts.

- (vi) Delay in audit of accounts of cooperative societies by the State Cooperative Department.
- (vii) Non-preparation or non-approval by the State Government of the procedural rules and regulations.
- (viii) Large outstanding under credit sales.
- (ix) Delay in finalising accounts of the exhibitions.
- (x) Delay in recovery of unutilised funds from the institutions/Cooperative societies.
- (xi) Investment of funds in fixed deposits.

(d) (i) At the meetings of the State Boards, accounts of receipts and expenditure are discussed.

(ii) A system of obtaining confirmation of balances from the institutions and cooperative societies financed by them is being introduced.

(iii) Introduction of appropriate registers for watching progress in securing utilisation certificates from the institutions assisted by the State Boards.

(iv) Introduction of a system for watching timely repayment of loans by the institutions/cooperative societies through appropriate registers.

(v) Prescribing a procedure for preparation of budget and watching expenditure under prescribed heads of accounts against the budget allotments.

(vi) Introducing a system of internal audit in most of the State Boards which enables them to review the working of the institutions/cooperative societies from time to time.

(vii) Senior officers of the Commission undertake studies of State Boards and their problems and the findings are discussed with the representatives of State Boards, and if necessary with State Governments.

(viii) When annual programmes of production of State Boards are considered, inter alia problems relating to realisation of dues, reduction of defaults, confirmation of balances, economy in administrative expenditure, Audit Reports of the Accountants-General and necessary remedial measures, compilation and maintenance of up-to-date accounts and internal audit are also discussed.

Taking over of "Sick" Textile Mills.

1367. Shri S. K. Tapuriah:

Shri D. N. Patelodia:

Shri Mohamed Imam:

Shri Gadilingana Gowd:

Shri Tridib Kumar Chaudhuri:

Shri S. C. Samanta:

Shri K. N. Pandey:

Will the Minister of Commerce be pleased to state:

(a) whether Government propose to set up a Corporation to manage "Sick" Textile Mills; and

(b) if so, the main features thereof?

The Deputy Minister in the Ministry of Commerce (Shri Shafiq Qureshi):

(a) and (b). The Government are actively considering a proposal to set up a Textile Corporation which apart from being entrusted with certain other functions, could also take over and run certain weak and marginal textile mills which are considered economically viable but which have for certain reasons been either closed down or are under imminent threat of closure.

Industrial Extension Service in Rajasthan

1368. Shri Dhaneshwar Mehta:

Shri Hemachandra Utaka:

Shri K. Pradhan:

Shri Heerji Shah:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the number of small-scale units benefited by the Industrial Extension Service in Rajasthan during 1966-67; and

(b) the amount of loans granted to such units in that State during the same period?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a)

(a) i. *Technical Assistance*:

1. No. of parties contacted at factory premises	2208
2. No. of parties contacted	7996
3. No. of parties given fully Tech. advice	3157
4. No. of parties given information to start new industries	1000
5. No. of demonstrations given (other than mobile workshops)	226
6. No. of parties given other assistance	3384

II *Mobile Workshops*

1. No. of centres visited	81
2. No. of demonstrations held	87
3. No. of artisans trained	262

III. *Activities of the Workshops*:

1. No. of parties who visited the E.C./Workshop for job work.

1157

2. No. of parties who were actually assisted

1062

(b) Lump-sum loans are given by the Centre to the State Governments for utilising for their schemes, namely advancing of loans to Small Scale Units under the State Aid to Industries Act. Industrial Cooperatives, Common Service Facility Centres/Workshops, Production Centres. The Central Assistance according to the existing procedure for the above mentioned schemes, is sanctioned at the end of the financial year on the basis of the annual statement of actual expenditure for the first three quarters and the anticipated expenditure for the fourth quarter, and the State

Governments meet their expenditure out of the Ways and Means Advances placed at their disposal by the Ministry of Finance. A loan of Rs. 2.10 lakhs as provisional payment for the development of Small Scale Industries for the Rajasthan Government has been sanctioned during the year 1966-67.

Small-scale Industries in Rajasthan

1369. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri K. Pradhan:
Shri Heerji Bhai:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether any schemes have been received for the development of small scale industries in Rajasthan during 1967-68; and

(b) if so, the amount proposed to be allotted and the nature of the schemes?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). The State Government of Rajasthan have included the following schemes for the Fourth Plan period. (Schemes for the year 1967-68 have not been separately indicated):—

1. Loans for Small Industries.
2. Development of Leather Works Training Institute.
3. Quality Marking and Export Promotion.
- 4 Development of Industrial and Testing Laboratories.
5. Subsidy on interest to Rajasthan Financial Corporation and other Banking Institutions.
6. Expansion of Industrial Research Laboratory.
7. Quality Marking.
8. Common Facility Centre for Blocks.

9. Social Welfare Scheme.

The State Government have made a budget provision of Rs. 7.75 lakhs for development of Small Scale Industries and Industrial Estates.

Heavy Industries in Rajasthan

1370. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhai:
Shri K. Pradhan:

Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether any heavy industries are proposed to be established by the Central Government in Rajasthan during 1967-68; and

(b) if so, the details thereof?

The Minister of Industrial Development and Company Affairs (Shri P. A. Ahmed): (a) and (b). The information is being collected and will be laid on the Table of the House.

Industrial Units in Rajasthan

1371. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri K. Pradhan:
Shri Heerji Bhai:

Will the Minister of Industrial Development and Company Affairs be pleased to state the names of industrial units proposed to be established by Government in Rajasthan during 1967-68?

The Minister of Industrial Development and Company Affairs (Shri P. A. Ahmed): The following Central projects which are already under construction in Rajasthan will be completed during 1967-68:—

1. Zinc Smelter at Udaipur;
2. Precision Instruments Factory, Katah; Besides a Machine Tool Factory will be set up at Ajmer.

In the State Sector, the following projects have been included in the Fourth Plan of Rajasthan:

1. Development of Industrial Areas;
2. Woollen Mill;
3. Leather tannery;
4. Expansion of Sodium Sulphate Plant; and
5. Hi-tech Glass Factory.

It is upto the State Government to take up implementation of these projects.

Supply of Stainless Steel to Manufacturers

1372. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhai:
Shri K. Pradhan:

Will the Minister of Steel, Mines and Metals be pleased to refer to the reply given to Starred Question No. 183 on the 31st March, 1967 regarding supply of stainless steel to manufacturers and state:

(a) whether the matter has since been considered by Government; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) Yes, Sir.

(b) In the import policy for Iron and Steel for 1967-68 announced by the Iron and Steel Controller in his public Notice dated 16th May, 1967, provision has been made also for import of Stainless Steel sheets, circles, strips and plates for manufacture of utensils and other domestic wares. The detailed procedure is being worked out and will be announced shortly.

Bridge Inspectors Section in Madras

1375. Shri Bhogendra Jha: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that 31 temporary employees of the Bridge Inspectors Section in Madras of the Southern Railway with five to fifteen years of service have been served with notice of termination of their service recently;

(b) if so, the reasons therefor; and

(c) the steps taken to provide them with alternative employment considering their long years of continuous service?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) Since these men were engaged as casual labour for a specific work of casual nature, they were served with notices to be discontinued from 21-5-67 for want of enough work load and general cut in grant.

(c) The question is under consideration and pending review, it has been possible to continue their services upto 20-6-1967.

प्रूर्वोत्तर रेलवे के लीसरी बेंची और बोंची बेंची के कर्मचारी

1374. श्री भोगेन्द्र ज्ञा : क्या रेलवे मंत्री यह बताने को कृपा करें कि :

(क) क्या यह सच है कि तीन से सात साल की सेवा पूरी होने के बाद श्री प्रूर्वोत्तर रेलवे के लीसरी बेंची और बोंची बेंची के सम्बन्ध 20 हजार कर्मचारियों को स्वाक्षर नहीं किया गया है; और

(ख) यदि हाँ, तो इसके क्या कारण हैं?

रेलवे मंत्री (श्री के. श्री पुनरावा) :
(क) श्री नहीं। जर्ती के भारतीय दृष्टिंयं काम करने वाले देश कर्मचारियों की संख्या बर्पवद 3600 है।

(ख) स्वाक्षरी जनहृत खाली नहीं है और कुछ मामलों में स्वाक्षरीकरण के लिए उभी योग्यता सिद्ध नहीं हुई है।

Mechanical Department of Railway Workshop, Samastipur

1375. Shri Bhogendra Jha: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that in the Mechanical Department of Railway Workshop, Samastipur, North-Eastern Railway, Rupees forty thousand were granted in 1966 for distribution of tiffin carriers among 1200 employees of the workshop;

(b) whether this amount has not been distributed among the employees so far; and

(c) if so, the reasons therefor?

The Minister of Railways (Shri C. M. Poonacha): (a) No.

(b) Does not arise.

(c) Does not arise.

Ashoka Paper Mills Ltd.

1376. Shri Bhogendra Jha: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is a fact that about seven years ago a major paper-making industry, known as Ashoka Paper Mills Ltd., was started in Darbhanga district at Rameshwar Nagar and more than seven crores of rupees have already been invested in it;

(b) whether it is also a fact that another three crores of rupees are still required to start the production and due to lack of this amount the work is completely at a standstill;

(c) whether due to famine conditions the Bihar Government are not in a position to advance the needed amount; and

(d) if so, whether Central Government propose to advance the required amount to the Bihar Government to take over this mill or to take over the mill under Central management?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). In 1956 a licence under the Industries (Development and Regulation) Act, 1951 was granted to Ashoka Paper Mills Ltd. for the establishment of a new undertaking for the manufacture of Paper and Pulp in Darbhanga District. The clearance for the import of Plant and Machinery was given on the 12th August, 1959. The completion of the erection of the Plant has been held up for the last 2½ years due to the licensee having run into financial difficulties. The exact amount already spent on the project is not known but the estimates about completion and implementation of the project, due to change economic conditions during the last 11 years, vary from Rs. 6½ crores to Rs. 15½ crores, and the State Government of Bihar has decided to take over the responsibility for the rehabilitation and expansion of the mills and to run it economically.

(c) We have received no such report from Bihar Government.

(d) Does not arise.

Lease of Mines in Orissa in 1966-67

1377. Shri Chintamani Panigrahi: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) the number of applicants who have been granted mining and prospecting leases of various mines in Orissa in 1966 and in 1967; and

(b) the area of mines given on leases against each of the lease-holders?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) and (b). The informa-

tion is being collected and will be laid on the Table of the House as early as possible.

Talcher Industrial Complex

1378. Shri Chintamani Panigrahi:

Shri P. K. Deo:

Shri K. P. Singh Deo:

Shri D. N. Deb:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether the Cabinet Sub-committee has taken any decision with regard to the setting up of the Talcher Industrial Complex at Talcher in Orissa;

(b) if so, the nature of decisions taken;

(c) what will be the share of central assistance in the Fourth Plan for this project;

(d) whether the State Government have recently indicated their unwillingness to bear their share of expenditure for this complex; and

(e) at what stage the project stands to-day?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a), (b) and (e). The proposal regarding the setting up of an Industrial Complex at Talcher was considered by the Industries Committee of the Cabinet in December, 1966. The Committee desired to have more information on certain vital points. The information is being compiled in consultation with the concerned Ministries/Departments, etc.

(c) In the Draft Outline for the Fourth Plan, this Project has been included in the State public sector projects. The Planning Commission has indicated that the Central assistance in the State sector for Orissa would, keep in view the requirements of the above project.

(d) No, Sir.

Derailment of Goods Train on N.E.F. Railway

1379. Shri Vishwa Nath Pandey: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the UP through goods train derailed on the Siliguri-Alipurduar section of the North East Frontier Railway between Binnaguri and Dalgaon Stations on the 24th March, 1967;

(b) if so, the causes of the derailment; and

(c) the total loss of the Railway property thereby?

The Minister of Railways (Shri C. M. Poonacha): (a) Yes.

(b) The accident was caused due to a defect in the bearing spring buckle of an axle of one of the wagons.

(c) The cost of damage to railway property was estimated at approximately Rs. 60,075/-.

Steel Plant near Calcutta

1380. Shri Vishwa Nath Pandey: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it is a fact that a British firm of Steel-makers propose to build a steel plant near Calcutta in collaboration with the Birla Group;

(b) if so, when; and

(c) the reaction of Government thereto?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) to (c). There is no proposal by a British firm to build a steel plant near Calcutta. Presumably the Hon'ble Member has in his mind the Alloy Steel Plant. High Quality Steels Limited, a Birla concern, have been licensed to set up a plant near Calcutta for manufacture of alloy and special steels. They have entered into an agreement with a U.K. firm for supply of technical assistance and know-how. The U.K. firm will also invest in the equity capital of

High Quality Steels. Technical collaboration with the U.K. firm and investment in equity have been approved by Government. The Project is likely to go into production by 1970-71.

Derailment of Military Special

1381. Shri Vishwa Nath Pandey: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that some army men were seriously injured when a military special goods train derailed between Gurpa and Paharpur railway stations about 30 miles from Gaya on the 28th March, 1967;

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

(c) the causes of the accident?

The Minister of Railways (Shri C. M. Poonacha): (a) and (b). Four army personnel sustained minor injuries as a result of the derailment of Military Special Goods train near west Cabin of Gurpa station on Eastern Railway.

(c) The accident was caused due to breakage of elliptical spring retainer of right leading bogie of a vehicle (marshalled 7th from the brake van) on the train, coupled with shifting of motor vehicles which were loaded but not secured properly in the said vehicle causing uneven distribution of load on wheels.

दीरासा से हस्तिनापुर तक रेलवे लाइन

1382. श्री महाराज तिलू भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार ने उत्तर प्रदेश में बेरठ जिले के हस्तिनापुर ज़िले का विकास करने के उद्देश्य से दीरासा से हस्तिनापुर तक रेलवे लाइन बिलाने की घोषणा दर्शाई थी और दीरासा चीफी विज़ ने दीरासा से

मवाना तक की अपनी संकरी रेलवे लाइन सरकार को निशुल्क दे दी थी ;

(ब) क्या यह सच है कि किसानों ने चकवन्दी के दीरान मवाना से हस्तिनापुर तक की रेलवे लाइन के लिये भूमि छोड़ दी थी, जो अभी भी खाली पड़ी है ;

(ग) क्या यह भी सच है कि भारत-पाकिस्तान संरेख के कारण इस रेलवे लाइन का निर्माण कार्य बन्द कर दिया गया था ; और

(घ) यदि हां, तो यह रेलवे लाइन कब तक बन जाने की समावना है ।

रेलवे बंदी (बी बे० ब० पुलावा) :

(क) जहां तक प्रश्न के पहले भाग का सम्बन्ध है, यह बता दिया जाय कि प्रस्तावित लाइन का सर्वेक्षण करके इस योजना की जांच की गयी थी । जहां तक दूसरे भाग का सम्बन्ध है, यह भी उल्लेखनीय है कि यह पता चला था कि इस छोटी लाइन (दोराला-मवाना ट्रायबे) के प्रबन्धक मवाना के रास्ते दोराला से हस्तिनापुर तक प्रस्तावित बड़ी लाइन के निर्माण के लिए इस ट्रायबे की जमीन रेलवें को देने को तैयार थे लेकिन तकनीकी ओर अन्य कठिनाइयों के कारण छोटी लाइन के मार्ग निर्धारण पर बड़ी लाइन विकाना अवाक्षारिक नहीं पाया गया । इसलिए रेलवे ने एक समझ जारी का सर्वेक्षण किया और इस तरह ट्रायबे की जमीन लेने का प्रश्न नहीं उठा ।

(ब) इस मंदान्य को इस बात की जानकारी नहीं है ।

(ग) जी नहीं । इस परियोजना का अनुबोदन नहीं किया गया क्योंकि खास तौर पर इस जेव में युविकसित सदूकों को देखते हुए वह अलाज्ञद थी ।

(घ) सराम नहीं उठता ।

बेरठ सिटी बैंकव दर भारी इकाय

1383. जी भारताच तिह भारती : या रेलवे बंदी यह बताने की हुया करेंगे कि :

(क) क्या यह सच है कि बेरठ सिटी बैंकव पर भारी इंजनों की दिक्कतवें ओडने की अवस्था अभी तक नहीं की गई है ;

(ब) क्या बेरठ और दिल्ली के बीच गटल गाड़ियां चलाने की अवस्था अभी तक ऐसी है कि इंजन की दिक्का नहीं बदली जाती ; और

(ग) क्या यह सच है कि ऐसी अवस्था के लिए आवश्यक सारा सामान पिछले कुछ महीनों से बहां पर पड़ा है परन्तु अभी तक उसे लगाया नहीं गया है ?

रेलवे बंदी (बी बे० ब० पुलावा) :

(क) जी हां ।

(ब) जी नहीं । इंजनों का कार्यक्रम इस तरह बनाया गया है ताकि कोई भी मवारी गाड़ी इंजन का टेंडर आगे करके न चलायी जाये ।

(ग) जी नहीं । भूम चक्कर लगाने के लिए अभी तक सामान का केवल कुछ हिस्सा ही प्राप्त हुया है ।

वैसेकर कारों का विवरण

1384. जी दाम विकान नुस्त :

जी हुक्क चान्द कालामान :

क्या अंग्रेजिक विकान लाला समाज-कार्ब बंदी 7 जून, 1967 के भारतांकित प्रश्न संखा 761 के उत्तरके सम्बन्ध में यह बताने की हुया करेंगे कि :

(क) क्या वैसेकर कारों के विवान के प्रस्ताव को इस बीच अनियन्त्रित रूप दे दिया गया है ;

(ब) यदि हां, तो उक्का अंग्रेज था है ; और

(ग) इन कारों का नियमित फिल फिल स्थानों पर तथा किन किन फर्मों द्वारा किया जाते?

श्रीकोणिक विकास तथा समवाय कार्य अंगी (श्री कलाश्वीन अली अहमद) : (क) नहीं, नहीं।

(ब) और (ग). प्रश्न हो नहीं उत्तरे।

Salem Steel Plant

1385. Shri S. Kandappan: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether the proposal to set up a Steel Plant in the Salem-Nayveli area in Tamilnad has been dropped;

(b) if so, the reasons therefor; and

(c) if the answer to part (a) above be in the negative, the reasons for the delay in setting up the Plant?

The Minister of Steel, Mines, and Metals (Dr. Cheenna Reddy): (a) No, Sir.

(b) Does not arise.

(c) The Fourth Five Year Plan on iron and steel has yet to be finalised, after reviewing the requirements of steel and the availability of resources.

Transfer of Porters' Licences to Their Sons

1386. Shri S. Kandappan: Will the Minister of Railways be pleased to state:

(a) whether there is any practice prevalent on the Railway Stations in India for the porters to transfer their licences to their sons when they retire;

(b) whether this facility has been recently withdrawn by the Railway Administration; and

(c) if so, the reasons therefor?

The Minister of Railways (Shri G. M. Deshpande): (a) to (c). Badges

of Licensed Porters are not transferable. However, on some Railways, a few years ago, licences were issued to sons of deceased or medically unfit porters on compassionate grounds. The present position is that selection of licensed porters is done through a duly constituted Selection Board on which there is also a non-official member. Sons of licensed porters are considered for appointment on merits alongwith other applicants.

Procurement of Cotton

1387. Shri Yajnik:

Shri D. C. Sharma:

Shri Onkar Lal Berwa:

Shri Onkar Singh:

Shri C. C. Desai:

Shri R. K. Amin:

Will the Minister of Commerce be pleased to state:

(a) whether the cotton sale cooperative societies and other stockists of Gujarat have protested against the arbitrary requisitioning of cotton stocks by the Textile Commissioner at the Government ceiling prices which are far below the market prices;

(b) whether a much larger proportion of all the available cotton stocks have been requisitioned in Gujarat than in all the other States; and

(c) whether any new orders have been passed by Government as a result of the review of the situation?

The Minister of Commerce (Shri Dinesh Singh): (a) to (c). Representations were received from cotton growers and co-operative societies from Gujarat against requisitioning of cotton which the Textile Commissioner had undertaken all over the country in pursuance of the Government policy to ensure availability of cotton to the industry at appropriate ceiling prices statutorily fixed. The cotton requisitioned in each region would depend on the types of cotton required by the mills on whose behalf requisitioning is made.

Government's policy of regulated marketing of cotton involving, inter alia, the requisitioning of cotton, has been necessitated by the need to effect an equitable distribution of available supplies of cotton to the industry. On a review of the situation, it has been decided that—

- (1) Growers and their co-operatives should sell the unsold quantities of cotton at appropriate ceiling prices subject to survey and the Textile Commissioner, Bombay, will use his good offices with the Indian Cotton Mills Federation to facilitate the lifting of such cotton.
- (2) Cotton which has been sold but is yet to be delivered could be adjusted, as far as possible, against movement permits issued by the Textile Commissioner to the purchasing mills.
- (3) Movement permits will be issued for the entire quantity of cotton purchased by the Indian Cotton Mills Federation which will be kept for distribution to mills, as necessary.

Trade Agreement with Czechoslovakia

1228. Shri Y. A. Praasad:
Shri N. K. Sanghi:
Shri Baidabratna Barua:

Will the Minister of Commerce be pleased to state:

(a) whether a trade pact has been signed with Czechoslovakia recently; and

(b) if so, the details thereof?

The Minister of Commerce (Shri Dinesh Singh): (a) Yes, Sir.

(b) A trade protocol was signed on 19th April, 1967 at Prague, Czechoslovakia, between an Indian Trade delegation and a Czechoslovak Trade delegation specifying that exchange of

goods between India and Czechoslovakia during 1967 shall be carried out on the basis of the Lists of Commodities 'A' and 'B' attached to the current Trade and Payments Agreement dated 7th November, 1963 and valid upto the end of the year 1968. A copy of this agreement is available in the library of the Parliament.

2. The prospects of trade during the year 1967 were also discussed between the two delegations. It is expected that the trade between the two countries during 1967 will be of the order of Rs. 72 crores both ways. During the year 1967 Czechoslovakia will supply to India machine tools, tractors C.K.D. and spare parts and components, capital goods, rolled steel products, tool alloy and special steel, chemicals, newsprint, laboratory and scientific equipment, components and raw materials for motorcycle, scooter, time pieces, house service electric meters, fuel injection equipment, etc. under collaboration scheme etc. Among the products to be exported to Czechoslovakia are, engineering and various industrial products, chemicals, drugs and medicinal herbs, ready-made garments, tyres and tubes, tinned fruits etc. in addition to traditional items like iron ore, jute manufactures, tanned and semi-tanned hides and skins, deoiled cakes, tea, coffee, tobacco, pepper, manganese ore and mica.

Contracts to Chittaranjan Locomotive Works

1229. Shri Y. A. Praasad:
Shri N. K. Sanghi:

Will the Minister of Railways be pleased to state:

(a) whether the probe committee suggested by Public Accounts Committee (Third Lok Sabha) to go into the case of giving contracts to Chittaranjan Locomotive Works has been constituted; and

(b) if so, its composition and terms of reference?

The Minister of Railways (Shri C. M. Deshpande): (a) Yes.

(b) In October, 1966, the Railway Board had appointed a Committee consisting of the Additional Members, Works, Mechanical and Finance, to enquire into the procedural lapses in this case. No. specific terms of reference were prescribed, as the Committee was directed to go into the matter and decide upon the terms of reference themselves. Subsequently, on receipt of the 72nd Report of the Public Accounts Committee suggesting that a representative of Audit should also be associated with this body, the Additional Deputy Auditor General of India (Railways) has also been included in the Committee. As directed by the Public Accounts Committee the particular transaction is to be examined in detail by the Committee, keeping in view the Public Accounts Committee's observations on the case.

Accident of Varanasi-Bhatni Passenger Train

1290. Shri Vishwa Nath Pandey:
Shri D. C. Sharma:
Shri K. N. Pandey:

Will the Minister of Railways be pleased to state:

(a) whether it is a fact that the 7 Down Varanasi-Bhatni Passenger train met with a serious accident following a gale on the 13th May, 1967 between Bhatni and Peekole Stations of the North Eastern Railway;

(b) if so, the total number of casualties involved; and

(c) the total amount of loss caused to the railway property?

The Minister of Railways (Shri C. M. Deshpande): (a) On 13.5.1967, while 72 Down Varanasi-Bhatni passenger train was running between Peekole and Bhatni stations it was caught in a

violent storm as a result of which all the 11 coaches of the train got derailed and capsized.

(b) In this accident, 27 persons sustained injuries of whom 23 were discharged immediately after medical aid, 3 after further observation in the Railway hospital and the remaining 1 refused admission in the hospital.

(c) The cost of damage to railway property was estimated at approximately Rs. 3,31,600.

Supply of Equipment to Bhilai Steel Plant

1291. Shri Kartik Oraon: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is a fact that the construction of the six blast furnace Complex of Bhilai Steel Plant has been delayed due to non-supply of the equipment and structures by the Heavy Engineering Corporation Ltd., Ranchi, as per stipulated order; and

(b) if so, (i) the break-up of the equipment and structures supplied as against the orders as per schedule of delivery; (ii) the steps taken to fulfil the commitment; (iii) whether Heavy Engineering Corporation Ltd. is subject to pay a liquidated damage to Bhilai Steel Plant?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) No, Sir.

(b) Does not arise.

Casting and Forging Work of N.E.C. Ranchi

1292. Shri Kartik Oraon: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the casting and forging work of Heavy Engineering Corporation Ltd., Ranchi is reasonably adequate to meet its own requirements and

(b) If so, (i) the total tonnage of casting and forging of Foundry Forge Project; (ii) the total requirement of casting of Heavy Machine Building Plant; and (iii) the total requirement of casting of Heavy Machine Tools plant?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) Yes, Sir, when the Foundry Forge Project is in full production.

- (b) (i) 1,23,820 tonnes a year
- (ii) The requirement will depend upon the precise and
- (iii) Orders to be executed but according to estimates based on full utilisation of installed capacity, the Heavy Machine Building Plant may require about 51,000 tonnes and the Heavy Machine Tools Plant about 11,000 tonnes of steel and grey iron castings when in full production.

Heavy Machine Tools Plant, Ranchi

1393. Shri Kartik Oraon: Will the Minister of Industrial Development and Company Affairs be pleased to state:

- (a) the production target of Heavy Machine Tools Plant of Heavy Engineering Corporation Ltd., Ranchi;
- (b) the total amount of orders it has secured from customers;
- (c) the extent of production of Heavy Machine Tools Plant in gearing up production target; and
- (d) when it is likely to go to full production?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) The ultimate rated capacity of Heavy Machine Tools Plant is 10,000 tonnes per annum.

(b) The programme for 1967-68 is for manufacture of 37 machines. There

are firm orders for four machines and orders are under negotiation for 27 more.

(c) During 1966-67 Six radial drilling machines and one double column planning machine were assembled from imported knocked down components.

(d) Full production is likely to be reached by 1971-72.

Chairman of H.E.C., Ranchi

1394. Shri Kartik Oraon: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) the powers delegated by Government to the Chairman, Heavy Engineering Corporation Ltd., Ranchi in matters of recruitment, dismissal and promotion; and

(b) to what extent they vary from similar powers delegated to the heads of other public undertakings?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) In matters of recruitment, dismissal and promotion, the Chairman of Heavy Engineering Corporation Limited Ranchi exercises the powers vested in him by the Board of Directors under the Articles of Association of the Company. The question of delegating powers by Government to the Chairman in these matters does not arise.

(b) Does not arise.

दीवान लोकोलोकित बर्तन, बारातारी हारा
प्रदान में लाई जाई भूमि

1395. की निकाल खित :

की गुणात्मक डाक्युर :

की नीतिकृत भवार :

क्या देखते नहीं यह बताने की हुआ
करते हैं कि :

(क) क्या दीवान देखते लोकोलोकित
फैटारी स्वापित करने के लिये बारातारी

2649 Written Answers JYAISTA 12,

जिसे मैं किसानों से अधिगृहीत की गई भूमि के कुछ भागों का प्रयोग ईकात लोकोमोटिव बस्तं द्वारा बेती के लिए किया जा रहा है;

(ब) यदि हां, तो कुल कितने एकड़ भूमि पर बेती की जा रही है; और

(ग) क्या सरकार ने इस भूमि पर कोई दूसरा कारबाना स्वीकृत करने का निर्णय किया है?

ऐसे भंडी (सी. डी. बी. पुनराव):
(क) जी हां। सरकार की "अधिक अन्न उपजायी" नीति के अनुसार कुछ जमीन होतने तेज इन कारबानों के कर्मचारियों की टोलियों को अस्थायी रूप से उस समय तक बेती करने के लिए दी जायी है जब तक उस जमीन का विकास नहीं हो जाता और उस पर कर्मचारियों के लिए मकान तथा कारबानों के काम आने वालों अन्य इमारतें नहीं बन जातीं।

(ब) लगभग 80 हरोड़ हॉप्पे।

(ग) जी नहीं।

Falling of a Jawan from Punjab Mail

1296. Shri S. A. Agadi: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that a Jawan fell down from the Punjab Mail between Mathura and Kosikalan Stations on the 5th May, 1967;

(b) whether any investigation has been made regarding the causes; and

(c) if so, the details thereof?

The Minister of Railways (Shri C. M. Deshmukh): (a) to (c). The correct position is that 5 Down Punjab Mail suffered a detention of 39 minutes on 5-5-1967 between Ajhai and Chhata stations due to pulling of alarm chain. It was reported that a military Jawan who was sitting on his box near the door may fall down. The train was

1889 (SAKA) Written Answers 2650

taken back upto outer signal of Ajhai but there was no trace of the Jawan. Government Railway Police, Mathura, Kosikalan and District Police Chhata have also stated that no such incident was reported to them.

Waiver of Recovery of Liquidated damages by the Iron and Steel Controller

1397. Shri Mrityunjay Prasad: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) the names and addresses of the firms from whom recovery of Rs. 75 lakhs on account of liquidated damages has been waived by the Iron and Steel Control Organisation;

(b) whether any enquiry was made in regard to the basic facts such as their capital, financial position, names of proprietors of the firms and their manufacturing capacity, products and addresses of their factories and income-tax demand and payment by them, before giving them import licences;

(c) if so, the circumstances, under which the recovery of this huge amount has been waived;

(d) the legal hurdle being faced in making recovery of this amount and whether any officer or the procedure for granting licences is responsible for that and the steps being taken to ensure that such things do not happen in future; and

(e) the rules for the recovery of surcharge from importers and the details as to how an amount of Rs. 50 lakhs has been outstanding against them, even though they had got the delivery of the goods?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) to (d). The points mentioned in the question find a place in the Audit Report (Civil) 1967, which was placed on the Table of the

House on April 7, 1967. All these points will be examined in detail by the Public Accounts Committee. It would not be appropriate for Government to make a statement on these matters till they are examined by the Committee.

Recovery from Firms

1398. Shri Mrityunjay Prasad: Will the Minister of Steel, Mines and Metals be pleased to state:

(a) the circumstances in which the loss of Rs. 1.46 lakh_s in importing 15,000 tons of tin has been met by Government themselves instead of charging it from the indentors;

(b) whether sanction therefor has been obtained from the Central Government; and whether an investigation has been made to fix the responsibility in the matter; and

(c) if so, the decision taken in regard thereto?

The Minister of State in the Ministry of Steel, Mines, and Metals (Shri P. C. Sethi): (a) to (c). The points mentioned in the question find a place in the Audit Report (Civil) 1967, which was placed on the Table of the House on April 7, 1967. All these points will be examined in detail by the Public Accounts Committee. It would not be appropriate for Government to make a statement on these matters till they are examined by the Committee.

मोटर कारों का ने जावा आवा

1399. वी. बृद्धुलक ब्रसाद : क्या वीक्षोपिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न स्थानों में मोटर कारों का विक्रय मूल्य निर्धारित करते समय कारखाने से विक्री के स्थान तक सकूक हारा मोटर कार में आने की अविकलन साकृत सरकार हारा निर्धारित की जाती

है और यदि हाँ, तो इसके लिये क्या प्रतिक्रिया उपलब्ध जाती है ;

(ख) क्या के जाने की सांगत दूरी के अनुपात से निर्धारित की जाती है और यदि नहीं, तो क्या विक्री कारखाने से निकलते समय के मूल्य में मोटरकार से जाने की जितनी सांगत जोड़ना चाहें, जोड़ सकते हैं ;

(ग) पटना, कलकत्ता, बम्बई, नागर और विल्सी में फिएट, अम्बेसेडर और स्टैंडर्ड नामक कारों के निर्धारित मूल्य क्या हैं; और

(घ) क्या इन मोटर कारों के साथ लिये जाने वाले औदारों की किस्म और उपयोगिता आदि की जांच की जाती है और यदि कोई वाहक इन औदारों को न लेना चाहे, तो क्या इनका मूल्य उसे लीटाया जात है ?

वीक्षोपिक विकास तथा समवाय-कार्य मंत्री (वी. बृद्धुलक ब्रसाद) : (क) और (ख). भारत सरकार मोटर कारों के कारखाने से बाहर समय के बहुरा मूल्य की ही स्वीकृति देती है। निवासियों को कारखाने से बाहर समय के मूल्य में अनेक लदान के वास्तविक खर्च को जोड़ने की अनुमति है। यह स्वाभाविक रूप से हर स्थान का अलग-अलग होता है और यह सरकार हारा निश्चित नहीं किया जाता।

(ग) जैसा कि पहले बताया गया है सरकार हारा स्वीकृत कीमतें कारखाने के बाहर समय की कीमतें हैं, देश में विभिन्न स्थानों पर स्थित केन्द्रीय अवदार अदान स्थानों से बाहर बाहर समय की कीमत नहीं है।

(घ) सरकार कारों के साथ लिये जाने वाले औदारों की किस्म जबका उपयोगिता आदि की जांच नहीं करती। सरकार हारा कारों के साथ लिये जाने वाले औदारों की

कोई पूलक कीमत की स्वीकृति नहीं होती। सरकार की जानकारी के मनुसार न तो निवारित और न वितरक ही ऐसे पुलों के कोई पूलक मूल्य निर्धारित करते हैं। भीजार कारों के साथ ही होते हैं। भारक द्वारा उन्हें न लिये जाने के लिये उनकी कीमत बापस नहीं की जाती।

Manufacture of Vehicles

1488. Shri Mrityunjay Prasad: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether ceilings have been fixed on the number of big and small motor cars, trucks, bus chassis, passenger buses, etc. being manufactured in the country and if so, the details showing the names of manufacturers and the number of vehicles each one of them was permitted to manufacture in a year and year-wise break-up of vehicles actually manufactured by each manufacturer during the last three years;

(b) whether any manufacturers of motor cars have sought permission to manufacture more motor cars than the number prescribed by Government; and

(c) if so, the names of the manufacturers who sought such permission during the last three years, alongwith respective dates on which each request was made and the nature of decision taken in each case?

The Minister of Industrial Development and Company Affairs (Shri W. A. Ahmed): (a) In the industrial licences granted to the vehicle manufacturers, the annual capacity for which they are licensed is indicated. The capacity actually installed is also assessed by the technical officers of Government periodically and such installed capacities are recognised after verification. There is no bar to the manufacturers exceeding their licensed capacities, without specific approval from Government, if they can do so

within the foreign exchange allocated to them, by working multiple shift and without installation/acquisition of additional machinery. The licensed and installed capacities of the manufacturers as also the production achieved by each during the last three years is laid on the Table of the House. [Placed in Library. See No. LT-509/67].

(b) and (c). In December, 1966, M/s. Hindustan Motors Ltd., Calcutta had requested for allocation of foreign exchange for import of components and raw materials sufficient for a production of 30,000 Ambassador cars per annum, which they claimed they would be able to achieve without additional equipment. This was not agreed to, because of limited availability of foreign exchange.

In January, 1967, M/s. Premier Automobiles Ltd., Bombay submitted a proposal for effecting substantial expansion of their capacity for the production of Fiat Cars to 30,000 Nos. per annum. This proposal is under consideration.

Employment in Durgapur

1489. Shri Kartik Oraon: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether the management of the Coal Mines and Allied Machinery Plant, Durgapur, give preference to the local people in the matter of employment;

(b) if so, the total number of employees as on the 31st March, 1967, the total number of local people (the district in which the project is located and the neighbouring districts); and

(c) the total number of people from the State in which the project is located and the total number of people from other States and the total number of local people with a salary of Rs. 1000 and above per month and

Rs. 1000 and below Rs. 1800 per month?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) In the matter of Recruitment the management of the Mining and Allied Machinery Corporation has recognised that it would be of advantage if persons who come from areas near about the place of location of the project secure appointment to posts in lower scales.

(b) Total number of employees on 31st March 1967 was 6340. Total number of employees from the district in which the project is located and the neighbouring district on that date was 3900.

(c) The project is situated in West Bengal and the total number of people employed from that State is 5041. The total number of employees from other States is 1299. There is no 'local' employee drawing a salary above Rs. 1800 per month and the number of 'local' employees drawing salary between Rs. 1,000 and Rs. 1,800 is 4.

Manufacture of Tractors and Small Cars

1402. Shri G. S. Mishra: Will the Minister of Industrial Development and Company Affairs be pleased to state whether Government have considered inter-se priority to be given to the manufacture of small and cheaper tractors in the country vis-a-vis production of small cars while giving consideration for the allocation and resources for the manufacture of small cars?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): The agricultural tractor industry is included in the list of 59 priority industries drawn up for the purpose of grant of import licences on a liberal basis for the import of components, raw materials, etc. The passenger car industry is not included in the list of 59 priority industries.

Hindustan Plantation (P) Ltd.

1403. Shri K. R. Ganesh: Will the Minister of Commerce be pleased to state:

(a) the amount of loan given by Government to the Hindustan Plantation (P) Ltd. and whether the antecedents and solvency of the firm and its Directors were carefully investigated before sanctioning the loan;

(b) whether land in East Bay Katchal was given to this firm by open tender or negotiations; and

(c) the action Government propose to take to realise the loan from the firm and whether any penal action is proposed to be taken against the erring party?

The Minister of Commerce (Shri Dinesh Singh): (a) to (c). The information is being collected and will be laid on the Table of the House in due course.

Allotment of Fiat Cars

1404. Shri K. R. Ganesh: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(a) whether it is a fact that the quota of Fiat Cars allotted to the Union Territory of Andaman and Nicobar islands is reserved for Government servants only;

(b) the number of officers who have been allotted fiat cars since 1960, and the number of such allottees who are deputationists;

(c) the total number of officers who have been allotted fiat cars since 1960 who have left the islands within one year, six months, three months and one month respectively; and

(d) the number of such allottees out of the Andaman quota who have taken delivery outside the islands?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) to (d). The information is being collected and will be laid on the Table of the House.

बिहार में बहस्तर का कारबाहा

1405. श्री गुलामल्ल ठाकुर : क्या वाचिक्य मंत्री यह बताने की कृता करेंगे कि :

(क) क्या यह सच है कि उत्तर बिहार के सहरसा और पूर्णिया जिले प्रमुख पटसन उत्पादन केन्द्र हैं;

(ख) क्या यह सच है कि महरगढ़ा जिले में पटसन का कारबाहा न होने तथा किसानों को उचित मूल्य न दिये जाने के कारण पिछले दो तीन वर्षों में पटसन का उत्पादन छोरे छोरे कम हो गया है;

(ग) क्या यह सच है कि अन्य जातों के भाष्य-साथ सहरसा जिले में पटसन का एक कारबाहा स्थापित करने के लिये कच्चा माल भी काफी उपलब्ध है; और

(घ) यदि हाँ, तो इस पिछले दो दो समावर्ती लेन्ड में कब तक पटसन का एक कारबाहा स्थापित करने का सरकार का विचार है?

वाचिक्य मंत्रालय में उपर्योगी (श्री शशी कुरैशी) : (क) मे (घ). एक विवरण संभरन है :

बिहार

सहरसा और पूर्णिया, बिहार में नवसे अधिक जूट पैदा करने वाले जिले हैं। गत कुछ वर्षों से इन जिलों में जूट की उपज निम्न-लिखित परिमाण में रही है :-

वर्ष	लाख गांडे
1961-62	11.0
1962-63	8.7
1963-64	10.0
1964-65	7.8
1965-66	7.9

2. प्रमुखतः गत तीन वर्षों में प्रतिकूल मौसम के कारण भारत के सभी जूट उत्पादक जिलों में, जिनमें बिहार भी शामिल है, जूट (ओर मेट्टा) की उपज कम हुई। बिहार भी इसका अपवाद नहीं है। सहरसा और पूर्णिया में ऐदा होने वाला जूट उपेक्षाकृत घटिया किस्म का होता है और परिणामतः यह जूट सभा विकला है। यह कहना ठीक नहीं है कि जूट की उपज में इसलिये कमी हुई है कि वहाँ कोई कारबाहा नहीं है अथवा किसानों को उचित मूल्य नहीं दिये जाते। गत तीसरों में देश में कच्चे जूट की अस्थायिक कमी के कारण देश भर में (जिनमें पूर्णिया और सहरसा भी शामिल है) जूट के मूल्य कलकत्ता और नगर से इतर बाजारों में बहुत ऊंचे रहे। यद्यपि यह सच है कि सहरसा जिले में जूट की कोई मिल नहीं है परन्तु बिहार में पहिले ही तीन जूट मिल हैं जिन की जूट की आवश्यकता का अधिकांश सहरसा और पूर्णिया में पैदा होने वाले जूट से ही पूरा किया जाता है। कुल भिलाकर देश में इस समय जिलों का कच्चा जूट उपलब्ध ही सकता है उसकी अपेक्षा जूट का माल बनाने वाले कारबाहों की क्षमता अधिक है। परिणामतः जिलों की आवश्यकता को समय समय पर कच्चे जूट के आपात से पूरा किया जाता है। सहरसा के जूट के लिये अच्छे मूल्य सुनिश्चित करने का केवल यही रास्ता है कि जूट की किस्म ओर उपज में सुधार किया जाए।

3. इस जिले के जूट उगाने वाले लेन्ड में जूट मिल की स्थापना का कोई प्रस्ताव नहीं है।

High Rated Goods

1406. Shri K. N. Pandey: Will the Minister of Railways be pleased to state:

(a) whether his Ministry has decided to undertake a study of certain classes of high rated goods in order to meet the competition from road transport; and

(b) if so, when the results of the study are expected to be available?

The Minister of Railways (Shri C. M. Poosacha): (a) The question of Railways keeping up their traffic in high-rated goods has continuously been engaging the attention of the Railway Board as also of the Zonal Railways. Steps are taken from time to time for adjusting freight rates whenever considered necessary and for improving the quality of the service rendered by the Railways.

(b) As the studies are of a continuous nature and action is taken in the light of information available from time to time, it is neither possible nor desirable to make available the results of such studies.

**Chargemen and foremen on Railways
Vis-a-Vis Public Undertakings**

1407. Shri S. C. Bera: Will the Minister of Railways be pleased to refer to the rply given to Unstarred Question No. 587 on the 4th November, 1966 and state the basic category-wise difference in duties, qualifications, method of recruitment, avenue of promotion, type of work, responsibilities and workshop facilities of the Chargemen and Foremen in Railway Workshops and sheds and those in the Heavy Electricals Ltd., Bhopal, Fertilizer Corporation of India Ltd., Bharat Heavy Electricals Ltd., Hardwar and National Small Scale Industries Corporation, Ltd?

The Minister of Railways (Shri C. M. Poosacha): The information

is being collected and will be laid on the table of Lok Sabha in due course.

Incentive Bonus to Chargemen on Railways

1408. Shri S. C. Bera: Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 1805 on the 18th November, 1966 and state the reasons for not revising the rates of incentive bonus to the Chargemen working on the Indian Railways?

The Minister of Railways (Shri C.M. Poosacha): The rates of incentive bonus already sanctioned for supervisory staff are considered adequate and no increase in these rates is justified.

Manufacture of Small Tractors

**1409. Shri T. A. Prasad:
Shri N. K. Sanghi:**

Will the Minister of Industrial Development and Company Affairs be pleased to state: (a) whether it is proposed to set up a factory with Japanese collaboration for the manufacture of small tractors that can be used with advantage in small holdings and rice fields; and

(b) if so, the main features thereof?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). A number of schemes have been licensed/given letters of intent approved in principle for the manufacture of Power Tillers (Small tractors) in collaboration with Japanese firms. The main features of these schemes are as under:—

S. No.	Name of Manufacturer	Name of foreign collaborators	Location	Capacity Nos. per annum.	Remarks
1	2	3	4	5	6
1	M/s. Krish Engines Pvt. Ltd., Hyderabad.	M/s. Akira of Japan.	Secunderabad Hyderabad.	6,00000	The firm has gone into production.
2	M/s. V.S.T. Motors (P) Ltd., Bangalore	M/s. Mitsubishi Heavy Industries Ltd., Japan	Bangalore	5,000	Licensed on 6-4-66.
3	M/s. J. K. Cotton S. & W. Mills Ltd., Kanpur.	M/s. Satoh Agricultural Machines Mfg. Co. Ltd., Tokyo	Kanpur	6,000	Licensed on 29-4-67.

1	2	3	4	5	6
4	M/s. Allwyn Metal Works Ltd., Hyderabad	M/s. Iseki Agricultural Machinery Mfg. Co. Ltd., Tokyo.	Hyderabad	12,000	Licensed on 13-3-67.
5	M/s. Pravara Tools & Implements Co-operative Society, Pravarnagar.	M/s. Yanmar Diesel Engine Co. Ltd.,	Pravarnagar		Only a letter of intent has been issued. Industrial licence will be granted after the terms of foreign collaboration and requirements of imported capital goods are approved.

In addition, two more schemes of the Government of Punjab and U.P. State Industrial Development Corporation for the manufacture of 12,000 and 15,000 Nos. power tillers per annum respectively have been approved in principle. These schemes also envisage collaboration with Japanese firms. They have been given extension of time to submit detailed schemes till the end of the year 1967.

Purchase of Raw Material by Public Undertakings

1410. Shri Y. A. Prasad:
Shri N. K. Sanghi:

Will the Minister of Industrial Development and Company Affairs be pleased to state the remedial measures taken by Government to avoid losses incurred by the Public Undertakings due to their mode of purchase of raw material?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): In the absence of any reports or complaints about losses arising out of the system of purchase of raw materials adopted by public sector undertakings, no remedial measures have been called for.

Forward Markets Commission

1411. Shri D. C. Sharma: Will the Minister of Commerce be pleased to state:

(a) whether the Dantwala Committee has recommended recasting of

the structure and functioning of the Forward Markets Commission and a complete redrafting of the Forward Contracts (Regulation) Act of 1952 for the purpose;

(b) whether the recommendation has been considered; and

(c) if so, the results thereof?

The Minister of Commerce (Shri Dinesh Singh): (a) Yes, Sir.

(b) Not yet.

(c) Does not arise.

Managing Agencies

1412. Shri Prem Chand Verma: Will the Minister of Industrial Development & Company Affairs be pleased to state:

(a) the number of Companies in the private sector which have an authorised capital of rupees one crore or more; and

(b) the number of Managing Agencies which control these companies and the number of concerns being controlled by each Managing Agency?

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): (a) and (b). The companies in the private sector having an authorised capital of rupees one crore or are in all 933 of which 223 are managed by 179 managing agents. The number of such companies under the

management of each of these managing agents is shown below:—

No of Managing Agents	No. of Companies under each Managing Agents
1	9
1	6
1	5
1	4
6	3
17	2
152	1

Import of Paper and Board

1413. Shri Prem Chand Verma: Will the Minister of Commerce be pleased to state:

(a) the value of import licences for paper and board granted under the export promotion scheme during the last twelve months;

(b) whether Government propose the stoppage of reduction of import of paper and board under the export promotion scheme in view of large scale production of these items in the country; and

(c) if so, the reasons for not taking the decision so far?

The Minister of Commerce (Shri Dinesh Singh): (a) The statistics of value of import licences issued under E.P. Schemes have not been maintained commodity-wise. The value of import licensing done under the E.P. Schemes for individual commodities like paper and Board, therefore, cannot be indicated.

(b) and (c). The import of paper and boards is allowed under the new import policy for registered exporters only to the extent of requirement of imported raw material to be actually used in the manufacture of export products. Due note is taken of indigenous production in permitting imports of different categories of paper and boards.

Imports and Exports

1414. Shri Prem Chand Verma: Will the Minister of Commerce be pleased to state:

(a) the number of cases involving over-invoicing and under-invoicing in import and export trade detected and the number of cases in which action has been taken during the last 12 months;

(b) the number of cases involving the breach of import and export rules detected during the last twelve months; and

(c) the number of officers and public men against whom prosecution was launched and the number of persons convicted as a result thereof?

The Minister of Commerce (Shri Dinesh Singh) (a) 83 cases

(b) 374 cases

(c) 66 cases of prosecution and 7 of conviction.

No officer is involved.

लाला तथा गोमोह स्टेशनों पर जल की व्यवस्था

1415. श्री रामावतार लाली : क्या रेलवे मंत्री यह बताने को कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि पूर्वी रेलवे पर लाला और गोमोह स्टेशनों पर कर्मचारियों को दिया जाने वाला जल स्वामरण के लिए हानिकारक है;

(ख) क्या रेलवे इकट्ठों ने भी जल की जांच करने के बाद इस सम्बन्ध की पुष्टि की है; और

(ग) यदि हां, तो कर्मचारियों के लिये युद्ध जल की व्यवस्था करने के लिये सरकार का क्या प्रबन्ध करने का विचार है और में समन्वय कर तक किसे जारी करेंगे?

रेलवे मंत्री (श्री डॉ. चू. दुर्गा) :

(क.) से (ग.) तक जीर्ण जलाता है रेलवे

स्टेशनों पर छानने और कलोरीन विलाने के बाद पानी की सप्लाई की जाती है। नेव्हे डाक्टरों द्वारा विस्तृत करने पर गांगों स्टेशन पर दिया जाने वाला पानी संतोषप्रद और पीने योग्य पाया गया है।

लेकिन आज्ञा का पानी छानने का संयंदर, जो 1953 में लगाया गया था, ठीक काम नहीं कर रहा है। किसो-किसी भीके पर पानी य छानायग्रद पाया गया है, विशेषकर बरमात में आर उम्रके तुरन्त बाद। डाक्टर पानी के नमूने को प्रतिदिन जांच करने हैं और उन दिनों जब नमूने प्रत्युपयुक्त पाये जाते हैं, कर्मचारियों को बस्ती के छांन कुद्रों से पानी नहीं लेने दिया जाना है। इस बोज पानी छनने के संयंदर का ग्रांवरहाल शुरू कर दिया गया है। आज्ञा है यह काम 30-9-67 तक पूरा हो जायेगा और इसके पूरे हो जाने पर इस तरह की विकायतों का कोई आधार न होगा।

Closure of Serampore Colliery

1416. **Shri Indrajit Gupta:**
Shri Vasudevan Nair:
Shri N. C. Chatterjee:

Will the Minister of Steel, Mines and Metals be pleased to state:

(a) whether it has been decided to close down the N.C.D.C.'s Serampore colliery at Giridih and to retrench its 1,500 workers;

(b) if so, the reasons for such closure and the steps, if any, taken to avoid it; and

(c) whether any attempt was made to find customers for Giridih high-grade coal among public sector undertakings in Bihar and West Bengal?

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): (a) and (b). The Serampore and Kurhurbaree coal mines in Bihar, known as the Giridih group of collieries of the National Coal Development Corporation have been in operation for about a century. The Central Pit of Serampore Colliery is proposed to be closed by July, 1967, due

to exhaustion of reserves of good quality coal. Closure of the Central Pit of Serampore is likely to involve a retrenchment of 1,148 labourers and 201 substitutes. Meanwhile the possibility of giving alternative employment and review of reserves is also being examined.

(c) There is no difficulty at all in finding market for Giridih high grade coal.

Export of Human Hair

1417. **Shri Shiva Chandra Jha:** Will the Minister of Commerce be pleased to state the names of the countries to which human hair are being exported and the foreign exchange earning per year as a result thereof?

The Minister of Commerce (Shri Dinesh Singh): U.S.A. West Germany, Hongkong, Austria, France, Japan, Italy, U. K & Australia are the main countries importing human hair (unworked) and its waste from India. value of exports during 1964-65, 1965-66 and April 1966—January, 1967 stood at Rs. 29.65 lakhs, Rs. 44.19 lakhs and Rs. 90.73 lakhs respectively.

Export duties

1418. **Shri Shiva Chandra Jha:** Will the Minister of Commerce be pleased to state:

(a) whether it is a fact that the reduction in the export duties after devaluation has nullified the impact of the latter; and

(b) if so, the steps contemplated to rectify it?

The Minister of Commerce (Shri Dinesh Singh): (a) and (b). Export duties have been reduced whenever the competitive position of commodities subject to export duty, became vulnerable in foreign markets. Such action, taken in the interest of maintaining or boosting exports does not in any way conflict with the objective of devaluation which is also to maintain and increase exports.

Dhalli-Rajhara-Dhantewara Railway Project

1419. **Shrimati Agam Dass Guru**
Member:

Shri Nath Ram Ahirwar:
Shri Ram Singh Ayarwal:
Shri Hukam Chand Kachwai:
Shri Y. S. Kushwah:

Will the Minister of Railways be pleased to refer to the reply given to Unstarred Question No. 489 on the 4th November, 1966 and state whether in view of the vital importance of the Dhalli-Rajhara-Dhantewara Railway Project to the development of the South Baster Region in Madhya Pradesh, his Ministry proposes to accord over-riding priority to that project *vis-a-vis* certain other projects which might be immediately profitable?

The Minister of Railways (Shri C. M. Peonacha): The proposal for new lines to be taken up during the Fourth Plan period have not yet been finalised. As such the question of according any over-riding priority for this line does not arise at present.

सावूदाना: तथा सावूदाने के बाबत के आवातरणों की संख्या

1420. **डा० राम कनोहर सोहिया :**

बी एम्स लिलवे :

बी एवि राव

बी एस० एव० बोली :

बी चर्चन लिल चर्चिया :

तथा आविष्यक भंडी यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को सावूदाना तथा सावूदाने के आवातरणों की संख्या भी और से एक आपन प्राप्त हुआ है, जिसमें कहा गया है कि सावूदाना तथा भंडी, जिससे भांड बनाया जाता है, का आवात बढ़ कर देने के लिए 150 करोड़ रुपये की हालि हुई है; और

(ख) यदि हाँ, तो इस संबंध में सरकार की क्या प्रतिक्रिया है?

कालिकट बंगालम में भंड-भंडी (बी एस० लुपेती) : (क) बी, हाँ।

(ख) सावूदाना और सावूदाने के बाबत कई बार्गों से रोक लगी हुई है और आकृतिगत भांड बनाने के लिये ईपियोका और मक्का जैसी स्वदेशी वस्तुओं को बनानेका काम में आया जाता है। भांड बनाने के लिये कुछ आयातित मक्का के प्रयोग की ओर धन्दमति है, उसके विषय में तथ्य यह है कि आवात की गई मक्का आयातित सावूदाने या सावूदाने के बाटे से सस्ती ही पड़ती है और इसलिये इस प्रक्रिया में विदेशी गुड़ की हालि के बजाय बचत होती है। परन्तु मात्रा में संकर मक्का उगाने के भी प्रयत्न किये जा रहे हैं ताकि इस बस्तु में भी हम आत्मनिर्भर हो सकें।

12.14 hrs.

**POINT OF ORDER RE.
GAJENDRAGADKAR REPORT**

Mr. Speaker: Calling attention notice.

Shri S. M. Banerjee (Kanpur): Sir, I rise on a point of order under rule 376(2).

Mr. Speaker: Point of order on your own call-attention?

Shri S. M. Banerjee: I invite your kind attention to the news, in the Times of India or any newspaper to-day. In the statement the hon. Minister has said that the Gajendragadkar Commission's report has been received only on the 30th. That has not been placed on the Table of the House. I am surprised at the capacity of the press. I want to pay them a compliment. The entire report has come in the Times of India.

Mr. Speaker: The hon. Minister has not yet made a statement. You have not heard his statement. Let him make the statement first.

Shri S. M. Banerjee: I wanted to raise this point of order. Many people know it outside. It is only the Parliament that has been reduced to post-mortem house. Everything is discussed outside.

Shri Surendranath Dwivedy (Kendrapara): He has not put the Call Attention notice. How can the Minister reply to this?

—
12.16 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

GOVERNMENT'S REFUSAL TO RAISE DEARNESS ALLOWANCE OF CENTRAL GOVERNMENT EMPLOYEES.

Shri S. M. Banerjee (Kanpur): I call the attention of the Minister of Finance to the following matter of urgent public importance and I request that he may make a statement thereon:—

"Government's refusal to raise dearness allowance in respect of Central Government employees in spite of average rise of ten points in the cost of living index."

Sir, you may now give a ruling on my point of order.

Mr. Speaker: Not now.

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): Sir, I had informed the House on the 25th of May, 1967 in reply to Unstarred Question No. 355, that before reviewing the rates of dearness allowance of Central Government employees on the present occasion, Government wished to take into account the recommendations of the Gajendragadkar Commission which had been asked to go into the principles that should govern the grant of dearness allowance to Central Government employees in future. The Commission's report has since been received on

the evening of 30th May and is under study. Some more time will be needed before decisions on the Commission's recommendations can be announced. However, an assurance was given to representatives of the staff who met the Expenditure Secretary on 5th May that whatever decisions are taken would be given effect to retrospectively from 1st February, 1967 when the 12-monthly average of the All-India Working Class Consumer Price Index number had gone up by 10 points since the last revision in the rates of Dearness Allowance. A similar assurance has also been given on 30th May in the meeting of the National Council of the Joint Consultative Machinery for Central Government employees.

Shri S. M. Banerjee: Before putting the question, I want to know....

Mr. Speaker: Please put your question and get the information to the extent it comes.

श्री मर्यादित्य (मुंगेर) : इतना उन से पूछ सिया जाय कि गजेन्द्रगढ़कर कमिट्टी की रपट आज सभापाल पर आ रही है या नहीं ?

Shri S. M. Banerjee: I want only one confirmation whether whatever has appeared in the newspaper is correct or not.

Mr. Speaker: You put that question.

Shri S. M. Banerjee: Why should I waste my question on that?

Mr. Speaker: He wants to know whether what has appeared in the papers is correct or not.

श्री मर्यादित्य : टेब्ल पर उसे रखेंगे ?

Shri Morarji Desai: I have received only two copies. They are required to be printed. Therefore, I put them here. I am getting them printed as

[Shri Morarji Desai]

soon as possible. I have not been able to supply copies to the members of the Cabinet. Therefore, it is not possible for the Cabinet to consider it.

भी यह लिखके : अखबार वालों को वह पहले ही मिल गयी तो मैं जानना चाहता हूँ कि वह उन्हें कहाँ से मिली ? आपसे मिली या गजेन्द्रगढ़कर साहब से मिली ?

भी मोरारजी देसाई : आप की बुद्धि जैसा आपको समझाये वैसे आप भारते । मैं क्या कहूँ कि किसने बताया ? बाकी जो यह अखबार में आया है वह और जो आप समझ रहे हैं वह भी ठीक नहीं है ।

Shri S. M. Banerjee: Sir, my Call Attention notice had nothing to do with the Gajendragadkar Commission. That is a separate question. My Call Attention notice was about the failure of the Government to raise the dearness allowance of the Central Government employees even after the average rise of ten points in the cost of living index. I may add that when the recommendation of the Second Pay Commission was accepted, the late lamented Prime Minister Nehru said, "This tantamounts to an award." That was accepted by the Government. They are morally committed—socially, they may not be—to accept that Report.

Now, the ten points rise in the cost of living index was reached in February, 1967 and as a result of that, having nothing to do with the Gajendragadkar Commission, 22 lakhs of Central Government employees were entitled, genuinely and legitimately, for an increase in the dearness allowance without any further reference to the Gajendragadkar Commission. I want to know whether an attempt is being made to delay and freeze the dearness allowance in the name of accepting the recommendations of the Gajendragadkar Commission that it has not been raised in the

month of March or April or even May. Will he wait for an all-India agitation?

Shri Morarji Desai: I do not know how much concerned the hon. Member is with the moral question . . .

Shri Vasudevan Nair (Paermade): That is your monopoly.

Shri Morarji Desai: That is the monopoly of the person who puts the question, not mine....(Interruption).

Shri Nambiar (Tiruchirapalli): He represents the Central Government employees.

Shri S. M. Banerjee: Myself and my son have moral value.

Shri Morarji Desai: I am accepting it; I am not rejecting it; I have not said that you do not believe in it. But the question has been replied to that when the Government decides this, it cannot decide unless the Gajendragadkar Commission which was appointed sometime ago on the same question gives its finding. Then again, we have also promised the Chief Ministers of the States that we will consult them before we decide. Therefore, this takes time. We had to wait for the Commission's report and that is why we have waited. But we have also said that whatever may be the delay in announcing our decision, it will have retrospective effect from 1st February, 1967. I do not see why the hon. Member should be exercised over this.

Shri S. M. Banerjee: He has not followed my question.

Mr. Speaker: You may put your second question.

Shri S. M. Banerjee: He has not followed me, Sir. You please try to follow. My question was this. This Government is committed to the recommendation of the Second Pay Commission regarding dearness al-

lowance. If there is a rise of 10 points in the cost of living index, they should revise the dearness allowance. Despite our objection to the 10-point formula, we accepted it under the circumstances. Now Government wants to wriggle out of it; they want to shatter the hopes of the Central Government employees by bringing in the Gajendragadkar Commission. This has nothing to do with Gajendragadkar Commission. There is a 10-point rise in the cost of living index due to the failure of the Government to hold the price line. I want a straight answer to my question.

Mr. Speaker: He has answered that, with retrospective effect, it will be given.

Shri Morarji Desai: I am always given to giving straight answers, which perhaps does not suit the hon. Member. There is no question of not being straight in this matter. It is the right of Government to consider all the conditions as they arise and take decisions and I do not think that Government can give up that obligation. That is what the Government is doing.

बी बहाराल तिहार (देहरादून) : दिपरन्तर अमाउन्ट बढ़ता नहीं है और प्राइसेज बढ़ जाती है। क्या सरकार जोरदार एसा इन्स्ट्रक्शन करेगी कि जब तक दिपरन्तर अमाउन्ट न बढ़े तब तक प्राइसेज न बढ़े?

बी बहाराल तिहार : सरकार के हाथ में ऐसा हम्म होता तो सरकार जरूर ऐसा करती।

बी बहाराल तिहार : सरकार के हाथ में नहीं है क्योंकि वह दुर्बल है।

बी बहाराल तिहार : आप उस को रास्ता बताता हैं।

Shri Jyotirmoy Basu (Diamond Harbour): The announcement of the Railway and General Budgets has added fuel to the fire. The cost of living

of the common man has gone up. The average man in government employment cannot have two square meals a day and during the third and the last weeks of the month, he does not have money for doing his minimum marketing. The Government has accepted the recommendations of the previous Commission and that is still in vogue. Until it is replaced by any other acceptable formula, why does the Government not implement the formula that is now in vogue and allow the benefits to the common man in government service?

Shri Morarji Desai: It does not require any further reply.

Shri Jyotirmoy Basu: What is the answer, Sir?

Mr. Speaker: He says that he has already answered.

Shri Jyotirmoy Basu: I have wasted my energy.

Shri Hem Barua (Mangaldai): Do you make provision for members wasting their energy?

Mr. Speaker: Mr. Pattiam Gopalan.

Shri P. Gopalan (Tellicherry): Since the basic concept behind granting D. A. to employees is to compensate for the fall in the purchasing power of rupee which directly affects the low-income groups and since the phenomenal growth in the rise in prices is mainly due to the monetary and fiscal policies adopted by the Government and since the phenomenon is an all India problem which is proved from the fact that the upward trend in the cost of living indices is more or less uniform throughout India, may I know whether it is not the responsibility of the Central Government to assist the State Governments to meet the extra expenditure incurred by them in giving increased dearness allowance to its employees? Furthermore, I want to know whether the Fourth Finance Commission had recommended that a proper procedure should be evolved to assist the State Governments to

[Shri P. Gopalan]

meet the extra expenditure, the unforeseen expenditure, that is, the expenditure which is unforeseen at the time of the preparation of the forecast, and if so, whether the request of the Kerala Government for assistance to them to meet the unforeseen expenditure due to the enhancement of dearness allowance to its employees has been complied with by the Central Government.

Shri Morarji Desai: The reply to the last question is in the negative, namely that this Government will not give anything towards the disbursement of dearness allowance by the States to their employees. That is what has been made abundantly clear.

As regards the first part of the question, I do not accept that the rise in prices is due merely to the economic and fiscal policies of this Government.

Shri Ranga (Srikakulam): Mostly.

Shri Morarji Desai: There are many causes for it.

Shri Ranga: It is mostly due to that.

Shri Morarji Desai: It is not even 'mostly'. I do not accept it. But hon. Members can have a different view. If I do not quarrel with them, why should they quarrel with my view? We need not accept each other's view, and yet we need not quarrel.

Shri Nambiar: But he is controlling the purse.

Shri Morarji Desai: I do not control him. I do not control them. It is not a question of my controlling anybody. Because I control the purse, I have got to see that the purse is utilised properly in the interests of the hon. Members.

Shri K. K. Nayamar (Palghat): Though the hon. Minister is not accepting the basic reason for the increase in prices of commodities and food materials, practically after the budget proposal of the hon. Minister, the prices of food materials and other commodities have increased. May I know why Government have refused to come out with any kind of relief, despite their solemn commitment to revise the dearness allowance?

Mr. Speaker: He has answered that already.

Shri E. K. Nayamar: May I know whether it is correct or not that an informal proposal has been made by the commission to convert a good part of the dearness allowance increase into compulsory savings? May I know whether Government have agreed to raise the dearness allowance commitment automatically when there is a ten-point rise in the average consumer price index during a period of twelve months?

Shri Morarji Desai: All these will arise when Government come before this House with their decision.

Shri K. M. Abraham (Kottayam): In view of the statement made by the hon. Minister, may I know whether Government will take immediate steps so that the pay scales may be revised in consultation with the organisations of the Central Government employees?

Shri Morarji Desai: This question does not arise out of this, in my view.

Mr. Speaker: Now, **Shri C. K. Chakrapani:**

Shri C. K. Chakrapani (Ponnani): My question has been covered already.

Mr. Speaker: I am glad that the hon. Member has said so. Instead of getting the 'No' repeated, I am glad that

he has said that his question has been covered.

Shri Namabiar: There is no use in asking questions.

बी भट्टु लिखते : मंत्री महोदय ने यह बतलाया आपने बतलाया में कि कर्मचारियों को मंहगाई भरता फरवरी से मिलना चाहिये था, लेकिन चूंकि गजेन्द्रगढ़का कमीशन की रिपोर्ट नहीं पहुंची थी, उस बहत इस लिये नहीं दिया गया। अब उन्होंने कहा है कि यह पिछली तारीख से दिया जायेगा। उसके बाद चार महीने हो गये हैं, फरवरी, मार्च, अप्रैल और मई, इस के बाद पौर कितने महीने रहेंगे, पता नहीं है।

यह पेसा आप को फरवरी में देना जा जो आपने दिया नहीं और चार महीने तक आपने इस पेसे को आपने पास रखा, जायदाता: महीने भी रहेंगे। इसका जो व्याज या सूद होता है और जो सरकार को मिला है क्या उस व्याज और सूद को कर्मचारियों को मंहगाई भरते के साथ दिया जाएगा?

बी बोरारको देशराई : जी नहीं।

बी भट्टु लिखते : इसको आप जा जायेंगे? जिस तारीख से देना चाहिये था उस तारीख को न दे कर अगर मंहगाई भरता बाद में दिया जाता है तो भजदूरों को उसका व्याज मिलना चाहिये। उसको आप कैसे आपने पास रख सकते हैं? इसका कोई उत्तर नहीं है।

Mr. Speaker: He said 'no'.

Shri Indrajit Gupta (Alipore): Since the Government are not bound to accept the recommendations of Shri Gajendragadkar and can either reject

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the whole report or modify it according to their own wish, may we at least have this much assurance from the Finance Minister that whatever decision may be taken in future, which decision will have retrospective effect from 1-2-67, at least what the employees were getting before 1-2-67 will not be cut down or retrenched?

Shri Morarji Desai: The hon. Member seems to be in a wonderland.

Shri Indrajit Gupta: May I take it as an assurance? I may be prepared to be in a wonderland....

Mr. Speaker: Shri Sondhi.

Shri M. L. Sondhi (New Delhi): In view of the fact that from February prices are admitted to have gone up by 10 points, since the last revision of dearness allowance, may I know whether the hon. Finance Minister remembers that one of his predecessors had assured this House as follows:

"So I can assure hon. Members that so long as I am here, I need not be goaded into taking any action. If the figures rise to that particular point, we will take whatever action is possible and appropriate according to the circumstances of the case".

Although there is some poetic justice in that that hon. Minister is not here, today, the sub-marginal living standards of the Central Government employees demand that the hon. Minister considers at least some measure of relief, because his Budget gave us hope that there is at least academic rethinking. Full subsidisation of food prices for the Government employees can be announced or at least some imaginative measure taken by which when the recommendations of the Gajendragadkar Commission are announced, at once the market forces do not take away what benefits and whatever increase they give. At least there should be some imaginative effort to tackle the problem.

Shri Morarji Desai: Government will do whatever they think reasonable and come before the House.

Shri M. L. Sondhi: My point is a basic one because it involves some reference to the actual conditions of the market where any benefit Government in their wisdom give is wiped out by the very disconcerting behaviour of our market forces.

बी शुक्ल चन्द्र कल्याण (उत्तरन): मंत्री लोग बाजार से मामान खरीद कर नहीं लाते हैं और घर आ जा कर लाते हैं तो इनको मालूम पढ़े कि किस भाव पर बदलूँये बिकती हैं। इनके नौकर ने आते हैं।

बी. शुक्ल कर्णेंडीज (बन्दर्व-दलित): मंत्री महोदय ने अभी कहा है कि किसी भी राज्य सरकार को केन्द्र से महंगाई भत्ता राज्य सरकारों के कर्मचारियों को देने के लिए नहीं मिलेगा। कई दिनों से विस मंत्री इस बात को कहते आ रहे हैं और हर मीके पर इसको कहने हैं। अभी विस मंत्री जी ने यह भी एलान किया है कि गजेन्द्रगढ़कर कमिशन का जां एवां है इस पर वह राज्य सरकारों से मनाह मिलिंग कर रहे हैं। एक तरफ तो वह कहते हैं कि राज्य सरकारों के कर्मचारियों को महंगाई भत्ता देने के लिए वह कोई बदल राज्य सरकारों की नहीं करेंगे और दूसरी तरफ इस कमिशन की रिपोर्ट पर वह राज्य सरकारों से सलाह मिलिंग की बात करते हैं, यह बात भी सबसे में नहीं आई है। क्या सरकार बहल करने के लिए भाँट जैसा मधु विषय साहब ने कहा है सरकारी कर्मचारियों के पैसे को और चन्द्र दिनों के लिए रोके रखने के लिए यह तरीका अपना रही है? अगर नहीं तो क्या वह अपनी इस आदत से बच्चूर है कि विस सलाह किए किसी भी प्रकार को सरकार की उपने कर्मचारियों को नहीं देना चाहती है? क्या सरकार वह चाहती है कि फिर एक बार सारे हिन्दुस्तान में सरकारी कर्म-

चारी आन्दोलन चलायें और उसी तरह से चलायें जैसे अलग अलग सूखों में चला या?

बी शिव नारायण (बस्ती): चलाइये।

बी शांत कर्णेंडीज: अहर चलायेंगे।

बी बोरारवी देसाई: कोई आन्दोलन बहर चले उसके पहले ही यहां चला दिया है, मैं क्या करूँ। माननीय सदस्य की जो आदत हो, उनके जो विचार हों उनको बे रख सकते हैं। लेकिन मेरे ऊपर क्यों उसका आरोप करते हैं?

एक बात का और उन्होंने जबाब मांगा है कि हम जीक मिनिस्टरज़ से क्यों पूछते हैं? इसलिए पूछते हैं कि सरकार ने बादा किया था सब जीक मिनिस्टरज़ से कि हमारा जब कोई इस मामले में कदम उठाना तो उसको उठाने से पहले हम उन से मनाह मुश्किल करेंगे।

बी नमू लिल्लदे: सभी प्रश्नों पर?

बी बोरारवी देसाई: इसी प्रश्न पर।

Shri D. C. Sharma (Gurdaspur): I take it from the Finance Minister, and now the Deputy Prime Minister also, that the Government stands by the award of the Second Pay Commission and that there will be neutralisation of the rise in the price index to the extent of ten points.

Shri Morarji Desai: I never said anything.

Shri D. C. Sharma: I also take it from the hon. Finance Minister that whatever the Gajendragadkar Commission may say, the Government of India will stand by the Second Pay Commission. I take it from the Finance Minister that the decision will be effective from 1st February, 1967. If so, may I know what stands in the way of the hon. Finance Minister giv-

ing some ex-gratia payment to these hard pressed Central Government employees which may be offset against the rise in dearness allowance?

Shri Morarji Desai: What stands in the way is the incorrectness of the assumptions of my hon. friend that I have already said that all these things will be done. I never said all these things will be done. I have only said that the Government will take into consideration all these matters and will do whatever is reasonable. That is what Government has said.

12.37 hrs.

PAPERS LAID ON THE TABLE
COST ACCOUNT RECORDS (CYCLES)
RULES

The Minister of Industrial Development and Company Affairs (Shri F. A. Ahmed): I beg to lay on the Table a copy of the Cost Account Records (Cycles) Rules, 1967, published in Notification No. G.S.R. 311 in Gazette of India dated the 11th March, 1967, under sub-section (3) of section 642 of the Companies Act, 1956. [Placed in Library. See No. LT-496/67].

REPORTS OF SINGARENI COLLIERIES COMPANY & COAL BOARD

The Minister of State in the Ministry of Steel, Mines and Metals (Shri P. C. Sethi): I beg to lay on the Table:—

- (1) (i) A copy of the Annual Report of the Singareni Collieries Company Limited for the year 1965-66, along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon, under Sub-section (1) of section 619A of the Companies Act, 1956.
- (ii) Review by the Government on the working of the above Company. [Placed in Library. See No. LT-497/67].
- (2) A copy of the Annual Report of the Coal Board, Calcutta for the year 1964-65. [Placed in Library. See No. LT-498/67].

REPORT ON ACCOUNTS OF TEXTILE COMMITTEE ETC.

The Deputy Minister in the Ministry of Commerce (Shri Shag Quareshi): I beg to lay on the Table:

- (1) A copy of the Audit Report on the Accounts of the Textile Committee for the year 1965-66, under sub-section (4) of section 13 of the Textiles Committee Act, 1963. [Placed in Library. See No. LT-499/67].
- (2) A copy of the Textiles Committee (Amendment) Rules, 1967, published in Notification No. G.S.R. 438 in Gazette of India dated the 1st April, 1967, under sub-section (3) of section 22 of the Textiles Committee Act, 1963. [Placed in Library. See No. LT-500/67].
- (3) A copy of Notification No. S.O. 1722 published in Gazette of India dated the 15th May, 1967, under sub-section (2) of section 18A of the Industries (Development and Regulation) Act, 1951. [Placed in Library. See No. LT-501/67].
- (4) A copy of the Textiles (Production by Powerlooms) Control Amendment Order, 1967, published in Notification No. S.O. 1475 in Gazette of India dated the 29th April, 1967, under sub-section (6) of section 3 of the Essential Commodities Act, 1955. [Placed in Library. See No. LT-502/67].
- (5) A copy of the Central Silk Board (Amendment) Rules, 1967, published in Notification No. G.S.R. 740 in Gazette of India, dated the 20th May,

[Shri Shafi Qureshi]

1967, under sub-section (3) of section 13 of the Central Silk Board Act, 1948. [Placed in Library. See No. LT-503/67].

(6) A copy of the Coir Industry (Amendment) Rules, 1967, published in Notification No. S.O. 1744 in Gazette of India, dated the 20th May, 1967, under Sub-section (3) of section 26 of the Coir Industry Act, 1958. [Placed in Library. See No. LT-504/67].

12.38 hrs.

BUSINESS OF THE HOUSE

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): With your permission, Sir, I rise to announce that Government Business during the week commencing 5th June, 1967, will consist of:—

- (1) Reply of the Railway Minister.
- (2) General discussion on the General Budget for 1967-68.
- (3) Consideration and passing of the Anti-corruption Laws (Amendment) Bill, 1967.

बी द्वारा अन्वयन करना चाहिए (उत्तर) : जो वक्तव्य अभी दिया गया है उस में उन्होंने एक बात को नहीं बताया है। देश में गोपनीय बन्द होना चाहिए इसको लेकर आनंदोलन चला था और चल रहा है। इस प्रश्न पर बड़ी उत्तेजना फैल रही है। मैं जानना चाहता हूँ कि क्या सरकार इसके बारे में कोई विल लाने जा रही है ताकि जो उत्तेजना फैली हुई है वह गान्त हो सके?

एक और विषय की ओर मैं आपका ध्यान दिलाना चाहता हूँ। पिछली साल सभा में मैंने एक सवाल उठाया था और माननीय संसद् कार्य मंत्री का इस ओर ध्यान धीरा था। देश भर में अमर बस्ती बनाने वालों के बारे में कोई कानून नहीं है। मैं

जानना चाहता हूँ कि क्या सरकार अगर बस्ती बनाने वालों के लिए कोई कानून लाने का कार्रवाई कर रही है?

डा० राम मुख्य सचिव : माननीय सदस्य को मालूम है कि जो विषय यहां आते हैं उनको विजिनेस एडवाइजरी कमेटी में तय किया जाता है और आपके दस का प्रतिनिधि भी वहां है। उन्होंने वैसा कोई विषय यहां नहीं रखा। बाद में अगली बार जब इसको यहां रखा जाएगा तो विजिनेस एडवाइजरी कमेटी इसको तय कर सकती।

बी द्वारा अन्वयन करना चाहिए : अध्यक्ष महोदय, मेरे-

बात तथा हृषि मंत्री (बी अध्यक्ष राम) : गो रक्षा के सम्बन्ध में मैं सदन को एक जानकारी देना चाहता हूँ। सदन को मालूम है कि सरकार ने गोरक्षा महामियान समिति से बातें करने के बाद यह निषिद्ध किया था कि एक कमेटी स्थापित की जाएगी जो इस प्रश्न पर विचार करके सरकार के पास अपनी सिफारिशें करेगी। सरकार ने इसके बारे में निषिद्ध कर दिया है और अब तक मैंने उस कमेटी की बोलचाल भी कर दी होती है किन महामियान समिति के लोगों ने सदस्यों के नाम देने के लिए कुछ समय मांगा है। जैसे ही उनके सदस्यों के नाम आ जाएंगे, कमेटी की बोलचाल कर दी जाएगी।

बी अध्यक्ष राम मुख्य (दिल्ली सदर) : क्या यह ठीक है कि समिति के कहा है कि उस से जितने सदस्यों के नाम मांगे गए हैं, उनकी संख्या बोहोत ही भी अधिक सदस्यों की संख्या ज्यादा है? क्या संख्या के बारे में भी कोई जागड़ा है?

बी अध्यक्ष राम : जी नहीं। उस पर कोई जागड़ा नहीं है।

श्री हुकम सिंह कालाय : प्रधान मंत्रीद्वय, मैंने अगर वस्ती उत्तोग के बारे में पूछा है। उस का सतत नहीं दिया गया है। मैं यह जानना चाहता हूँ कि क्या थम मंत्री उस के बारे में कोई विल लाना चाहते हैं।

प्रधान मंत्रीद्वय : श्री मधु निमये।

श्री मधु निमये (मुंगेर) : परिवर्ती ए. जिया में धन्वंती और इसराइल के मामले को लेकर बड़ी विस्फोटक स्थिति पैदा हो गई है। कार्य परामर्शदात्री ममिनि की उम्मीदियत में यह तय हुआ था कि श्रीमती तारकेश्वरी सिन्हा के नाम पर जो प्रस्ताव है, उस पर जल्द से जल्द बहस की जायेगी। इस लिए आप की मार्फत मंत्री मंहोदय से मेरी यह विनीती है कि अगले सप्ताह रेन मंत्री का जवाबी भाषण समाप्त होने के तुरन्त पश्चात् इस प्रस्ताव को ले लिया जाये। वहां पर भी बड़ी विस्फोटक स्थिति है। यमरीका और ब्रिटेन के नाविक बड़े वहां पर पहुँच गये हैं। रूस के लड़ाई के बहाव भी आ गये हैं। कमी भी लड़ाई छिड़ सकती है। इस लिए उस प्रस्ताव को अगले सप्ताह से लिया जाये।

Shri Narendra Singh Mahida (Anand): The Hindu Religious Endowment Bill, 1965 was introduced in the third Lok Sabha. May I know whether the Minister thinks of re-introducing that Bill?

Shri S. Kandappan (Mettur): There has been a demand from people speaking languages other than Hindi, especially the people from Madras, that the Constitution of India should be amended so as to enable English to continue indefinitely. The Government assured us that they would be amending the language Act, instead of amending the Constitution. There is no indication now that even that Act would be amended.

At the last session, we raised this question and the Government on their part kept quiet. Even before the elections the question was raised

and at the time of the agitation in Madras, Government came forward with a statement that they would take steps to give statutory shape to this assurance. I would like to know when this is likely to materialise. It is serious because only last week in Kodaikanal there was a students' conference in which a resolution was passed that they were going to start some agitation if this assurance was not given statutory shape.

Shri D. C. Sharma (Gurdaspur): I bow my head to the Business Advisory Committee because it is presided over by you. Still, permit me to air some of the misgivings that have. The Education Commission Report is before the whole country; it is being discussed by a parliamentary committee and is being written about in the newspapers. I find that the new Minister of Parliamentary Affairs who has now got used to his job has given only five hours for education demands. Education should have been our first priority this time because we are going to overhaul the whole set up of education. So, it should be given more time.

One of the burning questions in the whole of this country today is whether India should manufacture atomic bomb or not on account of the developments in China. Two hours have been given to atomic energy as if it is a tin factory which requires only two hours. I think the atomic energy department which is presided over by the Prime Minister herself and which has given rise to many controversial questions today should have received a larger measure of time than given to it now.

Mr. Speaker: All this was agreed to in the Business Advisory Committee. The report was adopted by this House.

Shri D. C. Sharma: I have got to say a lot about the Ministry of Parliamentary Affairs this time. I think

[**Shri D. C. Sharma]**

we have been given only one hour. I think many Members want to express their opinion about the Ministry or the Department of Parliamentary Affairs, for which I think only one hour has been given. I plead with you with folded hands, because you also come with folded hands before us when you occupy the Chair; please give more time for discussing the Demands for Grants of the Education Ministry, please give time for discussing the Education Commission report and also for the Department of Parliamentary Affairs.

Shri S. M. Banerjee (Kanpur): I am happy to see that an official resolution has been brought by Government to have a complete and exhaustive discussion on the report of the Monopolies Inquiry Commission and the R. K. Hazari Committee report. I say that the time is good now for having a comprehensive discussion on these reports especially when the budget has been presented and is going to be discussed shortly in this House. That is one thing.

The second thing is this. We have been demanding in this House the audit report of Ruby General Insurance Company and New Asiatic Company. That was denied to us. That has been denied to us for the last seven years. Now that we will be discussing the Birla House in the R. K. Hazari Report, I request that copies of the audit report of these two companies should be laid on the Table of the House and thus be made available to us.

श्री अकाशचंद्र शास्त्री (हापुड़): आपका महोदय, आप को स्मरण होगा कि पिछले वर्षों नवाचार को मैं ने आप के आव्याप से संतुष्ट-कार्य मंत्री से यह अनुरोध किया था कि नो डे ब्रैड बेड बोर्डर्स के संबंध में सरकार की नीति बड़ी उपेक्षापूर्ण देती जा रही है। आप से गहरी ओक लकड़ी के बोर्डर, श्री अवंगर, का यह नियम था कि बड़ि ब्रिटिशपाल नहीं,

तो कम से कम दो सप्ताहों में एक नो डे ब्रैड बेड बोर्डर बकर के लिया जाता था और इस प्रकार से इस सदन में कुछ ऐसे विषयों पर चर्चा हो जाती थी, जिन पर विचार होना आवश्यक था। पिछले बार को आप ने कहा था कि समिति बैठ रही है और वह इस बारे में विचार करेगी कि कौन कौन सी नो डे ब्रैड बेड बोर्डर्स स्वीकार की जायें, जिन पर यहां चर्चा हो सकती है। उस समिति की बैठक हुई और उस ने कुछ प्रस्ताव स्वीकार भी कर लिये। एक प्रस्ताव यह भी स्वीकार कर लिया गया है कि पाकिस्तान को पश्चिमी राष्ट्रों की समस्त सहायता दोबारा आवश्यक हो जाने के बाद आरतीय सेमांगों पर जो तनाव बढ़ता जा रहा है और इस प्रकार जो स्विति उत्पन्न हो गई है उस पर विचार किया जाये। मैं निर्देशन करता चाहता हूँ कि अभी पीछे हम को अखंतूर की सीमा पर पाकिस्तानी सेमांगों के जमाव के समाचार मिले हैं और कल परसों राजस्थान ने पाकिस्तान द्वारा हमारी बायु-सीमा का अतिक्रमण किया गया है। ऐसी स्थिति में आप संसद्-कार्य मंत्री को कहें कि वह आपने आवश्यक कारों में इस प्रस्ताव को अवश्य सम्मिलित कर लें, ताकि इस पर चर्चा हो जाये।

मैं आप से किर कहना चाहता हूँ कि आप भवित्व दिन के प्रस्तावों के संबंध में कुछ परम्परा निर्भारित करें। असे ही दो सप्ताहों में एक बार हो, लेकिन जो डे ब्रैड बेड बोर्डर्स को आवश्य लिया जाना चाहिए। आप स्वयं संतुष्ट-कार्य मंत्री के मिल कर इस बारे में एक निरिचित नीति निर्भारित कर दें।

श्री अमराज नवोदय (विधायिका): आपका महोदय, यह ब्रिट-सेप्टन लकड़ा बनाने जाता है। हांगेर वहां परियांडी वह है कि विंट संवय शास्त्रीय बैठक हो, उस संवय को विवर देख के ताकि तुम्हें कोई दोष हो जाए तो वहां नियम

का देश की जनता पर प्रभाव पड़ता है, उन पर वहाँ विचार हो जाया करे। इस समय देश के सामने दो संकट हैं। एक तो आधिक संकट है, जिस की चर्चा बजट की ओरेट में होती। लेकिन उस से भी बड़ कर जो संकट देश के सामने है, वह सुरक्षा के संबंध में है। पर्यावरणी एशिया में जो कुछ हो रहा है, वहाँ पर पीस डिस्ट्रिब्यूटर हो रही है, इस की मुझे चिन्ता है। लेकिन उस से भी अधिक चिन्ता मुझे इस बात की है कि जिस प्रकार वहाँ पर असर देखों में इमरायल के विलङ्घ जिहाद की आवाज उठ रही है, उसी प्रकार भारत के विलङ्घ पाकिस्तान में जिहाद की आवाज उठ रही है और पर्यावरणी एशिया का जिहाद और पाकिस्तान का जिहाद एक होने वाले हैं। इस लिए हम पर्यावरणी एशिया की स्थिति के बारे में उदासीन नहीं रह सकते। हमारी सुरक्षा पर उम्मीदि का बहुत कुछ प्रभाव पड़ने वाला है। दुर्भाग्य से हमारी सरकार ने जन्द जाजी में कुछ बात की ह इस समय नासिर के नुनायदें यहाँ आये हुए हैं। इस लिए यह आवश्यक है कि महा पर उस के बारे में पूरी डिस्काइन हो जाय और यह निश्चित हो जाये कि भारत का दूरिट्कोण क्या है। मैं चाहता हूँ कि इस विषय को प्रावधिकता दे कर इस पर इस सदन में विचार किया जाये।

Mr. Speaker: He mentions Rajasthan; it is very urgent and important. On Monday there is a Calling Attention Notice coming up.

Smti. S. S. Kothari (Mandsaur): There are a number of public corporations which are of great importance—L&C, NCDC, HSL, etc.—and periodical reports are received from them. We are not able to find time for discussion on such reports and reports like the Boothalingam Report, ARC Report on reconstitution of the Planning Commission, etc. I suggest these should be 1 hour or 2 hour discussions every week on these reports.

They are of sufficient importance, but their turn never comes. For the last 2 months, 24 motions have accumulated. They should be discussed.

श्री जार्व फरनेंडीज (बम्बई दिल्ली) : प्रध्यक्ष महोदय, कई दिनों से मिलिकम में ऐसी खबरें आ रही हैं, जास तौर से मिलिकम महाराजा ने जब में एक अमरीकी लड़की से शादी की है, तब में....

प्रध्यक्ष महोदय : शादी को तो बहुत गोज हो गये, बच्चा भी हो गया।

श्री जार्व फरनेंडीज : तब से लेकर उन को जिन्दगीनाम के माय रवैया है, उस में फक्त होता गया है और अब कई दिनों से वे हिन्दूस्तान के माय जो सधि है, उस में फक्त करना चाहते हैं, अपने को एक अलग स्वतंत्र राष्ट्र घोषित करना चाहते हैं, संयुक्त राष्ट्र सभ में जाना चाहते हैं। ऐसी कई घटनाएँ मिलिकम और अमरीका में चल रही हैं। हम ने दो बार इस ममले पर ध्यान आकर्षण प्रस्ताव दिया, लेकिन दोनों बार विषय समिति ने उन को नामन्वार कर दिया। इस बारे में मैं इतना ही आप से कहना चाहता हूँ कि जब जीनी आकर्षण वाला मामला आया, पाकिस्तान हिन्दूस्तान के रिस्ते का मामला आया, तब भी ऐसी कई घटनायें होती रही कि इस सदन में वहस नहीं होने दी गई, न बाहर ही बहस होने दी गई क्योंकि अखबारों पर भी सरकार का कद्दा रहता है और इस प्रकार की बहस न होने से देश को पहले से इन मामलों पर जागरूक करने का काम नहीं हो सकता। ऐसा निवेदन है कि इस मिलिकम बाले ममले को अल्प अगले सत्राह कुछ समय मिलना चाहिये और उस पर बहुत होनी चाहिये ताकि विन घटनायों को आज हमारे देश में लिया कर रखा जा रहा है, वे देश के सामने आ जायें।

श्री सिद्धेश्वर प्रसाद (नालंदा) : अज्ञान महोदय, मैं हजारी रिपोर्ट पर आपका ध्यान आकर्षित करना चाहता हूँ। उस पर संस्कार

[श्री सिंहदेवर प्रसाद]

की तरफ से प्रस्ताव आ गया है, मैं एसा प्रनुभव करता हूँ कि इस पर जल्द से जल्द बहस हो जानी चाहिये और इस पर काफी समय दिया जाना चाहिये।

Shri Ranga (Srikakulam): We thought this question about the Sikkim Maharaja would not be raised, because we have treaty relations with them, and it is rather a delicate matter. Now that it has been raised, I would like the Foreign Minister to take an early opportunity of clearing the clouds, so that there will not be any misunderstanding between the Sikkim Maharaja and his State on the one side and ourselves on the other.

Shri Surendranath Dwivedy (Kendrapara): Next week sometime must be provided to discuss the West Asian situation. It is a very important matter. If the budget discussion starts, we will have no opportunity to discuss it. After the Railway Minister replies, is it possible for the Parliamentary Affairs Minister to provide time for this discussion either on a private motion or on a statement from the Minister? I hope, Sir, you will agree that it is important.

Mr. Speaker: I agree it is important and that is why I have told Government that sometime must be found for it. About Sikkim, I thought it was not proper to discuss it and so I disallowed it. It has been raised now. I agree it is a delicate matter and I do not know whether it should be discussed and whether we have treaty obligations, as Mr. Ranga pointed out.

श्री शशु लिमये (मुगेज़): बाद में फेट-एकम्पली कर, ये खोग हमारे मामने आयेंगे। इस क्लिये काल एटेन्डन से लीजिए।

Shri S. S. Kothari: What is your opinion about having 1 hour or 2 hour discussions, Sir?

Mr. Speaker: They must find the time for it. I agree with the hon.

Member, but the budget discussion and so many things are there.

Dr. Ram Subhag Singh: Sir, we shall only be too happy to accommodate the view points expressed more particularly about the No-day-yet-named motions, because three or four hon. Members including Shri Surendranath Dwivedy, Shri Prakash Vir Shastri, Shri Ranga and Shri Madhu Limaye pointed out regarding that, and also about West Asia, the danger from Pakistan, the security of this country and the Sikkim affair. But, Sir, as you know, soon after the reply of the Railway Minister the General Budget will be taken up. Of course, I will discuss the matters that have been raised here with my other colleagues. In the General Discussion on the General Budget all these things can be very aptly discussed (Interruption). The only difficulty is, the budget will have to be discussed in both the Houses.

Shri S. Kandappan: What about the Language Bill?

Dr. Ram Subhag Singh: I am coming to that. Unless and until the General Discussion on the General Budget is concluded here, it will be very difficult to complete the work. We are too keen that the Hazari Committee's Report should also be discussed. The Government will themselves come forward with a motion. But shortage of time is the difficulty.

Shri Prakash Vir Shastri said that no No-day-yet-named motion is given preference. That is not correct. The factual position is that three or four motions were actually covered by the motion which the hon. Minister of Food moved here. We shall see that the other motions that are there are also suitably dealt with. The Business Advisory Committee selected about five motions. We shall try to accommodate as many of those motions as possible.

There was mention about the Constitution Amendment Bill. Everything will be possible only after the Budget Debate is over because it will have to be adopted by the third week of July. There is not much time after that. I may tell Shri Mahida that the Hindu Religious Endowment Bill will also have to wait and find time. It will be taken up at a suitable time.

Then, our colleague, Shri D. C. Sharma, who has become too old now. (Interruption).

Shri D. C. Sharma: I do not pay court to you. Other Members come and pay court to you. Do not call me old or anything of that kind. I can pay you back in the same coin.

श्री मधु सिंहये : ग्रन्थ नो विश्वास ही गया कि जवान हैं।

Shri D. C. Sharma: Whatever your position may be, I will not pay court to you.

Dr. Ram Subhag Singh: He pointed out about the Education Commission's Report. The same thing that I have said about others applies to that also. Atomic Energy Demands have been allotted two hours. Sir, one hour is at your discretion and if you so desire you can allot that time also.

श्री मधु सिंहये : कई मंत्रियों के बारे में तरह तरह के ग्राहोप बल रहे हैं। इस लिए जरूरी है कि आप हमी भारत न्यू एशियाटिक बाली रिपोर्ट जो कि विरला बालों के बारे में है, इस सभा पटल पर ज़रूर रखें।

डॉ. राम सुभग तिहः : इन दोनों चीजों के बारे में संबंध विभागों से बात करके वो उस पर चर्चा होगी, वह करेंगे।

Shri D. C. Sharma: Sir, he must withdraw that word 'old', otherwise I will bring a no-confidence motion against him.

Dr. Ram Subhag Singh: All right. I withdraw it.

Mr. Speaker: Now, before we adjourn for lunch I may say that the Railway Budget is to be discussed now and we have got another two hours to go. All the Opposition parties have completely exhausted their time at the cost of the Congress Party. (Interruptions). From the papers I have got I find that DMK has 1 minute and Jan Sangh 2 minutes.

13 hrs.

Some hon. Members: No, no.

Mr. Speaker: I am speaking from the records before me. According to the note before me, only PSP has got 10 minutes and the rest of the time belongs to the Congress. I do not think any Member can make a speech in 1 minute.

श्री मधु सिंहये : उस का एक इसाज है कि रेल मंत्री के जवाबी भाषण होने के बाद कुछ लोगों को सवाल पूछ सें दिये जायें।

Mr. Speaker: I would suggest that whatever time is left today, 1½ or 2 hours, can be taken up by the hon. Members. The hon. Railway Minister will reply to the debate on Monday morning after the question hour.

Shri Rane (Buldana): Those hon. Members who could not get an opportunity to speak during the general discussion can make their points during the discussion on the demands in respect of Railway Board. This was allowed in the past.

Mr. Speaker: Yes, that can be done. Now we will adjourn for lunch.

13.42 hrs.

The Lok Sabha then adjourned for lunch till Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at Fourteen of the Clock.

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Deputy-Speaker: We shall now take up the Railway Budget General Discussion. Shri C. Dass.

Shri C. Dass: (Tirupathi): Mr. Deputy-Speaker, Sir, I thank you for giving me an opportunity to speak on the Railway Budget.

I welcome Shri Poonacha who has been placed in complete charge of this new portfolio of Railways. I am sure his qualities of friendliness, patience and sympathy would help the Railway administration to work better and give better amenities to people.

I represent the Scheduled Classes and I was very much surprised to note that passenger and freight rates are being increased. This will affect only the poor, but not the rich. I, therefore, request the Railway Minister to revise his proposals and exempt third-class fare from being increased. I am suggesting this to demonstrate that the socialistic fabric of society for which we stand may be given a practical shape.

In respect of dining cars, third class passengers are treated as third class citizens and are never cared for. The whole edifice of Railway administration is sustained on the finances built up by third class passenger fare and it is quite unfair to treat them in such a step-motherly manner.

Third class passengers suffer very badly during summer months for want of adequate facilities for providing water on the platforms. I suggest that more than one water push cart be provided on the platform to serve water when trains arrive. These should be concentrated in front of third class compartments. In this connection, I suggest that Harijan ladies be appointed to serve water

since they are not only efficient and humble but this would also improve the economic position of the Harijans.

Reservation in promotion for Scheduled Castes and Tribes was introduced in the Railways. But some non-scheduled castes prevented the Railways by getting a decision against the reservation. The Supreme Court finally approved the earlier action of the Railway Board to give reservation in promotions. But now the Railways have not implemented it and I would like to know the reason.

In my constituency and nearby stations like Gudur, Renigunta, Pakala and Arakonam, departmental catering is very poor. The vegetables are of the cheapest varieties and monotonously the same throughout. Though the Railway administration supplies the departments with provisions and vegetables of first-rate variety, it is learnt that they are being sold away in the black-market and, instead, the cheapest stuff, indifferently cooked is supplied to the passengers. I wish to point out in this connection that a pot of coffee priced at 40 paise and supposed to contain 2 cups of coffee, now-a-days contains only one cup.

I find that first class passes are being given to whole families of Railway servants and Central Government employees who often fill up whole first class compartments to the prejudice of passengers who buy tickets and want to travel but are unable to get reservation.

I suggest that the number of family members of such employees to travel on these passes should be reduced to a minimum level. I request the Minister to ask for statistics as to how many passengers travelled with free passes on the major lines in the course of the financial year and how many passengers travelled with tickets.

The railway facilities in Rayalaseema for reaching the State capital of Hyderabad are very meagre. Apart from some major railway schemes

which should be undertaken for the economic progress of Rayalaseema, the immediate necessary for us all is: (1) to attach a through composite carriage from Katpadi to Secunderabad in the metre gauge train which starts from Pakala at night towards Dharmavaram; at present only the train which starts in the morning has a through composite carriage from Renigunta; (2) a through composite carriage to Secunderabad via Wadi be attached either to the Bombay Mail or the Bombay Express, starting from Madras; this will serve the needs of Chittoor, Cudappah, Anantapur and Kurnool districts.

We learn that the metre gauge from Bangalore to Guntakkal is being converted into broad gauge. This necessarily involves the conversion of the metre gauge from Pakala to Dharmavaram to broad gauge to obviate the too many changes and transfers of baggages. I, therefore, suggest that Pakala-Dharmavaram metre gauge be converted to broad gauge and in so doing, divert the line along Madanapalle and Horsley Hills to rejoin Tummanagunta. This is necessary because at Madanapalle is located the world-famous sanatorium and many other hospitals and educational institutions and Horsley Hills are the summer resort of the Andhra Pradesh Government besides the Tirumalai Devasthanam's public school being located there. This side of the Horsley Hills there is a Rishinmala school run by the Theosophical Association for the last forty years; our hon. Speaker also studied in that school; this school has produced many eminent people in this country. I strongly urge the Railway administration to take up this matter.

For the last 30 years, we, the people of Rayalaseema, have been expecting that a new railway line from Nandyal to Madanapalle via Cuddapah and Royachoty would be taken up. Years are passing away. Fresh lines in other parts are being taken up and the economic life of Rayalaseema with its mineral wealth is stagnating.

There is a limit to the people's patience and if the Government does not give tangible assurances of taking up this line, I am afraid that in these days of *Gheraos*, the highly excitable people of Rayalaseema may create trouble for the Railways. We, the MPs of Rayalaseema, are prepared to wait in deputation on the Railway Minister and apprise him of the justness of our case provided the Minister assures us of a very sympathetic hearing.

After the creation of the South-Central Railway zone, we expected that Andhra Railway employees serving in other zonal Railways would be posted to the South-Central zone. But we are sorry it has not been done so far. Difficulties of language, etc., are becoming numerous and the posting of Andhra personnel back to this zone is an immediate necessity.

The catering in the Restaurant Cars in the Southern Express and the Grand Trunk Express is deplorable. In spite of frequent references to it in Parliament, it remains the same. It certainly does not come anywhere near the catering done in the Frontier Mail which plies between Pathankot and Bombay. Probably transferring the catering staff periodically from one Railway to another would improve matters. The same staff with the same Restaurant Manager for a fairly long time tends to become pastmasters in the act of pilfering at the expense of the passengers and also Railway finances.

Now, coming to my constituency, right across the road from Madras-Bombay railway line at Puttur, traffic to the pilgrim centre of Tirupati to and from Madras—which reaches prodigious proportions—being carried by countless number of buses, cars and lorries, is being held up for as long a time as forty minutes.

Unfortunately, the road has two level-crossings at two different places which require an over-bridge at one

[Shri C. Dass]

place and an under-bridge at another. This should be considered as a matter of supreme importance and given the first priority, since Tirupati is an all-India pilgrim centre.

Puttur is an important station and a taluk headquarters. It is a busy weaving centre. Further, people whose bones are dislocated or broken come from all parts of South India to be treated by a family of experts who miraculously set right the broken bones. At present, neither the Bombay Mail nor the Bombay Express stops there. I request the Minister to pass immediate orders for these trains to stop at Puttur.

Tirupati is the headquarters of the Shri Venkateswara University, besides being a pilgrim centre. Thousands of students come to Tirupati by morning and go away to their places by the evening, in fact, to places as far away as Kalahasti and Pakala. I request that diesel cars be run as shuttles from Kalahasti to Tirupati and from Pakala to Tirupati to afford convenience to hundreds of students and relieve the present intolerable congestion.

बी. श्री भूतिका सिंह (भौरंगाबाद) : उपायक महोदय, रेलवे बजट के बाब विवाद के अवसर पर भी माननीय रेल मंत्री जी का ध्यान एक ऐसे स्टेशन की ओर आकर्षित करना चाहता हूँ जहां साल में लाखों यात्री जाते हैं, जिन्हा भी जाते हैं और मरे भी जाते हैं। जिन्हा पिंड देने के लिये और मरे हुए पिंड लेने के लिए जाते हैं। किन्तु इस स्टेशन को आप देखें तो आपको यह रेलवे की इनएफिलेंसी और बदइंतजामी का एक जीता जागता उदाहरण मिलेगा। यह स्टेशन गदा है। इस पर पांच ब्लेटफार्म हैं। लेकिन एक भी यहां यूरिनल या पाकाना ब्लेटफार्म पर नहीं है। ब्लेटफार्म नम्बर एक पर एक आधि है भी तो इसी दूर है ब्लेटफार्म से कि जोग वहां नहीं जा पाते हैं। उस ब्लेटफार्म के अन्तिम कानून पर यह

है। इसका लोग उपयोग नहीं कर पाते हैं। जब कभी ट्रेन ब्लेटफार्म से बाहर जाती है तो रेलवे लाइन को आप देखे तो उस पर पाकाने का अन्धार लगा हुआ आपको दिखाई देगा। रेलवे लाइन दुर्गम्भ से भरी हुई आप नारेंगे। न जाने क्यों रेल व्यविधालियों का इस ओर ध्यान नहीं जाता है। जिस स्टेशन पर साल में करोड़ों रुपया आपको प्राकाशन से यात्रियों से मिलता है, उसकी यह हालत हो यह प्राप्तवर्य की ही बात है।

वहां पर कोई भी माइक्रो स्टैड नहीं है। इसका परिणाम यह होता है कि प्रधिकांश लोग साइक्ल ले कर ब्लेटफार्म में चुप जाते हैं और जब कभी रोकायाम की जाती है तो बेचारे रेल कम्बलारी जो बेट पर खड़े रहते हैं उनके साथ व्याख्यायियों तथा दूमरे लोगों की अक्षरता मार पीट हो जाया करती है। जहां से इतनी ज्यादा आमदानी रेलवे को होती है और जहां इतना महत्वपूर्ण स्टेशन हो उस स्टेशन की ओर रेल विभाग का ध्यान न जाये और एक सैट्रिन और यूरिनल की भी अवधस्ता कहां रेल विभाग न कर सके, यह सचमुच में बहुत ही दुख की बात है और रेल विभाग के लिए निन्दा और जन्म की बात है।

गदा जिसे और पालामू के लोगों की बहुत आरजू और विश्रत के बाब रेलवे बोर्ड ने एक ट्रेन चालू की, जिसे पी० जी० डी० कहते हैं। यह ट्रेन पटना से बिहारी और बिहारी से पटना तक जाती है। इस ट्रेन से बहुत बड़े इलाके को लाभ पहुंचा है। आप जानते हैं कि पटना विहार का हेल्परार्टर है, जहां पर बड़े बड़े कार्यालय, कबूलियां, कालेज और प्रस्तराल हैं। यह ट्रेन इतनी ज्यादी है कि लोग सुबह बर से चल कर नी बजे पटना पहुंच जाते हैं और किर लाय में सब कबूलियां, कालेज और कार्यालयों द्वारा से गिरुत होकर लाय जो लकड़ वर लगते हैं।

आते हैं। इसके लिये मैं रेलवे बोर्ड को छन्दोबाद देता हूँ।

लेकिन एक आमदार की बात यह है कि वर्षायि गया से पटना के लिये पांच द्वेरे हैं तो वह गाड़ी गया और पटना के बीच हर एक स्टेशन पर ठहरती है। लेकिन डिहरी से गया के लिये एक भी पैसेंजर द्वेरा सहूलियत की नहीं है। वहाँ पर रफ्फोर्ज, गुडारू और धीरंगाबाद रोड पर ही सिंपं यह गाड़ी ठहरती है। मेरा मुझाव है कि जिस उद्देश्य से इस द्वेरे को बलाया गया, यह देखना चाहिए कि इससे उम उद्देश्य की पूर्ति कहाँ तक होती है। उस फ्लाके के लोगों की पुरजोर मांग पर रेलवे बोर्ड ने यह गाड़ी जालू की। किन्तु दो नीन स्टेशनों के सिवाय गाड़ी कहीं ठहरती नहीं है। बड़ा अच्छा हो अगर उस गाड़ी को डिहरी से गया तक हर एक स्टेशन पर ठहराया जाये।

अगर समय बचाना चाही हो, तो गया से पटना के बीच में गाड़ी जिन तेहर और हमें स्टेशनों पर ठहरती है, उन में कटीती करके गया के बाद मकादमपुर, जहानाबाद, तरगना और पुनपुन, इन चार स्टेशनों पर ही गाड़ी को ठहराया जा सकता है। मुबह इस द्वेरे के जाने से पहले ही गाड़ियाँ गया से पटना आती हैं—एक एकत्रेस और एक पैसेंजर। गाड़ी को दोन गाड़ियाँ पटना से गया आती हैं—दो पैसेंजर और एक एकत्रेस। किर कोई बवह नहीं है कि गया-पटना के बीच में दो हर एक स्टेशन पर गाड़ी ठहराई जाए, लेकिन डिहरी और गया के बीच में, जहाँ बहुत बड़ी है, लिक्के दो दोन स्टेशनों पर ठहराई जायें और जिस उद्देश्य से यह द्वेरा जालू की गई, उस को पूर्ति न हो। मैं उम्मोद करता हूँ कि रेलवे मंत्री महोदय इब और ज्यान देंगे और अनन्त की इस बहरी बांग को पूरा करेंगे।

जैसा कि मैंने आरम्भ में गया से कहा है, गदा एक तीर्थ-स्थान है। वहाँ पर सारे हिन्दूस्तान से जो गाड़ी आते हैं, वे प्रायः राजगृह जाने वालों, पालापुरी और विहार शरीक ही आते हैं। गदा से राजगृह

बाया विहार शरीक द्वेरा है और वह द्वेरा बक्स्यारपुर से राजगृह आती है। बक्स्यारपुर से राजगृह कुछ ही मील है। संमेव है कि वह बाटे में बलती हो और मंदी महोदय बाटे की लाइनों को इकानोमी ड्राइव में बन्द करने की बात सांच रहे हैं। लेकिन अगर उस द्वेरे को गदा से मिला दिया जायें, तो एक दो रेलवे की आमदानी होगी और दूसरे, सारे हिन्दूस्तान के कोने-कोने से वर्ष भर जो यात्री गया आते हैं, जिनको बोरों की तरह बस में लट कर राजगृह, नालन्दा पादि जगहों में जाना पड़ता है, उन को भी महूलियत हो जायेगी। मेरा यह आवह है कि रेलवे बोर्ड भेरों इस मिफारिस पर विचार करे। इस लाइन का निर्माण विचाराधीन है भी। वह केवल नीम पैलीम मील की लाइन है। इस को जोड़ देने में गदा, राजगृह, नालन्दा, पालापुरी आदि सब तीर्थ-स्थान एक लड़ी में जड़ जायेंगे और वहाँ पर आवागमन की सुविधा हो जायेगी और रेलवे की आमदानी भी बढ़ेगी।

मैं रेलवे बजट का समर्पन करता हूँ। यह बाटे का बजट पेज करने के लिए मुद्रवतः तीन कारण बताए गए हैं। एक कारण तो है टिकटेस ट्रैवलिंग का। दूसरा कारण है भूत्य बड़ जाने की बजह से बड़दूरों के महांगाई भत्ते में बढ़ और नीमरा कारज है भूत्य-बढ़ की बजह से कोपने भार लोहे के बर्दे में काफी बढ़ हो जाना। मैं याननीय मंडी के इस विचार से सहमत हूँ कि इन कारणों से रेलवे के खाने में बढ़ हुई है। लेहिन मैं समझता हूँ कि रेलवे को बाटा होने के और और कारज हैं, और न जाने क्यों याननीय मंडी का व्यापार उम और नहीं गया है और अगर गया ही है, तो न जाने क्यों जान-दूस कर या अनजाने उन कारणों का जिक नहीं किया गया है।

मैं इस निश्चित भत का हूँ कि रेलवे में दिनों दिन जो इनएकिसेमी आ रही है, आपाद-वस्ताक—मीव से ऊर तक, जो लूट और अष्टाबार है, जिसको बजह से रेलवे को

[बी भूतिका सिंह]

करोड़ों रुपये का बाटा हो रहा है, उसकी ओर रेलवे बोर्ड का व्यापार नहीं यदा है और अगर यदा भी है, तो चूंकि उसका उत्त्वेष करने से रेलवे विभाग की स्वतः समालोचना होती, सम्भवतः इसी लिए सचिवाई पर पर्दा ढालने की कोशिश की गई है। मालूम होता है कि इस विभाग में ऊपर से नीचे तक पैसा कमाने की होड़ लाली हुई है। जो जहां है, वह वही इस नैशनलाइज्ड इंडस्ट्री को लूट रहा है। कोई छोटा लुटेरा है और कोई बड़ा लुटेरा है। आकिस में जाइये, तो तबादले और पोस्टिंग के लिए घूस चलनी है। रेलवे बोर्ड और जेनरल मैनेजर के स्तर पर जाइये, तो परवेज आंसर म्टर में घूस और छांधली है। हर कदम पर गुप्त-दान चल रहा है, जिसे घूस कहा जाता है। रनिंग ट्रेनों में टिकटसेस ट्रैवल की जो लिकायत की जाती है, उस में भी रेलवे विभाग का हाथ है। यदा आंसर पटना के बीच में अगर किराया तीन रुपये है, तो कोई एक रुपया गुप्त-दान देकर फ़स्टकनाम में चढ़ कर जा सकता है और उसको दो रुपये का लाभ भी हो जाता है। कस्टंड बलाग के पैसेंजर को तो कठिनाई का मामला करना पड़ता है रेलवे को भी बाटा लगता है। लेकिन जो लोग चुपके से एक रुपया गुप्त-दान दे देते हैं, उन के लिए छूट है।

रेलवे लाइन पर जो मजदूर काम करते हैं, जिनके प्रधिकारी को पलेटियर कहा जाता है, उन की हालात यह है कि उन को मजदूरी, बंज, पूरी नहीं मिलती है। वहां मस्टर-रोल पर काम होता है। अगर 20 मजदूर काम करते हैं, तो पच्चीस या तोस की हृदियी दिखाई जाती है। कोई देखने वाला नहीं है। मालूम होता है कि रेलवे विभाग अन्धा है।

रेलवे बोर्ड के मेम्बर, जैनरल मैनेजर और सुपरिंटेंडेंट आदि कभी कभी सैलून में बैठ कर कई स्वानों पर बाते हैं। यहां पर राज्य मंत्री महोदय ने इस बात की बड़ी

कोशिश की कि वह अपने भाषण में सैलून का विक न करें, लेकिन हाउस के दबाव से अन्ततो-गत्वा उनको वह स्वीकार करना पड़ा कि रेलवे बोर्ड के मेम्बर और अन्य बड़े प्रधिकारी सैलून में यात्रा करते हैं।

जब ये प्रधिकारी सोग सैलून में बैठ कर कही जाते हैं, तो स्टेशन को नई तुलहन की तरह सजा दिया जाता है, सब कुछ साफ-मुखरा होता है, पटरी तक साफ होती है, स्टेशन जगमग करता है। जब ये प्रधिकारी वहां से चले जाते हैं, तो नई तुलहन की तरह सजाया हुआ रेलवे स्टेशन बैष्णव का क्षय धारण कर नेता है, उसकी चूड़ियां टूट जाती हैं, सिन्दूर पूँछ जाता है और अच्छे कपड़े उतार दिये जाते हैं।

Shri S. Kundu (Balasore): Sir, last time when the Railway Minister presented his budget, we had hoped that when he presents his final budget he would show some imagination in fulfilling the hopes of the people, of the travelling public of India. But I must confess, after reading the budget in the last few days, it has been completely unimaginative. The poor man has been hit below the belt by the increase in fares. It is really difficult to get some good work from a mediocre lawyer. It was a difficult brief. But little did we know that with a difficult brief in charge of mediocre lawyers, we would lose our case. We never thought that we would lose so badly and hopelessly as our hopes have been lost in this budget. We thought that this new team of Ministers would provide some drive and imagination to bring about some revolutionary change in the structure. I am sorry to say that it is the same old wine in a new bottle. They have not shown even a ray of hope, on the contrary, this budget has increased the fares and freights. Ninety per cent of the travelling population are poor and it is they who suffer under the huge bureaucracy which is run in the name of Indian railways. It has been argued that since the small distance railway

lines are not remunerative and not getting enough money, the fares on the poor should be increased. About fifty per cent of these 930 million people travel small distances and it is they who would be paying five paise more by way of increase in fares. That means that these fifty per cent of the 930 million people will pay fifty per cent more fares. This is shocking and revolting. The Ministers of the Congress Party speak laudable things about socialism and democracy. I do not know what happens to them when they get down to business. They forget everything. Perhaps the stream of reason is lost in the dreary desert sand of dead habits of the Congress. I think this is what has happened. They could have had this Rs. 19 crores by having some sort of economy. They should have told the bureaucracy ruthlessly; this is our first priority, we should somehow save 19 crores from the administration and there will be no increase in fares. At least the general managers who travel in 12 wheeled air-conditioned coaches would have been made to travel in the four wheeled coaches. Nothing of that sort has been done. We have been clamouring: you are taking so much money from the poor people, give them a little seat. We have been crying hoarse that the trains are overcrowded and lack every facility. I said in the first session that small distance train should increase in number. We do not know when the poor passengers will at least get a seat after he has bought a ticket. I do not know much about Hindi; I know a little and the doings of the Ministry remind me of a Hindi saying:

वह तो भाषा कि तगाकुल न कराये लेकिन
चाक हो जावेंगे हम तुम को बाबर होने तक।

It means this: "I know you will always give platitudes and say, 'Yes, we do it', but the poor man will be reduced to ashes by the time you think something should be done for

him." It is a most horrible thing. The Ministers should not be prisoners of indecision. And the most horrible thing is that they are prisoners of bureaucracy. (Interruption). This is one of the very shocking things that pains us very much and every time when they come in, these Congress party Ministers become prisoners of the smiling bureaucracy. As I have said, bureaucracy in a democracy checks progress and this bureaucracy which was fashioned during the British time, still, for the last 20 years, has been controlling the industry and to a large extent politics and other things in this country. I thought these new Ministers—two of them are new and one of them is young—will show some sense of urgency and get out of the clutches of bureaucracy. In the British days, the little profit that the railways were giving was going to the British exchequer. Now, the only difference is that it goes to the Directors of Railway Board, and something goes to the general Indian exchequer. But there is no structural change in the Administration.

I would like to say one more thing. If the fare is increased, I would like that at least the freight charges on essential commodities should not be levied. The Railway Minister would do good to this country and will be remembered for ever if he at least announces that freight charges on essential commodities will not be levied. I say this because, here the Finance Minister says "We will check the spiralling of prices," but on the other hand the Railway Minister here raises the freight charges. Naturally, once the rates are raised, the entire burden would be thrown on to the common man and the prices will rise; the price of paddy, chana, dhall, sugar,—all these things will go up, and especially because these profiteers would not wait and would not meet this rise in price from their profits. Therefore, I would request the Minister that if he sticks to this increase in freight—to which I strongly object—at least he should announce

[Shri S. Kundu]

on the floor of the House that the freight rates on essential commodities will not be raised.

I will now come to another point; and that is about speed. It has been a shocking thing to see the Indian trains moving slowly and gently. Perhaps they convey the speed of the new Ministers. It is said that in India a Punjabi walks faster than a railway train. It is correct. I say so because Milkha Singh had run from Bhuneswar to Cuttack much faster than the train which goes from Talcher to Cuttack.

The Minister of Railways (Shri C. M. Poonacha): Not on the railway track, I am sure!

Shri S. Kundu: We must do something about it. In Japan, perhaps the hon. Minister knows that the latest electric train there—Hikari—runs at 120 miles an hour, from Tokyo to Osaka. It is accident-proof. There has been no accident; and that train has been running for the last five to six years. Something similar has to be done here. Technology and science have to be harnessed in this direction and money on this account has to be spent, and not on catering to and nurturing such a huge, large bureaucratic paraphernalia in the railways.

Last time, I also said that some sort of economy has to be introduced. But what is the picture which has been presented in regard to the expenditure on staff? The hon. Minister pathetically says that the expenditure on the staff is 63 per cent. This is a horrible picture. From page 30 of the White Paper I find that the cost of administration and operative staff from 1965-66 to 1967-68 is increasing in arithmetic progression. It is very shocking. When the budget was being prepared, at least the Minister should have cried a halt to this and said that the actuals of the expenditure on administration in 1966-66

should not be increased at any cost. Some such objectives should have been laid down. By stopping wastage, thefts, etc., and by abolishing the special type of saloons given to the big officers some money should have been saved. By reorganising the vigilance department, some money should have been saved.

If the vigilance department functions under these officers, how can they catch the corruption of officers? The vigilance department should be independent of the officers and the Ministers.

Shri C. M. Poonacha: The Director-General of Vigilance in the Railway Board is working under the Central Vigilance Commission.

Shri S. Kundu: It is not statutory. It is not of the same pattern as the Vigilance Commission. We want that it should be completely independent of the officers and Ministers of the railway department.

I had suggested last time a commission of inquiry should be set up to study the diversification of resources to some of the less developed States. That has not been done. I come from Orissa, which has been perpetually neglected. According to the statistics available, Orissa has got only 13.9 per cent of railway lines whereas the Indian average is 26 per cent. It is half of the Indian average on the basis of population and area. If you want food to come to the country, Paradip should be developed. If you want Rourkela products to be exported, Paradip has to be developed. You must complete the entire investigation soon and bring out a line from Rourkela to Talcher and immediately connect Cuttack to Paradip.

It has been indicated that you want to wind up the narrow gauge lines.

It is something which the bureaucracy has put in the mouth of the minister, in the name of having an economy of about Rs. 5 crores by taking away the narrow gauge and metre gauge lines. All sections of the House have demanded that you must convert narrow gauge and metre gauge into broad gauge. Once you do that, the traffic will automatically come. It has been the clique of the department to see that such lines are unremunerative. Deliberately the timings and other things have been so manipulated by the bureaucracy to show to the ministers that narrow gauge lines are not giving profits. There are two narrow gauge lines in Orissa. I am prepared to give facts and convince the minister about the narrow gauge line from Rupsa to Bangriposi, how deliberately things are manipulated to prove that it is working at a loss. I want from Tata a direct line be taken to Cuttack via Baripada by making this narrow gauge line into a broad gauge one.

Mr. Deputy-Speaker: The hon. Member should conclude now. He has already exceeded 15 minutes. I have to accommodate many more hon. Members.

Shri S. Kundu: Sir, I am giving suggestions which will be helpful to the House and to the country as well. I want to give some concrete suggestions.

We have been telling here all along that wherever there have been Congress sessions there have been new railway lines as if the railway is the property of the Congress Party.

Shri C. M. Poonacha: That is not so. I question this.

Shri S. Kundu: My hon. friend, Shri Gunanand Thakur gave some evidence about Bihar and a pamphlet was placed on the Table of the House. I would like that some specific lines should be taken into consideration. A line from Bolangir to Khurda and another from Sambalpur to Talcher

should be investigated and worked out. Rourkela should also be connected with Talcher soon.

Now I will speak something about Howrah station.

Mr. Deputy-Speaker: Excuse me, Mr. Kundu, you will have to resume your seat now.

Shri S. Kundu: Sir, I will take only one more minute.

Mr. Deputy-Speaker: Not even a second can be allowed now. You have already exceeded your time. When the Demands come up you can put forward your other points. Please co-operate with me and resume your seat.

Shri S. Kundu: Sir, the Delhi Circular Railway is coming, why not in Calcutta?

Mr. Deputy-Speaker: Please resume your seat now.

I now request hon. Members to limit their speeches to seven minutes. We will have to conclude this discussion at 8.30.

बोतालस्कर (दुर्ग) : धर्मक महोदय, यहाँ मैं इस लोक सभा में नया ही चुन कर आया हूँ और जितना देखता और सुनता हूँ उस से यह मालूम होता है कि हालांकि यहाँ सेटर में कांग्रेस पक्ष की सरकार है हमारे पक्ष की सरकार है तो भी हम को अपने दुःखों को रोना पड़ता है, और जगड़ा करना पड़ता है।

आज जैसे और जगह है रेलवे में भी एकिलिएंसी बहुत कम हो गई है। कर्वाचारी लोग असन्तुष्ट हैं और उन की जिकावतें और मार्गों असे से चली आरही हैं। जिस से असन्तोष फैलता है और रेलवे के काम में गड़बड़ी होती है। मेरी चर्ज यह है कि सरकार अपने कर्वाचारियों की मार्गों और वीवियानीय को एक्सामिन करने के लिये एक नईमिती लाये, कोई देसी बीड़ी कौस्टोच्यूट लाए

[बी तामस्कर]

ताकि सरकारी कर्मचारियों की ओर भी मांगें हैं, जिकायतें हैं उन को वह एक्जामिन करे और उसके द्वारा जो उन की मांग जायज समझी जायें उस को मान लिया जाय नहीं तो सरकारी कर्मचारियों में असन्तोष बढ़ता जायेगा और गड़बड़ी मचेगी जो कि देश के हित में नहीं होगा। यही कारण वह कि भारी पिछले दिनों दिल्ली में पुलिस बालों ने सत्याघर आदि किया और यह जो बात कही गई कि जो हम से टकरायेगा वह चूर चूर हो जायेगा वह बाल सामने न आती। आज जो यह असन्तोष और फलस्वरूप सरकारी कर्मचारियों द्वारा सत्याघर आदि किये जा रहे हैं उस से मुझे दुःख पहुंचता है। मझ को यह सब अच्छा नहीं लगता है। मैं एक पुराना कांग्रेस का काम करने वाला व्यक्ति हूं और हम ने जो इतने कष्ट सह भें और किटिल बासन काल में जेल गये के तो यह दिन देखने के लिए नहीं गये थे कि हम से जो टकरायेगा वह चूर चूर हो जायेगा। यह जो भीज सुनने में आई वह अच्छी भीज नहीं है। आखिर देश में प्रजातात्त्विक ढंग से जनता के चुने हुए प्रतिनिधियों द्वारा बासन कार्य चलाया जा रहा है तब कर्मचारियों में इस तरह की गड़बड़ी व असन्तोष होना उचित नहीं है और जैसा मैं ने कहा सरकार का कर्तव्य हो जाता है कि वह इस के लिए एक भवीतारी अवधा बीड़ी सीट अप करे जो कि उन के भवियान्वीज की जांच करे और जो भी उन की मांगें जायज समझी जायें उन को सरकार माने तभी प्रकासनिक कार्य-कुशलता बढ़ सकती है।

वह कि यहां पर रेलवे बजट पर आम बहस चल रही है हाउस में एक रेलवे के अंती के बलाका सारे विनिस्टर्स और हाजिर हैं जो कि बांधनीय नहीं है।

भारी मैं विलासपुर गवा वा। वहां पर रेलवे कर्मचारियों की एक कोमेंट हुई थी। टिकट बैकरी और टिकट कर्मचारी की मांग थी

कि उन के ठहरने की रेलवे द्वारा जासूस व्यवस्था की जावे। आज उन के रहने का कोई इन्तजाम नहीं है। उन की मांग थी कि बजट के बास्ते जगह का इंतजाम किया जाय। रेलवे बैकरी के पास इन लोगों ने कहा लेकिन कोई सुनवाई नहीं हुई। बजट देखा यह जाता है कि चूंकि वे लोग उपरवाह नहीं करते, विस्तारे नहीं हैं इसलिए उन की कोई सुनवाई नहीं होती है। जैसा मैं ने कहा सरकार की ओर के कोई भवीतारी होनी चाहिए जो कि सरकारी कर्मचारियों की जिकायतों और मांगों के बारे में जांच कर के जायज मांगों को सरकार से मनवाये। मैं बाहता हूं कि यह जो रेलवे के बेचारे टिकट बैकरी के ठहरने की जगह की व्यवस्था करने की दिक्षांत है वह रेलवे को भावनी चाहिए। टिकटबैक ट्रैविल हर कोई जानता है कि भारी भी रेलवे में काफी तादाद में होती है लेकिन जैसा मैं ने कहा चूंकि उन के ठहरने प्रादि की कोई व्यवस्था नहीं है इस बास्ते उन में यह किटलीस ट्रैविल को बैक करने और रेलवे की भावनी बढ़ाने का उत्तराह नहीं है। इसलिए ये यह कहना है कि इस के लिए कोई सरकारी भवीतारी बनानी चाहिए जो कि अपने के कर्मचारियों की मांगों और जिकायतों के बारे में जांच कर के सिफारिश करे। यह कर्मचारियों की फैडरेक्षन आदि पर भल छोड़नी कि वह अपनी मांगों को मनवाने के लिए आनंदोलन करे और जोगों को यह भल बहुत की कीका दीजिए कि विना लड़े इस सरकार से कुछ नहीं बिलता है। कमजोर की बात कोई मालता नहीं है। हमें अपनी ताकत विकास के लिये कोई बदलावी करनी पड़े ऐसा नहीं होना चाहिए। उन को चाहिए कि जो हमारी जायज भीज हो उस को माल में और जो नाजाबद भीज हो उस को छोड़ दें।

दूसरी भीज में वह लालक के बारे में कहा चाहता हूं। लीलरे लवें में बलाने वालों की भी यही तकनीक है। इस बदलावी की बात में वह

बाले है औले से यहां आ गये हैं और फस्ट बलास में चलने लगे हैं। हम जानते हैं कि बड़े बलास में चलने वालों को क्या तकलीफ है। लेकिन आप लोग यहां आ जाने पर भूल जाते हैं कि उन की क्या हालत है। जैसे भी पाटिल कहा करते थे कि जब मैं गाड़ी में बैठता हूँ तो ऐसा सगता है जैसे मैं कोई नवाब हूँ और देश के एक कोने से दूसरे कोने तक दौड़ता हूँ। चूँकि वह बड़े बलास में चलते नहीं हैं इसलिये उन को अन्दाज नहीं होता है। मैं कहता हूँ कि जिस जगह आप आ गये हैं उस को भूल जाइये आप इस को सोचिये कि आम तौर से आप कैसे चलेंगे। जब तक इस तरह से सोच कर आप काम नहीं करेंगे तब तक काम नहीं चलेगा। आज जो कामें बाले हैं वह आगे पहुँच गये हैं इस लिये पहले की बातें भूल गये हैं। वे अपनी पिछली तकलीफों को भूल गये। उन को सगता है कि अब वह लोग हमारी जाति नहीं रहे और इसलिये अब हमारी राहानुचूलि उन के साथ नहीं रह गई। चूँकि वह बड़े आदमी हैं इस लिये उन के आने पर उठाना तो पड़ता ही है नहीं तो हमारे दिल में उन के लिये कोई आदर नहीं रहा है।

आप को जाहिये कि जो भी अड़चने हैं उन को आप नोट कीजिये जैसे कि यहां नोट की जा रही है और बिना हल्सा गुल्सा के उन को दूर कर दीजिये। अभी कुछ दिन पहले पुस्तिकालों ने सत्यावह किया था। पहले हम ने कही नहीं सुना का पुस्तिकालों का सत्यावह। उन्होंने सत्यावह किया और कहा कि जो हम से टकरायेगा वह चूर चूर हो जायेगा। अहों के बहत में भी वही कहा जाता था लेकिन तब भी हम कही चूर चूर नहीं हुए। दो चार साल के लिये जल चले थे, उस के बाद किर बही तरह। आज जिस तरह से सत्य चलता है उस से पता नहीं चलता कि वह हमारी बरकार है। हमें ऐसा सगता है जिसी शादियों की बरकार है, जिसी बरकार है। हमारी जो जिकायते हैं

अगर उन में कोई नाजायज बात हो तो उन को आप मत मानिये। आप हम को बुला कर बात तो कीजिये। हम बेकार की बात करने वाले आदमी नहीं हैं। लेकिन हमें बुलाइये तो, हमारी राउंड टेबल कांफरेंस कीजिये, हम को समझाइये, आप की सारी दिक्षकते हल हो जायेंगी। आज यहां आ कर सब लोग अमझने सगते हैं कि हम बड़े आदमी हैं, लेकिन दरअसल यह अच्छी जीज नहीं है एक बीमारी की तरह फैलती चली जा रही है। हम लोग फस्ट बलाब के पास रखते हुए हैं। हमें जाहिये कि सारे एम० पी० बड़े बलास में ट्रैवल करें। लेकिन आज इस के लिये कोई तैयार नहीं होता। ऐरी अब यह है कि हम लोग बोलना ज्यादा सीखे हैं, करना कम सीखे हैं। गांधी जी ने करना सीखा था। वह बोलते भी और करते भी थे। आज बोलने और करने में बड़ा अन्तर हो गया है। इसी लिये आज हमारे देश की यह हालत हो गई है।

आज हम बोलते ज्यादा हैं और गड़बड़ी बंदा करते हैं। जब प्रेजिडेंट का एलैक्शन हुआ तो पता नहीं किस किस तरह से लोगों ने बोलना चुर कर दिया। लोग कहते हैं कि रेबोल्शन हो जायेगा हिन्दुस्तान के अन्दर। लोग बोलना चुर कर देते हैं जाहिये अच्छी जीज हो चाहे बुरी जीज हो लेकिन लोग जाहे जो कहते रहे, हम बराबर आप आप का साथ देंगे। उस बस्त भी साथ दिया था और आगे भी देंगे। हम कसी भी भड़काने में नहीं आयेंगे।

हम लोग उत्तीर्ण यह से आये हैं भी और अबती मिनिमाता, जो कि इस समय है नहीं। हम लोगों को उत्तीर्ण यह से बहां तक आने में 36 घंटे लगते हैं हम एंसी जगह से आये हैं जहां पर कोई को हमें बहुमत विलंगता रहा है।

[श्री तामस्कर]

लेकिन हमारे लिये डांगरगढ़ से एक दूटा फूटा उड़ा सकाया जाता है। एक गाड़ी चलती है डांगर गढ़ से बिलासपुर और उसके बाद बिलासपर से बीना को, जिस में यह उड़ा सकाया जाता है और बीना से किसी और गाड़ी में चिपका दिया जाता है। गरमी में इस पर चलने में बड़ी तकलीफ नहीं है, लेकिन हम रोयें किस से? हमारी आपनी सरकार है, हम क्या करें? हम व्यालगन बाजी नहीं कर सकते, अखबार दाजी नहीं कर सकते, अगर हम पुनरावाना हक्क की बदनामी करते हैं तो हमारी बदनामी होती है। इस लिये बंदी महोदय कृपा कर के इतना काम तो करें कि हम लोगों को आने की सहनियात दें। खाली कर्म कलास में बैठने से क्या होता है? कर्म कलास घट्टी जैसा होता है, इस का कुछ इन्तजार कोविए। आप अब ही कर्म कलास विश्वास कर लीजिये, चार कलास निकाल दीजिये, लेकिन आने के लिये हमारे लिये थोड़ी ठंडक दो रहे। जब यहां प्राप्त हैं तो ठंडक रहती है। बाहर जाते हैं तो झट से किसी को लू लग जाती है। यहां पर हमारे दीन नेता लोग हैं। हम चाहते हैं कि वह वह हमारी बात सुने। बिल्कुल यह समझिये कि हम कोई श्रेष्ठेन्दिष्ट हैं। हमारी सरकार बैठी है, हमारे विनिस्टर बैठे हैं। वह कुछ तो करें। चेन्नै शाक इडिवियुल से काम नहीं चलता है। हमारा दिमाग बदलना चाहिये। दिकांग गांधी जी ने बदला था। लेकिन यह पता नहीं था कि वह पलटा था गया है। हम लोगों को भूलिये नहीं। हम आप के सहायक हैं, आप का काम करते रहेंगे अपेक्षित अभी दिमाग ठिकाने पर है। लेकिन अगर ठिकाने पर नहीं रहा और आप लोग हमें लंग करते लगे तो हमारा दिमाग जी पलटा था सकता है। जिसने लोग छत्तीसगढ़ से आये हैं उन को आने जे

36 बंटे लगते हैं। वहां से हमारे आने की कुछ सहलियत कर दें और वहां के कोई गाड़ियां निकालिये। वहां पर कुल डेक रेलवे लाइनें हैं। एक लाइन तो रायपुर से चमत्री तक है और दूसरी चमत्री अबहनपुर तक है जो कि लिफे अट्ठारह भील का टुकड़ा है हमारे इसके में। इस के बाद वह दूसरे इसके में चली जाती है। उस के जो डेक्स हैं उन के अन्दर छत से पानी आता है।

उपाध्यक्ष महोदय : आप आप का समय समाप्त हो गया। श्री बाल गोविन्द वर्मा।

डा० महोदय प्रसाद (महाराजवंश) : उपाध्यक्ष महोदय, जो लोग बैठे हुए हैं जिन को आप जानते तक नहीं है उन को बुला रहे हैं, लेकिन जो लोग बड़े होते हैं उन को नहीं बुलाते हैं।

उपाध्यक्ष महोदय : मैं ने जिन का नाम लिया था वह बड़े थे।

डा० महोदय प्रसाद : आप तो उन को पहचानते थी नहीं थे। आप लिस्ट से बुला रहे हैं। जो बड़े होते हैं आप को उन को बुलाना चाहिये।

श्री बालगोविन्द वर्मा (बैठी) : उपाध्यक्ष महोदय, रेलवे बंदी जी ने जो बचट पेक किया है मैं उस का समर्पण करता हूँ। केवल कुछ बातों में मूले ऐतराज है जिसके कारण से जो बड़े कलास का किराया बढ़ाया गया है उस के सम्बन्ध में। मैं समझता हूँ कि मैं ही इस बीज के लियाँ नहीं हूँ बल्कि जो लोग जी बोलते हैं उन लोगों ने इस की शुल्कानिकता की है। वह कलास का किराया बढ़ाने की वजह से इस लिये अबहूत हुई कि उन्होंने बाटे का बचट पेक किया था। संक्षी लोगों ने वह

बतलाया है कि उन्होंने बड़ा हृषा थाटा विवाहावा है। मैं भी समझता हूँ कि अगर जरा सा प्रयत्न किया जाता तो यह थाटा दूर हो सकता था। आज पता नहीं कितनी चोरी रेलों में होती है जिस के बारे में यहां कई साधियों ने बतलाया है। नीकेज, पिल्करेज नहीं मालूम कितनी चोरी होती है। यहां पर चेन्नारैन महोदय बैठे हुए हैं। वह जानते हैं और चुद महसूस करते हैं कि रेलवे में कितना करपान है। उन्होंने इस के लिये कुछ प्रयत्न भी शुरू किये हैं और आगा है कि उन को इस में सफलता मिलेगी। यह चीज जहर है कि यदि जरा सी सतर्कता बरती जाती थोड़ी सी मितव्यविता खंडों में बरती जाती, काम की मच्छी व्यवस्था की जाती, जो चोरी आज रेलवे में होती है टिकेटलेस ट्रैकल के स्पू में, उस को रोका जाता और जो गुड्स हमारे जाते हैं उन में थोड़ा सा इन्स्प्रेंट लाया जाता तो हमारा थाटा पूरा हो सकता था।

आज सब लोग यह जानते हैं, कम से कम आवासायिक बर्ग जानता है कि कोई भी सामान आज भेजा जाये, वह सुरक्षित नहीं पहुँच सकता है उस में गड़बड़ी जहर होती है। सब से बड़ा कम्पिटीशन आज रेलवे को रोडवेज से करना पड़ रहा है। हर एक आदमी यह सोचता है कि रोडवेज से जेवने पर हमारा सामान जर्सी पहुँचेगा और सुरक्षित पहुँचेगा। यह एक बहुत बड़ी कमजोरी है। रेलवे को देखना चाहिये जितना सामान हमारी रोडवेज से जाता है उस को हम लेने।

मूँह पता चला है कि हमारे चेन्नारैन महोदय द्वाली सर्विस और कंटेनर वार्षिक चलाने जा रहे हैं। यह बड़ी मच्छी बात है। जिस तरह से रोडवेज में वह सर्विस चल रही है अगर उसी तरह से रेलवे में वह चल जायेगी तो मैं समझता हूँ कि जो भी हमारा सामान

रोडवेज से जाता है वह सब रेलवे को मिल जायेगा। आज यह देखना बहुत जहरी है कि ज्यादातर सामान जो आज जा रहा है वह रोडवेज से जा रहा है रेलवे से नहीं जा रहा है। इसके टपर चेन्नारैन महोदय और भंडी महोदय को ध्यान देने की ज़रूरत है ताकि रेलों का कामदा हो।

15 Mrs.

आपने करपान को रुट आउट करने के लिए कमर कसी है। मैं प्रार्थना करता हूँ कि ईश्वर आपको सफलता प्रदान करें। सारा हाउस इस बात को कह रहा है कि करपान बहुत ज्यादा है। रेलों में तो यह और भी ज्यादा है। मैं नहीं समझता हूँ कि रेल विकास क्यों आज तक इस की ओर ध्यान नहीं दे पा रहा है। इस और विशेष पर उठाने की आवश्यकता है। इस बीच में शायद जनरल मैनेजर तथा कुछ लोगों को आपने भुगतान भी किया, हटाया भी है। लेकिन मैं समझता हूँ कि आप जरा और सतर्कता बरते तो करपान को और भी कम किया जा सकता है।

रेलों में एक्सीडेंट भी बहुत हो रहे हैं, उनकी संख्या भी बढ़ रही है। गवर्नरमैट कहती है कि कम हो रहे हैं लेकिन भलवारों में हमें रोब पढ़ने को मिल जाता है कि फलां जगह एक्सीडेंट हो गया है। इन एक्सीडेंट की वजह से रेल में सफर करने से पहले तबीयत का पने लगती है। एक बात जहर है। ईमानदार आदमियों की बेसे ही कमी है और जो ईमानदार आदमी है जो उनका भी रेलवे में रहना भुगतान हो जाता है। दिलासा में जो रेल एक्सीडेंट हुआ उसके बारे में मुझे मालूम हुआ है कि हैंड ट्रैक एक्सीडेंट ने ठीक गवाही ही और इस कारण से उसको अब विकिटाइज किया था यह है। उसको दूँसफर कर दिया था।

[बी बालनोविन्द बर्मी]

यह बीज नहीं होना चाहिये। आप अगर यह चाहते हैं कि ईमानदार आदमी रेल विभाग में रहें और बाकी में वे हमारे लिए एसेट हों तो वह तरह की बीजों की तरफ आपको बहुर ध्यान देना पड़ेगा साथ ही मैंने यह भी देखा है कि जो बदमाश आदमी होते हैं, जो हूसरे अफसरों को छिला पिला सकते हैं वे पलवते हैं। ईमानदार आदमी तो मारे जाते हैं, लेकिन वे पलवते हैं। मैं इसका एक उदाहरण भी आपको देना चाहता हूँ। कुकरा स्टेशन पर एक, अस्सिटेंट स्टेशन मास्टर है जिन का नाम श्री संखाबाल है। वह बहुत ही कुरट है। वह बहुत सामान धार्दी की बोरियां करवाते हैं। उन्होंने वहां पर भी चाहता है। उस अस्सिटेंट स्टेशन मास्टर के बारे में जनरल मैनेजर को भी मैंने लिखा है। वह तो वहां पर आराम से रह रहे हैं लेकिन जो वहां पर भला आदमी था, जो म्टेशन मास्टर था उसको वहां से द्रांस्फर कर दिया गया। मैं चाहता हूँ कि मंडी भरोदय इमको दें। जो आदमी कुरट है, जो गलत आदमी है उनको दण्ड मिलाना चाहिये। भजे को बात यह है कि हम लोग को लिखते हैं उस पर कोई ध्यान नहीं दिया जाता है और ध्यान ही नहीं दिया जाता है बल्कि यह भी होता है कि कुरट कर्मचारियों को शील्ड किया जाता है। उनको शील्ड करने की कोशिश की जाती है। प्रगर हम कहते हैं कि यह आप ठीक नहीं कर रहे हैं तो कहा जाता है कि नर्सिंग हैज बीन सबस्टीजियेंटिड पर्सोनेस्ट दी परसेज कंसन्डै। यह जो ड्रेक्टर है यह अच्छी नहीं है। हमारा आप कोशी-प्रेशन सीजिये। हम जो शैम्पर हैं आपकी ज्यादा सहायता कर सकते हैं और आपका काम अच्छा हो सकता है। हम आपको इतिहा दे सकते हैं। प्रगर आप नलत आदमियों को बचाने की कोशिश करेंगे, उनके काने कानामों को छिपाने की कोशिश करेंगे तो जिर कोई फ़ायदा होने वाला नहीं है।

यह मैं रेलवे पोर्टफै और बैंडर्स के बारे में कुछ कहना चाहता हूँ। इनकी भी काफी बात बता करती है। यहां भी वहां अस्ट्राक्चर बतता है। यहां भी ऐसे लिये जाते हैं। वह कोई नई बात नहीं है। दिलसी की बात ही मैं आपको बताता हूँ। प्रगर कोई बैंडर बनाना चाहता है तो प्रगर वह हिन्दू है तो उससे 800 से 1000 रुपये और प्रगर मुसलमान है तो 1500 रुपये तक मांगे जाते हैं। प्रगर वह दे दे तो उसका नाम आ जाएगा। कुलियों की भरती के जो नियम बनाये जाते हैं वहां पर भी बहुत सी खामियां रह जाती हैं। मैं समझता हूँ कि प्रगर कुलियों को भी बसास फोर के एस्ट्राक्चरी मान लिया जाए और जनको दिलस के दी जायें तो उससे बहुत सा सामान जो इधर उधर हो जाता है, वह नहीं होगा। प्रगर उनको बालीस वैसे या साठ वैसे की फेरा दे दिया जाए और उसकी रिस्पैस उनको दे दी जायें तो आपको बहुत कायदा हो सकता है और प्रगर आप जाहें तो इसके बारे में मैं आपको स्क्रीम बना कर भी दे सकता हूँ। प्रगर उनको सर्विस को आप नैग्नलाइज कर दें और उनको बसास फोर के एस्ट्राक्चरी मान से तो जितना सामान इधर उधर चला जाता है वह नहीं जायेगा, वह चैक हो जाएगा। यादी जिस सामान को गलत ले जाते हैं, जो उनको ले जाना चाहिये, उसको ले जाते हैं और चूंकि इनको ज्यादा वैसा भिन्नता है इस बास्ते आप से इसको ये लोग छिपाते हैं। प्रगर आपने इनकी सर्विस को नैग्नलाइज कर दिया और इनको बसास फोर के रूप में जान लिया तो मुझे पूरा विश्वास है कि आपको इससे कायदा ही होगा, नुकसान नहीं होगा।

यह मैं आपने लोक की दो लीन रेल साइनों के बारे में कुछ कहना चाहता हूँ। एक ट्रेन के बारे में मैंने कई बार लिखा है। यह डाइव ट्रेन बह रहा था तब भी लिखा था। लेकिन कोई ध्यान नहीं दिया गया है। 63 और बीर 64 डाइव को बोकि नैग्नली बीलीवीत

प्रटक्क सवित है, इसको मैं चाहता हूँ कि साक्षीयपुर या सीतापुर तक बड़ा दिया जाए। यह मैं इसलिए कहता हूँ कि शाम तीन बजे के सुबह तीन बजे तक कोई भी द्वेष अप साइड से नहीं भिलती है। इसी तरह से डाउन साइड से 11 बजे रात से बारह बजे दिन तक कोई द्वेष नहीं भिलती है। इससे मुताकिरों को बहुत अद्वितीय होती है। मैं प्रायंना करता हूँ कि शाम इस भोर अवश्य व्यान दें।

इसी तरह से मैं यह भी चाहता हूँ कि सुब्बा-सीतापुर, 149 अप और 150 डाउन ट्रेन को कोडयालाचाट तक बड़ा दिया जाए। बारिल के दिनों में, बरसात के दिनों में कोडयालाचाट कट याक हो जाता है और उसे भागों तक कट याक रहता है और इस बीच जिले के हैंडकवार्टर तक नहीं पहुँचा जा सकता है। रोड से ही लोगों को जाना पड़ता है, रेल को मुविधा उनको नहीं भिलती है। साथ ही मैं यह भी चाहता हूँ कि फस्ट और मीकिंड फ्लास के डिब्बे जो कोडयालाचाट से प्राप्त हैं और जिन को हटा दिया गया है उनको रिहर से प्राप्त की जाना चाहिये। इस से इन फ्लासिज में याता करने वाले यात्रियों को मुविधा हो जाएगो।

मैं यह भी चाहता हूँ कि कोडयालाचाट और कटरिनियाचाट को भिला देना चाहिये, जो बहुत अच्छा जिले में है। इसका कारण यह है कि बांग्ल साइड से जो गुड़ एवं चम को आदी है वे आज सबनक से गुड़रती हैं और यहाँ पर ट्रैकिं याम हो जाता है, रोलिं स्टार्ट एक जाता है। अगर यह लाइन बन जाए तो नाल कटरिनियाचाट हो कर, जीसारी हो कर भारत के विविही जिलों में यात्रा करता है। मैं शाम करता हूँ कि इस और भी आप व्यान देंगे।

मैं बहुत जिलों से परिवाकलां और सत्तापुर-कटोरी की रेलवे लाइन की यात्रा करता चला आ रहा हूँ। यह लाइन आप को लालों में रेल करती। मैं चाहता हूँ कि इस लालों की गुरुत्व भी आप व्यान दें।

उपाध्यक्ष बहुबल : श्री रामबी राम।

श्री भोलालाल (प्रलवर) : उपाध्यक्ष बहुबल, कल आपने फरमाया था कि जिन प्रान्तों से कोई नहीं बोले हैं, उनको भी का दिया जाएगा। कुछ प्रान्त हैं जिन से कई माननीय सदस्य बोल चुके हैं लेकिन.....

उपाध्यक्ष बहुबल : मैं कोशिश कर रहा हूँ।

श्री ज० प्र० बालब (सीतामढी) : आवादी के निहाउ से बिहार का दूसरा नम्बर है। उत्तर प्रदेश का पहला नम्बर है। बिहार के यहाँ 53 सदस्य हैं। बिहार बालों की तरफ आप व्यान नहीं दे रहे हैं। हमको भी भीका दीजिये। अगर सभय नहीं है तो मैं सुझाव देता हूँ कि जो सभय इसके लिए निर्धारित किया गया है, उसको एक छंटा बड़ा दिया जाए ताकि हम लोग भी बोल सकें।

श्री हुक्म बन्द बद्धुवाय (उज्जैन) : यह बहुत महत्व का विषय है और हम को भी भीका भिलना चाहिये।

श्री रामबी राम (परकवरपुर) : रेल बजट पर बहुत मुशाहिसे में मुख्यजिवक सदस्यों ने मुख्य-लिफ नुकरों और मुख्यलिफ पहलुओं पर अपने सुझाव देते जिए हैं। इस बजट को देख कर कांगड़ी भाइयों का समाजवाद का जो नका है उसका अस्स देखने को भिल जाता है। किस तरह का समाजवाद वह लाना चाहते हैं, उसको एक सलक देखने को भिल जाती है।

मैं आपका व्यान प्रयोग्या जो हिन्दुस्तान का सब से मुख्यबरक स्टेजन है उसकी तरफ दिलाना चाहता हूँ। उसी के साथ ताज उस जिले के एक कस्बे जिलका नाम टोका है जोकि न सिर्फ हिन्दुस्तान का बर्तिक दुनिया की बाजान का बाहिर कस्बा है उसकी तरफ दिलाना

[थी रामजी राम]

आहता हूँ। टांडा एक ऐसा कसबा है जहां का आम बानी न सिर्फ हिन्दुस्तान में बल्कि दुनिया में मशहूर है। वहां पर कपड़े का बहुत बड़ा व्यापार होता है। उसको रेलवे से एकदम कट कर दिया गया है। एक छोटी सी लाइन बाहर मील की ओर दो मील पहले है स्टेशन से टांडा को छोड़ देती है। वह वहां पर आध घंटे, एक घंटे और डेढ़ घंटे में पहुँचा सकती है। दो और कसबे गोसाईंगंज और जलालपुर उबर ऐसे हैं जौकि कपड़े के निलाज से तीन चार जिलों में आपनी शान में आकेले हैं। लेकिन उनका टांडा हो कर कोई ताल्लुक नहीं है। मैं मुमिज्ज़ रेलवे मिनिस्टर साहब से दरबारास्त करूँगा कि वह इस बात पर गौर करें कि अगर गोसाईंगंज से टांडा होते हुए जलालपुर और आजमगढ़ की तरफ एक लाइन बना देंजिये। अगर आपने इसको कर दिया तो कल की बहस में हमारे बल्ली के साथी जिव नारायण जो और सुलतानपुर के एक माननीय सदस्य ने जो आपनी राय दी है, उनको संतोष हो जाएगा। इसको अगर बल्ली और सुलतानपुर से जोड़ दिया जाए तो बहुत ज्यादा आवश्यक रेलवे को हो सकती है। इसकी बजह यह है कि गोसाईंगंज से बल्ली होते हुए टांडा और मुसलतानपुर होते हुए इलाहाबाद से उसका सीधा ताल्लुक है। इस लिये यह जरूरी है कि इन रेलवें को जोड़ दिया जाये।

उस इलाके से लोगों की तरफ से यह दरबारास्त आई है कि जूँकि जलालपुर और गोसाईंगंज बड़े कारोबारी स्थान है, इसलिये सियालदह एवं प्रेस को गोसाईंगंज और मालीपुर पर रोका जाये। मैं मिनिस्टर साहब से यह दरबारास्त करूँगा कि वह इस तरफ ध्यान दे।

इसके अलावा मैं यह भी आहता हूँ कि मालीपुर में औरंगाबाद और अकबर-

पुर स्टेशन पर एक अंडरविज बनाया जावे, जो कि एक जंक्शन है, जहां हर बहुत जीक रहती है और पास करने के लिये बंटों सब जाते हैं।

रेलवे विभाग में 3,262.31 करोड़ रुपये से ज्यादा रुपया लगा हुआ है और उसमें साढ़े तेरह लाख से ज्यादा कर्मचारी काम करते हैं। मुझे यह देखकर बड़ा अफसोस हुआ कि रेलवे विभाग में पहले दर्जे के अफसरों में शिड्यूल कास्ट (अनुसूचित जातियों) के केवल 84 अफसर और शिड्यूल ट्राइट्ज (अनुसूचित आदिम जातियों) के केवल 15 अफसर हैं। दूसरे दर्जे के अफसरों में अनुसूचित जातियों के केवल 69 अफसर और अनुसूचित आरिय जातियों के केवल 10 अफसर हैं। हम देखते हैं कि हुक्माम अनुसूचित जातियों और अनुसूचित आदिम जातियों के रिजर्वेशन का द्याल न करते हुए बड़ी जिम्मेदारी की पोस्ट्स के चुनाव में आपने ढंग के आदमियों को रख लेते हैं। मेरी मांग है कि मिनिस्टर साहब इस मामले की जांच करें।

मैं आपके सामने 2 जून के नवाचारण द्वारा मैं प्रकाशित एक समाचार को रखना चाहता हूँ, जो इस तरह है:

“मल्होत्रा के भावन की जांच कराने की मांग। अहान्तपर अर्काल के एक प्रमुख कांसेस लक्ष्यक श्री अमरप्रकाश बहल के उपराज्यपाल को एक चर्चा सिवाकर मांग की है कि वह मुख्य कांसेस वार्चर द्वारा हरिहार में जह अकबर को दिये गये उत्तर अल्लक की जांच कराने, जिसके

श्री बहल के अनुसार श्री मलहोत्रा ने यह कहा कि हरिजनों नवा मुसलमानों को उंचे पद नहीं दिये जाने चाहिए।

पत्र में कहा गया है कि श्री मलहोत्रा का उक्त भावण संविधान के भौतिक सिद्धांतों के विपरीत है और अर्थोंके उन्होंने संविधान के प्रति वकादारी की जप्त नी थी, अतः उन्होंने उम जप्त का नन्दन किया है।

हमें गम है कि कहीं ऐसा तो नहीं है कि किसी माननीय मदस्य के जरिये से एक ऐसी साजिश का भंडाफोड़ हथा है, जिसके मुताबिक शिड्युन्ट कास्ट्रम और शिड्युन्ट ट्राइव्ज को संविधान में दिये गये अधिकारों और रियायतों से बंचित किया जा रहा है और उनको रिजर्वेशन के हिसाब से मरकारी नोकरिया नहीं दी जा रही है।

Shri Shinkre (Panjim): Began his speech in Marathi.

Shri S. Kandu (Balasore): I just want to know in which language the hon. Member is speaking.

Mr. Deputy-Speaker: Marathi. I have permitted him.

Shri Shinkre: * * Mr. Deputy-Speaker, Sir, I come from the territory of Goa which has earned foreign exchange for India worth Rs. 45 crores per year since the liberation of Goa. I would, therefore, like to say that such a region has a moral right to ask as to what has been provided in the present Railway Budget for that territory of Goa which has the potential of earning even double the amount of foreign exchange, that is, worth Rs. 90 crores per year.

The production of manganese and iron ore in Goa considerably exceeds the production in any other State in India. A small territory of 1234 square miles with a population of 6 lakhs has produced iron ore in a larger quantity than that produced by Bihar or any other State so far. Deposits of these minerals in this part of the country are so abundant that they would suffice for the next hundred years. If we have to earn more and more foreign exchange, Indian Railways will have to pay more attention towards this region.

Goa is a prosperous State profusely rich in mineral wealth. Its resources with various kinds of mineral deposits in the womb of the earth are so vast that if properly exploited and utilised, a number of difficulties India is facing at present can be overcome, because those mineral deposits would prove to be a perennial source of foreign exchange for India in the years to come.

At a distance of 40 miles on the sea-shore from Goa, there is situated one of the best ports in the world, namely, Marmagao, and the railway line connecting it with Goa is a metre-gauge line. Further, the speed of the railway trains running on that line is too slow, like that of a tortoise. In the interest of increased trade and speedier movement of goods it is most essential that this metre-gauge line be converted into broad-gauge. Had this been done, and more wagons provided for moving goods which at present are carried by barges and other forms of river transport in Goa, the entire expenditure incurred on the purchase of barges etc. could have been avoided and the saving would have added to the revenue of the Railways.

Under the Portuguese rule it was possible to import foreign barges and foreign exchange was made available for importing heavy trucks which were used for the purpose of moving mineral products. Now this foreign exchange is not made available to mine-owners in Goa. So the Railways must come forward to shoulder the

* * The original speech was delivered in Marathi.

[Shri Shinkre]

responsibility so that mineral products could be moved to this port of Mormagao. It is from this port that minerals are exported to Japan, Germany and Belgium.

I have not come here to demand anything for my own State or for my own district or for my tehsil but I do demand in the larger interests of the Indian nation that the metre-gauge in Goa should be converted into broad-gauge and used for the increased transport of goods. I would not be very sorry if the Railway in Goa does not carry a greater number of passengers, but I do want that it should be used to the largest possible extent for the movement of goods and for earning more and more foreign exchange. It should be used in the larger interests of the defence of the country and for the prosperity and development of India.

Shri B. N. Shastri (Lakhimpur): Mr. Deputy-Speaker, Sir, I rise to speak a few words on the railway budget proposals, but before saying anything. I must express my gratitude to you as a newly elected member of this House for giving me a chance to speak. I am of opinion that it is easier to get elected to this House than to get a chance to speak.

The budget proposals presented by the hon. Railway Minister are praiseworthy. In the given circumstances, no Railway Minister could have presented a better budget than this. I congratulate him on taking a bold and practical view of the entire position of the Indian railways and for presenting a people-oriented budget.

The Indian railways are the biggest national undertaking with a huge investment, employing 18½ lakhs of persons, with an average of 57 lakhs of people who travel by the Indian railways. Thus, it is the highest undertaking which concerns the nation. Therefore, any proposal for changing the passenger fares and freight struc-

ture has to be considered from this point of view. It may affect the entire nation. Therefore, the proposed increase in the passenger fares and goods freights should be considered taking in view the entire economic position of the country.

The railway is the symbol of mobility and mobility is the sign of life. Therefore, I am of opinion that with the movement of the wheels of the engines of the Indian railways move the wheels of progress and prosperity of the Indian nation, and I hope that the Indian railways, by their endeavour, will lead the entire nation on the path of prosperity.

As the time at my disposal is very limited, I am skipping over many points, and pointing out only the salient features. The overcrowding in the Indian railways beggars description. Overcrowding is a problem not only for the third class passengers. The second class and even the first class passengers are suffering from overcrowding. Therefore, this problem should be tackled in a firm and decisive way. Unless overcrowding is lessened in the Indian railways, no amount of measures for providing amenities to the passengers will benefit them. Therefore, I appeal to the Railway Minister to apply his mind and devise some methods for lessening overcrowding in the trains.

A serious problem connected with the Indian railways is that of ticketless travelling. It is a double-edged weapon which cuts with both the edges. First it creates overcrowding in the compartments; secondly it puts the bona-fide passengers into trouble. It also accounts for the decrease in passenger earnings. I do not want to go into the moral aspect of the problem, because it reflects our national character, it reflects the moral crisis of the entire nation. It cannot be viewed compartmentally.

Secondly, there have been railway accidents which occurred in the recent past—I particularly refer to the accidents that took place in the North-East Frontier Railway in Assam and in Mysore-Maharashtra border. From the figures given by the railway authorities, it appears that the number of accidents had decreased. I am of the opinion that the number of minor accidents might have decreased but the number of major accidents remains at the same level or has increased. Hundreds of human lives are lost. Some methods must be devised to stop the recurrence of such major accidents. Of late, there has been an attempt to apportion the blame on from the pointsman to the gatekeeper and the guards and the drivers. Such attempts to apportion the blame will not solve the problem. There is a saying in Assamese:

সেৱন পঢ়ি কৰে ধপকাৰ, ছোৰে ধপয়াজ দ্বাৰাৰিক
তাৰ ।

It means that if a subordinate or a servant does a wrong, the blame goes to his master. Therefore, the top authority cannot escape the blame. They cannot shirk their responsibility and they should be held responsible for any and every accident.

Regarding amenities to the passengers, something has been done but what is provided does not reach those for whom it is intended. There are lavatories in the platforms or stations but they are used mostly by the outsiders and not by the passengers. The railway provides water facilities but the tank is never washed and the colour of the water is red and nobody could use it. Some arrangements are made for providing drinking water but they are too meagre. Only one tap is provided. The train extends to the whole of the platform. The passengers in the rear compartment or in the compartment next to the engine are unable to use that facility. If only the railway authorities or the railway board have some imagination, instead of one, they could have provided some 3 or 5 taps. Six persons

should be able to obtain that facility at the same time, as the trains stop in stations for a limited time and passengers wanting to take water cannot afford to wait indefinitely at the water tap. This does not require huge amounts or new implements but only some imagination and the desire to serve the people.

Coming to my State of Assam, Sir, Assam was not only neglected in the past; it is being neglected even now. The all-India average for railway kilometres is 21 or something like that per 1,000 square kilometres but it is less than 10 kms in Assam. Is it not the declared policy of the Government to pay more and more attention to backward areas? Why is it that Assam is being neglected even now? The Chinese aggression in 1962 served as an eye-opener to the entire nation and the Government; how vulnerable that region was and how dangerous it was to neglect it. Not only in the interest of Assam but in the interest of the entire nation railways must be expanded in Assam. The construction of the second railway bridge over the Brahmaputra at Joghigopa and the expansion of the broadgauge line from there to Tinsukia is necessary. The existing metre-gauge line which runs from Gauhati to Tinsukia was constructed during British regime, in the first decade of the 20th century, in 1907 or some time like that. This main line does not pass through any town in Assam. It had been constructed for the benefit of the British tea planters of Assam. This will itself indicate how this part of the region is being neglected. Therefore, in the interest of the entire nation, Assam should be developed and it should not be allowed to remain an under-developed State. But it is the duty of the Government to pay more attention to the development of the backward regions.

Mr. Deputy-Speaker: Half a minute only.

Shri B. N. Shastri: One more point in respect of employment, the Indian railways have got 13½ lakhs of employees in their rolls, but I want to point out that out of these 13½ lakhs of employees, the number of people from Assam is not even 1,300. I am told, but I am not sure about it, that that number is only about 500! Is it not an injustice to a region? Are the youths of Assam so worthless that they are not worthy of getting themselves appointed at least as gatesmen, typists and clerks, let alone the higher posts?

Only one sentence more, Sir, and I am finishing. Assam is geographically far away from Delhi. But I do hope that Assam will not remain far away from the mind of Delhi.

Mr. Deputy-Speaker: The general discussion on the railway budget, except for the Minister's reply, is over. The Minister will reply on Monday. We are now taking up Private Members' Business.

श्री न० प्र० यादव : उपाध्यक्ष महांदय, रेलवे ज के जनरल डिस्ट्रिक्शन के लिए दो चंटे का समय बढ़ाया जाय।

श्री हुकम चन्द कल्पनाय : इस पर दो चंटे का समय बढ़ाया जाय और सोमवार को रेलवे मिनिस्टर के बोलने से पहले मेंबर्स को बोलने का अवसर दिया जाय।

श्री न० प्र० यादव : उपाध्यक्ष महांदय, मेरा एक निवेदन है और वह यह कि जहाँ तक मेरे बिहार राज्य का सम्बन्ध है, उत्तर प्रदेश के बाद बिहार के संसद सदस्यों को संवय यहाँ पर औरों से अधिक है। बिहार से यहा 53 आदमी आते हैं। मैं आनन्द चाहता हूँ कि बिहार के सदृ-सदस्यों को आपने कितना समय दिया है? मैं तो देखता हूँ कि जो हाँहला करते हैं उनको तो आप टाइम दे देते हैं और हमारे जैसे लोग जो कि बोलने की प्रतीक्षा में बैठे रहते हैं

और आवार थाव से आपकी ओर टक्कड़ी लगाये देते रहते हैं उनकी आप नहीं सुनते?

Mr. Deputy-Speaker: There are a number of hon. Members who desire to speak, but they will get the opportunity to place their points of view when the demands are taken up. They should have a little patience. Everybody will be accommodated, and then, the demands are equally important, or perhaps more important. Hon. Members will please resume their seat.

श्री न० प्र० यादव : आप इस पर समय बढ़ाइये। आज नहीं बड़ा सकते तो इसे दिन अर्थात् सोमवार को समय बढ़ाइये। दो चंटे का समय इस पर बढ़ाइये। आप के महज यह कहने में कि व्हीज रिज्यूम दी सीट, हम मानने वाले नहीं हैं:

श्री च० सि० सहगल : (बिलासपुर) इस पर हाउस का संस ले लिया जाय कि समय बढ़ाया जाय अवश्य नहीं।

कई लालनीय सदस्य : दो चंटे का समय इस पर बढ़ाया जाय।

श्री हुकम चन्द कल्पनाय : बहुत से माननीय सदस्य ऐसे हैं जिनके कि खेत में रेतों की समस्या है और उनको बोलने का चांस नहीं बिल पाया है। कई ग्रामों के बहुत ही कम लोग बोले हैं जैसे कि मध्य प्रदेश में बहुत कम बोले हैं। मेरा निवेदन है कि अब आज लोगों के जो जिबोलना चाहते हैं उनके नाम नोट कर लिये जायं और मिनिस्टर साहब के जवाब देने से पहले उन लोगों को बला लिया जाव। जैसे कि मध्य प्रदेश से कोई नहीं बोला है और और बिहार से बहुत कम बोले हैं तो उनके बहाँ से लोगों को पांच, पांच मिनट के लिये सोमवार को बुला लिया जाय।

Mr. Deputy-Speaker: Please resume your seat. I will convey the sense of the House to the Speaker.

श्री श्र० प्र० यादव : ऐसे नहीं होगा समय इस पर आप बढ़ाइये ।

Mr. Deputy-Speaker: If the House agrees, I am prepared to take the sense of the House about continuing this debate for 1 hour more and take up non-official business at 4.30.

श्री श्र० प्र० यादव : मैं स्पीकर माहव में टाइम बढ़ावाने के लिये मिलने गया था तो उन्होंने कहा कि आप इसके लिये उत्तराधिकार महोदय से अनुरोध करें इसलिये मेरा आप से अनुरोध है कि इस पर टाइम बढ़ाया जाय ।

Mr. Deputy-Speaker: Otherwise, I will convey the sense of the House to the Speaker that some Members want to participate further in the general discussion. I am sure the Speaker will take a decision about it.

श्री श्र० प्र० यादव : आप इस समय स्पीकर को कुर्मी पर हैं इस लिये आप को हाउस का मैस नेता चाहिये । जिनमें श्री सदस्य यहां पर इस समय बैठे हैं वर्षों की राय है कि इस पर दो घंटे समय अवधि बढ़ाया जाय ।

श्री हुकम चन्द्र कल्याण : मैं प्रस्ताव करता हूं कि इस पर दो घंटे का समय बढ़ाया जाय ।

श्री श्र० प्र० यादव : मैं इस का समर्थन करता हूं ।

उपाध्यक्ष अद्वैत : मैं यहीं नहीं बढ़ा सकता । सोसाइटर को जब बिनिस्टर साहब इस्पाई होने वाले हूं उस के पहले आप सोसाइकर से समय बढ़ाने का अनुरोध कर सकते हैं कि समय बढ़ाया जाय । मैं यहीं नहीं बढ़ा सकता हूं ।

श्री श्र० प्र० यादव : आप स्पीकर के समान फैटे हूए हैं इसलिये उम्म बढ़ाने

के लिये हाउस का मैस लेते हूए आप को इसका निर्णय करना है । जब तक आप टाइम नहीं बढ़ायेंगे तब तक मैं आप से आपहूं करता रहूंगा ।

श्री हुकम चन्द्र कल्याण : आप बोलणा कर दीजिये कि समय बढ़ा दिया गया है और हम उसके लिये आज 6 की बगह 8 बजे तक बैनर बजट पर बहम करने के लिये बैठने को तयार हैं ।

उपाध्यक्ष अद्वैत : प्राज्ञ दो घंटे नहीं हो सकता ।

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhag Singh): We must stick to the time schedule.

15.37 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS

SECOND REPORT

Shri S. Kundu (Balasore): Sir, I beg to move:

"That this House agrees with the Second Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 31st May, 1967."

Mr. Deputy-Speaker: The question is:

"That this House agrees with the Second Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 31st May, 1967."

The motion was adopted.

15.35 hrs.

RESOLUTION RE. CRISIS IN TEXTILE INDUSTRY—contd.

Mr. Deputy-Speaker: The House will now take up further consideration of the following Resolution moved by Shri Esthose on the 31st March, 1967:

"In view of the crisis in textile industry resulting in continued closure of mills and large scale unemployment of weavers, this House recommends to the Government to take over all the closed mills immediately."

This resolution and the amendments moved are before the House. Mr. Esthose may continue his speech.

Shri P. P. Esthose (Muvattupuzha): Sir, two months have passed since I moved the resolution in the House. The experience during this period has shown that the Government has miserably failed to solve the crisis in the textile industry. Whatever measures the Government have taken during this period proved to be only palliatives. The Commerce Minister's statement in this House on 4th April only shows that the Government is not at all serious about the critical situation prevailing in the textile and handloom industry. Though the Government have reduced additional compulsory closure to two per month, the danger of continuing this for a long time still exists.

The Government has increased the price of cloth with effect from May last and the Finance Minister has announced his intention to increase the duty on textile products. The handloom industry continues to suffer due to higher price of yarn. Its non-availability is further adding to the plight of millions of handloom weavers.

Despite the compulsory closure of mills for two days in a month the stocks with the mills do not show any substantial reduction. Figures of

stock of cloth with the mills published by the Economic Survey shows that the total stocks of cloth were 184 million metres in January 1967. The unsold stocks continue to be the same during the month of February while in the month of March there was a stock of 175 million metres with the textile mills.

The situation about the stocks of unsold cloth does not show any substantial change since April 1966. What is the reason for this accumulation of stocks? The purchasing power of the people has gone down considerably with the result that people do not have sufficient money to purchase the cloth produced by the textile industry. Though these stocks have come down after the compulsory closure of factories the facts show that the industry is still having huge quantity of stocks.

Therefore, the crisis continues to become more and more severe and people continue to be the victims of the Government's policy.

The Government visualised a substantial increase in cotton textile exports after devaluation. However, it is now estimated that from earlier exports of Rs. 70 crores the exports would fall by as much as Rs. 30 to Rs. 45 crores.

India imports cotton worth Rs. 60 to Rs. 70 crores. Moreover the country is also dependent on imports of textile machinery, dyes and chemicals. All these items were more expensive by 57.5 per cent after devaluation, adding to the cost of production in this industry. Now the industrialists complain that the competitive capacity of the country has gone down after devaluation.

The decline in the textile production in India is taking place despite the fact that the industry was spending Rs. 50 crores on an average per year in the past 5 to 6 years in the name of rehabilitation, modernisation and expansion. Twelve new units of

the looms in India are automatic and more than one-fourth of the spindlage has been modernised. Yet the industry is not satisfied with the Rs. 300 crores investment during the last six years and is further bringing pressure on the Government to provide for Rs. 560 crores for rehabilitation and expansion in the Fourth Plan.

The conditions of the handloom industry are beyond description. The textile mills raised the price of yarn with the result that blackmarketing was rampant. The weavers found it impossible to work on their looms. Two and a half lakh weavers in Uttar Pradesh are reported to be jobless. In Kerala State, in the Cannanore District alone, sixty thousand workers and their families are facing starvation due to short supply of yarn.

More than two lakh weavers in Nagpur have expressed concern at the 'artificial scarcity under the pretext of poor cotton stock' and have appealed to the Government to "save weavers from starvation."

The conditions in Andhra are also precarious. In a memorandum to the State Industry Minister the handloom weavers' co-operative societies in Andhra have pointed out that arrears of rebate amounting to about Rs. 60 lakhs have not been paid for years together. It also noted that financial difficulties and stocks accumulation have forced the societies to stop allotting work to their members and to resort to distress sales. The weavers also have to lose annually about Rs. 5 lakhs by way of interest on loans.

The millowners now want to use the present state of affairs to extract some more concessions from the Government. The Chairman of the Indian Cotton Mills Federation has recently in a statement demanded the following measures:

(1) Appreciable scaling down of excise duty on cloth and yarn; (2) rating in all company taxes; (3) inclusion of textile industry in the cate-

gory of "priority industry" in the fifth schedule of the Income-tax Act; (4) withdrawal of control on production and prices of cloth; and (5) financial assistance from the Government for rehabilitation and modernisation. The millowners have also threatened that "without such reliefs more closures will be inevitable".

Are these demands justified? The textile industry earned fantastic profits in the past but these were misappropriated by the millowners. The huge reserves were frittered away in distributing bonus shares to shareholders and various speculative transactions. The loopholes of company law were liberally used by the industrialists to achieve their ends. Now when the conditions have come to such a pass they want the Government to come to their rescue.

15.46 hrs.

[SHRI MANOHAN in the Chair]

The prices of cloth have already gone up substantially high and the people find it difficult to purchase adequate cloth. The stocks of cloth are bound to go up in the given circumstances. While analysing causes of reduction in the sale of cloth, Commerce observed:

"It appears that since high food prices have claimed a higher percentage of family budget, expenditure on cloth has been reduced. The offtake of cloth for export was also lower. The total deliveries in 1966 were at an annual rate of 458 million metres, against 540 million metres in 1965 and 580 million metres in 1964."

In a recently released press statement Shri Madanmohan Mangaldas, Chairman of the Indian Cotton Mills Federation, Bombay, has stated:

"In an economy like that of India, where over 65 per cent of the common man's budget is utilised for food, a steep increase

[Shri P. P. Esthose]

in the prices of food results in the consumer cutting down his expenditure on non-food items. In this process, cloth suffers the most, as the life of the existing clothing can always be prolonged by various means."

Will the textile magnates reduce the price of cloth if the excise duty is reduced by the Government? The history of the textile industry clearly shows that whatever concessions were given by the Government to the industry, they were utilized only to boost the profits.

The industry also wants the lifting of controls so that it can further increase the prices of cloth. I have already pointed out that the cloth prices are too high and need reduction so that the people can purchase sufficient quantity of cloth. The millowners, however, want to increase the prices even if it meant reduction in production. They are interested only in profit and nothing else.

The Minister of Commerce (Shri Dinesh Singh): Sir, I find it very difficult to follow him. If the hon. Member wants to read from his notes, let him raise his head and read loudly.

Mr. Chairman: I think this is his maiden speech.

Shri Dinesh Singh: Let him speak over the microphone so that it will be audible to the Members.

Shri P. P. Esthose: So far as the existing control is concerned, it is simply fictitious. The prices fixed today are extremely high and the cloth is not available even at these rates. The Government has already reduced the area of controlled varieties. Yet, the millowners are not satisfied and are bringing more pressure for complete decontrol.

The big millowners want to build up their empire at the cost of small textile units, powerlooms and hand-

looms. Many smaller units find it difficult to run their mills economically which are victims of closure in some cases. The additional concessions will only ruin the handloom industry which finds it almost impossible to compete with mill-made cloth without outside assistance.

The textile magnates now say that the wage costs have gone up substantially higher during the recent past and hence the industry is finding it difficult to pay the additional cost. This is being done at a time when the Second Textile Wage Board is having its deliberations and some recommendations are expected sooner or later.

The millowners hope to bring pressure on the Government and the Wage Board not to grant any wage rise. The present threat of closure is also a part of their offensive in this regard.

The wages of the textile workers form only 26 per cent of the total cost of production; yet, the millowners are striving to reduce their share which in reality means only adding to the profit of the employers.

The textile industry is controlled by speculators and racketeers. The cotton trade is dominated by traders who purchase cotton before it is grown in the field and sell the produce at a higher cost. It is not the actual producer but the trader who takes the cream of profit. Hence, there is not sufficient incentive to produce more cotton in the country. Unless the wholesale trade in cotton is taken over by the State the cotton crisis will never be overcome. Meanwhile Government should take speedy steps to requisition all surplus stocks of cotton covered by some big millowners and supply it to the needy mills.

The recent steps taken by the Government to improve the cotton situation have not helped in any way. The Government is acting only as a wholesale distributing agency for Rs. 300

cotton. Its blatant refusal to take any firm action against the cotton swindlers has only encouraged them to carry on their unsocial practices. The cotton today is not at all available at the ceiling price, and the assurances of the Government to take drastic action remained only on paper.

India's dependence on PL-480 cotton must come to an end. Since cotton alone forms 50 per cent of the cost of production speedy steps are necessary. It is strange that 20 years after independence, we are spending more on importing cotton than earning by exporting cloth!

The present machinery of dealing with closures is extremely time consuming. If the financial bungling is brought to the notice of the Government it takes months or even years to appoint a committee to investigate in' o the bungling. When the report is ready it remains in official racks for some more months. Meanwhile the mills remain closed and workers are compelled to starve. If necessary, the Government should appoint a permanent commission to go into the irregularities and avert closures.

The Government is now considering the proposal to form a textile corporation to take over the so-called sick units. However, if it just becomes another public sector unit accompanied by all red-tapism and bureaucratic flats the fate of this Corporation can be judged beforehand.

In Maharashtra the Government tried to reduce the DA quantum of the mills after they were taken over by the State. If the public sector corporation repeats the same it will evoke stiff resistance from the textile workers.

There are some cases of closure due to genuine financial difficulties and Government should extend loans to such companies without any delay.

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To conclude, I once again stress the need for immediate steps by the Government to reopen all the textile mills without any delay. If the present policy of helping only the big textile magnates is allowed to continue, it will only ruin the textile industry and result in destitution of large number of workers.

With regard to handloom industry, the Government must immediately supply yarn to all the weavers at fair prices, extend financial assistance to needy weavers, disburse the rebate to weavers in time and arrange marketing facilities for the handloom cloth.

I only hope that the Government will take into consideration the seriousness of the crisis before it is too late.

Mr. Chairman: Motion moved:

"In view of the crisis in textile industry resulting in continued closure of mills and large scale unemployment of weavers, this House recommends to the Government to take over all the closed mills immediately."

Shri S. K. Tapuriah (Pali): Mr. Chairman, Sir, the ultimate end which this Resolution seeks to achieve is indeed laudable. As far as we understand, the mover of this Resolution feels that there should be no further rise in unemployment. I agree with that. He feels that the economic situation in the country is fast deteriorating and it is going from bad to worse. I again agree with him that we should take some steps to see that further unemployment does not occur. But we differ here on the way, the method, by which we want to check further rise in unemployment or the manner in which we want to deal with these closed mills. Taking over of these mills by the Government will not solve any problem. We have seen how the public sector enterprises run; we have seen what is happening to State undertakings where the return

[Shri S. K. Tapuriah]

on net capital investment is 0.5 per cent. At this low rate of return, I do not think, our economy can be burdened with any more such enterprises, with any more investment, thereby making more losses and passing on more burden to the public in the coming years.

There is a saying, a story, which was very current in Bengal even upto last year, that wherever the Government puts its hand, it makes a mess of it. The story goes on to say that there was a woman suffering from gout. She used to call on the Chief Minister—there was the Congress Ministry at that time—wanting to see him with the request that the Chief Minister should put his hand on her gout. She was always refused and then she was asked the reason for that. She said, "Look, wherever Government puts its hand, that thing disappears. If it touches steel, steel disappears; if it touches food, food disappears; if it touches cement, cement disappears, and if the Chief Minister touches my gout; the gout will disappear". So, I very strongly feel that taking over of these mills by Government will not solve the problem at all.

Then, the question is: what will solve the problem? Before, we go into that question, let us try to analyse the causes of this situation, why these mills have been closed and why we still have the so-called weak mills, ill-managed mills or inefficient mills or sick mills. In my opinion, these mills are not sick mills. These are not inefficient mills. These mills have been administered slow poison by the Government's policy itself. The policy of cotton distribution, the policy of cotton import, is such that strong mills get stronger and weak mills get weaker. The smaller units, the units which may have become obsolete, which want funds for renovation, do not get funds. It is necessary at the moment to provide more funds to these mills for the rehabilitation of

their machinery. They have to do away with obsolete machinery. Unless we do that, even if these mills with old machinery, with old equipment are taken over by the Government, I am sure, that will not solve any problem. You will just possibly carry on the uneconomic mills and make them still more uneconomical. The question then comes: why should we do all this? The cotton textile industry is the third largest foreign exchange earning industry in our country. But at the same time it also takes a lot of foreign exchange also without any sense of proportion as it appears to me. It is a net spender of foreign exchange reserves roughly to the tune of Rs. 39 crores per year on an average during the quinquennium 1960-64. The main item responsible for this is raw cotton alone and during 1965-66, the import of raw cotton was worth Rs. 46 crores. Most of the industries where the encouragement for imports is given are either import-substituting industries or export-incentive industries. But here is one industry where Rs. 46 crores of foreign exchange are being spent every year without any consideration of foreign exchange earned.

16 hrs.

श्री दुर्गम चाहू चाहूवाल : (उद्देश्य) : सचिवालय महोदय, मैं आपही अवस्था चाहता हूँ। वह एक व्यापक का आवश्य हो रहा है और माननीय सदस्य अपने विचार मुद्दन के मामले रख रहे हैं, तब माननीय मंत्री जी एक माननीय सदस्य के साथ बातचीत कर रहे हैं। वह नोट नहीं कर रहे हैं कि माननीय सदस्य क्या कह रहे हैं। इस स्थिति में वह व्यापक का उत्तर देंगे?

श्री शु. शु. लालिया : मंत्री महोदय श्री लिलनारायण से बात कर रहे हैं और श्री लिलनारायण भी एक महत्वपूर्ण नहीं है।

Mr. Chairman: Without taking notes, he is understanding the position. (Interruption).

He may continue his speech.

Shri S. K. Tapuriah: The import content in the cotton textiles exported from the country during 1984 accounted for only 4.6 per cent of the imported cotton in terms of quality. That means that more than 95 per cent of the imported raw material goes mostly into the production of cloth which is consumed internally in our country. Such a colossal drainage is going on. Why can't we make some stop to it? Why can't we make available more funds? Why can't we make these mills change over?

This wrong policy of import is also something which has brought in disparity between mills. Imports are allowed on a quota system. The mills which used to import in the past, the so-called bigger mills or the so-called efficient mills, are still allowed to import this cotton which commands a premium of 40 per cent in the open market. The smaller or the newly set up mills, i.e., those with a smaller capacity, say, of 25,000 or 12,000 spindles, are not allowed to import this; a small percentage is sometimes allowed and 5 per cent is allowed to co-operatives also. Those mills which want to spin yarn in the counts of 40-50 are also not allowed to import. What happens as a result of this is that those mills which were already well established, those mills which can stand on their own feet, get further stronger. Of course, I have no grouse against it, but we should not do it at the cost of those mills which require further nourishment, those mills which require to be properly looked after. What could possibly be done is that this cotton can be imported and distributed to mills on spindle basis. There can be nothing wrong in principle in this system because till a few months back—or shall I say, sometime back—compulsory export was also levied on the mills. Every mill had to export

according to its quota. A non-exporting mill or a mill the products of which had no export markets had to buy its quota at a premium from other mills which used to make exportable quality of goods. The same can be allowed here. All the mills can import on spindle basis and if they do not use that cotton, it can be sold off to the other mills who use and the premium arrived at can be used by those mills for their rehabilitation. This will save their financial trouble to some extent. If you do not approve of this—although, as I told you now, in the case of compulsory exports you approved of it—alternatively what we can do is that all the cotton imported can be put in a pool and sold in open market. The profit derived from this can constitute a special textile mills rehabilitation fund, and from this fund you can give medium-term loans for rehabilitation of these mills. If we do this over a few years, I am sure that we can create some funds. I know the limitations of Government's funds at this time. That is why I have brought up this point that Government can get funds from what is happening; they may not have to draw from their own resources, and yet these mills can be made better.

My second proposal is about giving some assistance to the smaller and newer mills so as to remove the disparity between the various mills in the country. We have seen what advantages or concessions have been given to the handloom and powerloom industries as compared to the composite mill industry. We have also seen that as a result of production over the years, the powerloom industry has to some extent, or shall I say, to a large extent, succeeded in establishing itself, and that possibly was one of the reasons why some of the concessions given to it had been withdrawn in the last budget. We have seen how by the giving of protection to the smaller or the weaker section, it can be made strong. Similarly, there should be some sort of concessions for the newer units with a spindleage of 12,000, 25,000 or even 50,000.

[Shri S. K. Tapurish]

Surely, you do not expect a spinning unit with 12,000 spindles to have the same efficiency as a mill having 1,25,000 spindles. Some concessions may be given to the smaller units and they should be told that the reserves created out of the concessions should be made into a fund which should be used only for the purpose of expansion. For instance, a spinning mill with 12,000 spindles can get more concession than the other mills. But the fund that it has could be used for increasing its capacity to 25,000 spindles. When it reaches that capacity, it does not get the same amount of concession; in this way, it goes on until it reaches a basis from where on no more concessions will be given. Unless we are able to make the smaller units come up, we shall see a continuation of what has been happening all these twenty years namely that the disparity between the small and the big would keep on growing wider, and we shall keep on talking about it, and we shall keep on discouraging the smaller units and we would be taking the same steps as we have been taking so far whereby the disparity would increase.

I hope the hon. Minister would take note of this and take steps by which the smaller units could come up. I hope he will also take some steps to provide some finance to these units so that they can remove the present disparity and they can modernise themselves and they can make themselves economic units. That is the only thing that can cure the problem. Finally, I would say, and say in no uncertain terms, that taking over of these mills by Government will definitely not solve the problem but it will spoil the entire economic structure of our country.

बी टूपड़ा चल्ल लकड़ावाय : समापति भगोदर्य, इस सदन के सामने यह प्रस्ताव है कि अपड़ा उद्योग पर जो संकट आया है, उसको दृष्टि में रख कर सरकार सब बन्द कपड़ा मिलों को अपने हाथ में ले ले : येरा दल इस बात

का विरोध करता है कि सरकार इन मिलों को अपने हाथ में ले, क्योंकि उसने जो भी कारबाने अपने हाथ में लिये हैं, उन की इका सारे देश को पता है। उनमें से कोई भी कारबाना मुनाफ़े में नहीं चल रहा है। तब आठे में चल रहे हैं।

जिन कपड़ा मिलों की आर्थिक स्थिति ठीक नहीं है और जिन को मालिक बनाने के लिए तैयार नहीं हैं। उन मिलों को सरकार को बहां के मजदूरों के सुपुर्दं कर देना चाहिए, मजदूरों को उन मिलों का स्वामी घोषित कर देना चाहिए और प्रोविडेंट फण्ड की पूंजी लेयर्स के रूप में लगानी चाहिए। सरकार के हारा उनको हर सम्बद्ध सहायता भी दी जानी चाहिए और इस काम के लिए एक कमेटी बनानी चाहिए, जिसमें सरकार, मालिकों और मजदूरों के दो दो प्रतिनिधि हों और उस कमेटी के हारा हर एक कारबाने का संचालन किया जाना चाहिए। इससे सरकार का बोझ भी हस्ता होगा, क्योंकि आर्थिक सरकार किन किन का कामों को देखेगी? इससे मालिकों का बोझ भी हल्का होगा। जब मजदूर को यहां लगेगा कि जितना उत्पादन होगा, जितना आर्थिक माल तैयार होगा, उसका मुनाफ़ा उसको मिलेगा, तो उस की काम करने की ज़मता बढ़ेगी और वह लगन और उत्साह से काम करेगा। चूंकि मैं यहां एक कपड़ा मिल का मजदूर हूं, इसलिए मुझे इन बातों का अनुभव है।

प्रश्न यह है कि इन मिलों में भी संकट है, उसका कारण क्या है? हम जोड़ा हत पर लिचार कर, कहा जाता है कि कपास की बहुत ज़म बैदावार हमारे देश में हुई, हत कारण के ये मिलें बन्द रहीं। ठीक है—परन्तु हमारी सरकार विदेशों से कितनी बहुत भंगाती है, उसका हम कितना कपड़ा बनाते हैं उस कपड़े को बना कर हम कितना यह देशों को जेवसे हैं और उससे हमें कितनी विदेशी मुद्रा मिलती

है—इस के बारे में सरकार को विचार करना चाहिये। अच्छा कपड़ा बनाने के लिये हमें अच्छी मशीनरी चाहिये, अच्छी मशीनरी किन नियमों में लगानी चाहिये, कौनसी नियम प्रतिशील हैं, कौन से कारबाने उचित करने में अच्छा है, इन सारी बातों पर निर्णय कर के, उन्हें जितनी सहायता बन सके, केन्द्र के द्वारा देकर अच्छी मशीनरी उपलब्ध करनी चाहिये। इससे हमारी इच्छा बढ़ेगी, विदेशों में जहाँ भी हमारा माल जायेगा, उसकी मांग बढ़ी तक अधिक विदेशी मुद्रा प्राप्त होगी।

मैं कुछ बटनायें भी आपके सामने रखना चाहता हूँ। मन्त्री महोदय को याद होगा, मैंने इसी सदन के पिछले सेशन में एक बात कही थी—मध्य प्रदेश के बार जिलों में बदनावर एक जगह है, वहाँ राम लाल जवाहर लाल एवं कप्पनी नाम की एक फर्म है, जिसकी विनिग फैक्ट्री है। ऐसे संकट के समय में उस अधिकारी ने पैसा कमाने के लिये चार लाख रुपये की रुई में आग लगा दी और इन्होंने के काफी बड़ी तादाद में क्षेत्र लिया। यानीय मन्त्री जी ने आवश्यक दिया था कि वे उसकी जांच करें। लेकिन मुझे ऐसा लगता है कि आज तक उस भोर कुछ नहीं किया गया। यदि सरकार जांच करना चाहे तो बहुत से तथ्य सामने आयेंगे। इस अधिकारी ने इतना बड़ा अपराध किया है, संकट के समय में जबकि देश में रुई का संकट है, उसने चार लाख रुपये की कहीं को जला कर 17 लाख रुपये की क्षेत्र इन्होंने देना है, उसने देन को खोला दिया, उसने इतना बुरा काम किया है जो एक देशद्रोही करता है। जो एक देशद्रोही को सजा दी जाती है, वैसी सजा उसको दी जानी चाहिये।

एक बात और कहना चाहता हूँ। कपड़ा उद्योग को ठीक से चलाने के लिये हमें यहाँ सोशॉन को ब्रोताहन देना चाहिये, उसका उत्तराह बहाना चाहिये। कपास की कमी के कारण नियमों में जो कूट बनता था, वह कूट बनता था, वह कूट बनता था,

वह यहा है और इसके कारण क्लोटे क्लोटे जो हृषकरवे बाले लोग हैं, वे बहुत परेकानी में हैं उनका धोंडा चौपट होता जा रहा है। आखिर इसका कारण क्या है? इसका कारण यह है कि इस सरकार ने इतनी बड़ी एक्साइज स्ट्रूटी पावर लूम्प पर लगा दी है कि वे उसको बर नहीं पाते हैं। मेरे जो जैसे काफ़ी पावर लूम्प है, उनकी आज क्या दशा है? वे अपने पैदे के सूत सेकर उन को नहीं चला सकते हैं। कुछ लोग ढेकेवार होते हैं जो उन को सूत का बंदल देकर कपड़ा तैयार करताते हैं, तीन महीने के लिये उन को काम देते हैं और दो महीने काम नहीं देते हैं, इस तरह से हृषकरवा उचोग पर जो अवंकर संकट आया हुआ है, कपड़ा उचोग मजहूरों पर जो संकट आया है उसकी तरफ हमें गम्भीरता से लोकना, चाहिये। हमें इस बात पर विचार करना होता कि कि कौनसा उचोग आज संकट में है है और संकट में आने का प्रमुख कारण क्या है?

हमारे सामने यह भी प्रश्न है कि जो उचोग सरकार ने अपने हाथ में लिये हैं, कुछ दिन बचाने के बाद सरकार उनको नहीं चला पाती है। उदाहरण के लिये भोपाल की कपड़ा ग्रील सरकार ने अपने हाथ में ली थी, लेकिन सरकार उनको बचाने में फेल हो गई। इसी तरह से बाकी जो उचोग हैं, यदि सरकार अपने हाथ में लेनी तो जिस प्रकार से भोपाल में सरकार बचाने में फेल हुई है, उसी प्रकार से सरकार अन्य जगहों पर भी फेल होगी। सरकार को इन को अपने हाथ में नहीं लेना चाहिये और वहाँ के गमजहूरों को उत्तराह देकर, उन्हें उनका स्वामी बना कर, ऐसी बोलचांग करके कि तुम यहाँ के स्वामी हो, उनका जो आवीकेन्द्र एक्साइज का पैसा है, उसको सरकार बोलकर के स्व में लगावें तथा जितने पान की उनको आप-बनाकरता है। वह सरकार उन को बेंगे, तब इसमें बदलता दिल सकती है।

[बी बुकम चन्द कछाया]

जहां तक बिलों के प्राविडेन्ट फँड की बात है, हालांकि इस विषय से इसका सम्बन्ध नहीं है, किंतु भी यह प्रभाव इस से नुक़ा हुआ है। जो कपड़ा उद्योग बन्द हुए हैं, वहां के सोबों को प्राविडेन्ट फँड से लोन नहीं दिया जा रहा है, उन को पैसा नहीं दिया जा रहा है, इस के कारण वहां की भिलों की हालत ठीक नहीं है। मैं एक बात आपको और बतलाता हूँ कि इन कपड़ा उद्योगों के अन्दर जो राज्य के मुख्य मंत्री होते हैं, वे किस प्रकार पश्चात करते हैं, किस प्रकार से हमतकेप करते हैं मैं इस का एक उदाहरण आपको देना चाहता हूँ। इन्दोर के अन्दर स्वदेशी कपड़ा भिल है, उसके मालिक पर तीन लाख रुपया प्राविडेन्ट फँड भरना चाही था, मध्य प्रदेश शासन के मिश्न सरकार ने उस पर कानूनी कार्यवाही कर के, उस के मालिक को हृषकियां उलवा कर उस का जलूस निकलवाया और उस पैसे को बसूल करने की कोशिश की, लेकिन वहीं का एक दूसरा उदाहरण भी आपके सामने है— ओपाल की जो कपड़े की भिल है, उस कपड़ा भिल के मालिक ने मध्य प्रदेश के मुख्य मंत्री श्री द्वारिका प्रसाद मिश्र को एक अच्छा फी बंगला रहने के लिये दिया, रिश्वत में दिया, उस मालिक पर जदूरों की शोबीडेन्ट फँड की रकम जो सात लाख रुपया बनती थी, उसके कारण आज तक कोई कार्यवाही उम के स में नहीं की गई। यह पश्चात यदों किया जाता है। राज्य सरकार के जो मंत्री होते हैं इन का प्रभाव काफ़ी तादाद में उद्योगपतियों पर होता है, यह प्रभाव उन पर नहीं होना चाहिये। जहां इस प्रकार की गड़बड़ी होती है, सरकार के ध्यान में यदि ऐसी गड़बड़ी आती है, तो तुरन्त उस पर कार्यवाही करनी चाहिये, ताकि इस प्रकार की बात न होने पाये।

अब प्रश्न यह आता है कि कपड़ा भंगा खांवे हो रहा है। क्या सरकार ने इस और

विस्तार से देखा है? जब दमाहरा या दिवाली आती है, उस समय जब मजदूर कपड़ा बारीबारे के लिये मार्केट में पहुँचता है, तब कपड़े के दाम अद्यंकर रूप से बढ़ते दिखाई देते हैं। इस के अनेकों कारण हैं, लेकिन एक प्रमुख कारण यह भी है कि आज एक्साइज ड्यूटी काफ़ी बड़ी तादाद में करड़े पर लगाई जाती है, जिस के कारण भिल मालिकों के सामने एक बड़ा संकट बना हुआ है, इसे समाप्त करना चाहिये, नहीं तो हम यह समझते हैं कि इस के कारण कपड़े में और ज्यादा तेजी आयेगी। हमें मजदूरों को सस्ता करदा देने का प्रयास करना चाहिये, यदि हम जनता के लिये सस्ते कपड़े की व्यवस्था कर सके तो यह जनता के लिये बहुत सहायक सिद्ध होगा।

जिन भिलों ने तरकी की है या जिन भिलों ने अपने को बाटे में पहुँचाया है इन में आपको काफ़ी अन्तर देखने में मिलेगा। जो व्यक्ति या जो उद्योगपति अपनी भिल को बाटे में पहुँचाता है वह उद्योगपति उस भिल की पूँजी को और और बहा से लीच कर कहीं दूसरी जगह किसी दूसरे उद्योग में लगाता है उस भील की पूँजी से वह दूसरे प्रकार के कारबाने डालता है दूसरी जगह सारा पैसा लगाता है और इस बात का रास्ता देखता है कि कब सरकार आकर उस बाटे के काम को मन्भाले। वह मजदूरों को धौंस देता है कि भिल बाट में बल रही है मैं कारबाने को बन्द करता हूँ इसमें मजदूर बेकार होंगे और इस तरह से मजदूरों में उत्सेजना फैलती है कि हमारी भिल बन्द हो रही है हम बेरोजगार होंगे। सरकार को इस और ध्यान देना चाहिये। ऐसे सामने ऐसी घनेकों बटनावें हैं इस प्रकार की सारे देश में और भी बहुत सी बटनावें होंगी जहां उद्योगपतियों ने भिल की पूँजी को दूसरे लोग में डाल दिया है।

जो उद्योग अच्छे ढंग से तरकी कर रहे हैं जो अच्छा कपड़ा लिंकाजते हैं सरकार

को ऐसे उद्योगों को प्रोत्साहन देना चाहिये । उदाहरण के लिये उज्जैन में एक बिनोद मिथ ई, विमल मिल है, दीपचन्द मिल है, मध्य प्रदेश में ऐसी ब्लैंकों मिलते हैं, जिन्होंने काफ़ी सरकारी की है लेकिन सरकार द्वारा उन्हें कभी प्रोत्साहन नहीं दिया गया । अगर सरकार ने इस घोर हाथ बंटाया जो उद्योग अच्छा कपड़ा निकालेंगे और जो दुनिया के देशों में जायेगा और जिससे हमारे देश की जल उड़ेगी ऐसे उद्योगों को यदि सरकार ने प्रोत्साहन देना शुरू किया तो मैं समझता हूँ कि हम अच्छे ढंग से तरकी कर सकेंगे ।

कपड़ा उद्योग में गिरावट का एक कारण यह भी है कि हमारे देश में जो यह नये प्रकार का कपड़ा बला है जिसे टैरिलीन कहते हैं नाइलन कहते हैं इस और लोगों का ध्यान बढ़ने लगा है यह हमारे देश में कपड़ा उद्योग के लिये बड़ी हानिकारक चीज़ है । मैं इसका विरोध नहीं कर रहा हूँ परन्तु इसकी एक सीमा होनी चाहिये कि हमें इनको कितना बनाना चाहिये । इन कपड़ों को पहनने की जो सालसा लोगों में बढ़ती जा रही है पड़ा-लिंगा वर्ग इस घार काफ़ी बढ़ता जा रहा है सरकार को चाहिये कि इस और ठीक ढंग से ध्यान दे, ताकि लोगों का प्यान सूती कपड़े की ओर आकर्षित न हो सके और लोग सूती कपड़ा पहनने की ओर अधिक उत्सुक हो सके ।

जहां तक मिल मालिक और सरकार का सम्बन्ध है क्योंकि मैं प्रारम्भ में बतला चुका हूँ कि सरकार इस बात का इरादा बिलकुल छोड़ दे कि हमारा सारे का सारा कपड़ा उद्योग या जो उद्योग ठीक ढंग से नहीं चल रहे हैं उन्हें सरकार अपने हाथ में ले लेवे । मैं बानकीव बंडी से बड़ी गमता के साथ लिखेंग कहांगा कि यह इस विचार को कठाई लाते हैं न लाते । अदिष्य में इस बात को लाते हैं न लाते कि हम इन्हें अपने हाथ में लेते हैं क्योंकि जो जो कारबाहे आप के हाथ लाते हैं, जो जो कारबाहे लाते हैं उनकी

इका अच्छी नहीं है और आज प्रस्तोतर काल के सबव बतलाया गया कि वह अबदों और करोड़ों रुपयों के बाटे में चल रहे हैं । जो भी कारबाहे सरकार अपने प्रबन्ध में लेती है वह बाटे में चलते हैं । स्वतन्त्र पार्टी के एक आनंदीय सदस्य ने ठीक ही तो बतलाया कि सरकार ने जिन जीवों को अपने हाथ में लिया है वह जीवें गायब हो गई । यदि सरकार यह कपड़ा उद्योग अपने हाथ में लेनी तो इस देश से कपड़ा उद्योग ही गायब हो जायेगा । हमारी हालत बड़ी ख़राब हो जायेगी और उस हालत में हमें बूसरे देशों का भुंड ताकना होगा ।

मुझे आशा है कि मैंने जो सुझाव रखे हैं और जिन्हें मैं समझता हूँ मिनिस्टर साहब ने नोट भी किया है उन पर ध्यानपूर्वक विचार किया जावेगा मैंने जो आग लगने की बटला बतलाई उस की इनकायरी करायेंगे और अपने जबाबी भाषण में मेरे प्रस्तोतों का उत्तर देने की कृपा करेंगे ।

Shri Bedabrata Barua (Kaliabor): Mr. Chairman, the proposals that are being brought up and presented before the House have already been under the consideration of the Government. A textile corporation is being proposed. The whole matter is being examined. The question of taking over all these uneconomic textile mills—not immediately but as a permanent long term measure—had been announced. It is no doubt a very bold decision and the resolution also would give the feeling that some of our Members are thinking in very progressive lines. When we think of taking over the textile mills or any other industry or when we think of nationalisation, the idea is that it should be streamlined and it should provide some amount for the public exchequer. Certainly this proposal comes in the wake of the deep distress imposed upon our textile workers by the closure of some mills and by the contrary pulse and restrictions on our exports and also on the

[Shri Bedabrata Basu]

production of cotton. There is also the inability of our industrialists to find a way out of the present difficulties. If I mistake not, in the United States also there is a cotton lobby trying to take advantage of the situation arising out of India's present difficulties and the set back to our cotton textile industry. They do not want India to transfer areas from foodgrains to cotton. That seems to be the pressure from them. Cotton will be more scarce in India. It was suggested that India could import more cotton. It would always be good for them. It is for us to think of these things and see how in a critical situation the industry has served the country. At least two of the speakers who have spoken on the resolution had opposed the resolution and have stated that the cotton textile industry has served the country well. It is a doubtful proposition because, looking at the wage structure in the country, our competitors in the international market and the United States and Great Britain, and a few other countries, comparing to the wages, their wages are very much higher than India's, and the price of cotton in India does not compare unfavourably. In fact, sometimes it is more favourable than unfavourable in regard to the price of cotton in those countries.

One of the speakers mentioned that they could have utilised the money for rationalisation of the cotton textile mills. They have not done it. They have diverted the money into speculative and other fields which has resulted in the rather heartless enjoyment of the scarce situation that exists, which would give them a market anywhere, anyhow, quite apart from the external market, the export market, as it is, and it is this situation that brings about a challenging decision. The resolution also it itself a challenge. It is a challenging situation,—taking over the textile industry, a part of it. But I have no doubt that the logic of the resolution would lead

us not to the taking over of the uneconomic textile mills. I have very good reasons. Those who believe in terms of progressive economic development would like very much the public sector to be profited, but this is a genuine case where rather the acute criticism is that the public sector is not giving profit. After having carried out incessant propaganda in the country, in all the economic journals, that they are so well financed, that the public sector should be non-profit yielding, that it should be on a no-profit basis, that it should serve as a basic industry for the development of the private sector, after having made that propaganda, now to come round again and confront the public sector with the argument that it has not given profit is not good. The public sector is there only to support, to ballast, not only the economy, but also, when it is necessary, to support employment, to support the prices in the country.

So, all these things would also come in. Naturally all the arguments that we have revolved round that point, that the consumer is having to spend a tremendous lot, much more on food such as rice, wheat and other things. These are always purchased. So, it means money. And cloth is an essential commodity. As an essential commodity, it requires to be subsidised even at a subsidised rate. If it comes to control, the very idea is that when you subsidise foodgrains, on other commodities also, we do it, because in addition to foodgrains, textiles are essential commodities. Therefore, food prices and the high price of other commodities create an inflationary situation. Therefore, I do not understand how the private sector needs to have that with all the availability of loans and all that, which they have mostly utilised. I do not know how much of loans they have utilised; there are finance corporations only devoted to the use of the private companies. In spite of the availability, in spite of the growth in terms of submis-

some of the industrial concerns even now would not transfer their money, and they would not modernise the particular industry. And we would have a situation where the industry would be creating difficulty for the public and the workers. They would turn round, and when it comes to the question of nationalisation, and the setting up of industries, a lot of heartburning would arise, and the courts would be brought in, and the question of nationalisation will be fraught with such out-dated concept as civil liberties and all that.

With these words I resume my seat.

Shri S. Kandappan (Mettur): Sir, this resolution takes note of the crisis that has developed in the textile industry and envisages the taking over of the sick mills by the Government. My fear is whether the doctor to whom we are entrusting these sick mills, famous by more deaths caused than by lives saved, is competent to manage these mismanaged mills. Only this morning during Question Hour, in answer to Question 243, Government said that they have already taken over the management of 8 mills and it is revealing that none of them is running at a profit. I do not know what explanations are there from the Government side as to why these mills, whose management was taken over by Government in 1965-66 and 1966-67, are not yielding any profit so far. Anyway, since the Government is going to set up a corporation for the management of these mills as was stated only this morning, I think this resolution moved by Mr. Esthose can easily be accepted by the Government.

Looking at all the aspects of the textile crisis, I think there is some deeper ailment than what is apparent at the surface. It is not only inefficiency and mismanagement that has caused the crisis. This morning when I asked whether it is not a fact that the cost of production is adversely affecting the consumer aspect of it, the Minister conveniently evaded my

question saying, that it is a very large and wider issue. But I think that is the basic issue. We know in the past two or three years, production of cotton is going down. There is a chronic shortage of cotton internally. After devaluation, the export possibility is against what we expected. It is going down instead of going up. All these aspects of the matter has to be thoroughly gone into. I would have been happy if, after probing all the aspects, the Government has come forward and taken the House into confidence about the real malady afflicting the textile industry. Instead, they are making some ad hoc arrangements and they feel complacent that everything will be okay. I do not think this crisis can be resolved by this superficial approach. I can well anticipate the Minister's answer that the cotton yield has trebled in the last 20 years. If you look at the picture more closely, you will find that it is actually the acreage that has increased resulting in increased cotton yield, but the per-acre yield of Indian cotton is lowest in the world. Though we are one of the biggest textile manufacturing countries, we have not paid much attention to this problem of raising the per-acre yield of cotton. In fact, the research carried out by the Indian Cotton Mills Federation and the package schemes in some pockets of some States has amply proved that given the requisite fertiliser and water at the proper time, this yield of cotton can easily be doubled or trebled. This aspect has not been taken note of by the Government.

I would also like to emphasise another aspect. Cotton is a commodity which requires not much of water like sugarcane or paddy. In fact, with a little water we can raise cotton anywhere. So the Government should pay much attention to this aspect of raising the output.

Also, I wonder how at a critical juncture like this the Government can

[Shri S. Kandappan]

afford to reduce the subsidy that they have been giving to the fertiliser. The reason given by the Government is, since anyway fertiliser is being used by the peasants, there is a large demand by the farmers of this country for fertiliser and therefore there is no harm in removing the subsidy. This is a very strange argument. If you remove the subsidy and if the cost of fertiliser is raised, naturally the cost of production goes up and you cannot expect the farmer to give cotton at the price you fix when the cost of his inputs goes rising up. This is a very ill-suited time for the Government to remove the subsidy or even for not paying much attention to the other aspects that require proper attention to be paid as far as this industry is concerned. Sir, I am saying so much on this because I feel very strongly that this is the basic issue at stake. After all, as we know from some figures given by the Government as well as by the industrialists, that raw cotton contributes to almost half the cost of production. Unless the production cost is brought down I fear that it is almost impossible to bring down the price of cloth or to give scope or buoyancy to the textile industry.

Another important aspect to which the hon. mover of the resolution referred is the handloom industry and the price of yarn. Though, strictly speaking, it is not mentioned in the resolution, since the mover has referred to it I am justified in making a few observations on that. Sir, actually, for the past three months the price of handloom fabrics has not gone up; it has stayed at the old level, whereas the price of yarn is going up like anything resulting in the unemployment of lakhs of handloom weavers in Madras, Andhra and other places. I would earnestly plead with the Minister to see that in the near future—not by planning things for a far off time, but immediately—attention is paid to the crisis that has developed due to the rise in the price of yarn,

particularly in the handloom sector, and give some kind of subsidy for this yarn or remove the excise duty that has been placed on the yarn particularly those varieties that are being consumed by the handloom sector. By way of this kind of a subsidy or some other help I hope the Minister would come forward early to improve the lot of the handloom weavers. Actually they are, particularly after the expansion of the powerloom industry in India, facing a lot of difficulties and they are not able to cope up with the market competition. On top of it, now the rise in the yarn prices is heavily spoiling their livelihood, the scope of their avocation, and I would be very much thankful to the hon. Minister if he could say something, rather do something and take some initiative on this particular matter.

With these words, Sir, I commend this resolution for the acceptance of the House.

श्री अम्बेल गन्नी दार (गुडगांव) : मैं हस्त रोपनस्थल को मपोर्ट करने के लिए बड़ा दुष्पात्र हूँ। हमारी सरकार के पास काम बहुत थोड़ा रह गया है। कुछ न कुछ इसको काम मिलना चाहूँये मैंने तीन प्लान बलते देखे हैं। यद्यों नहीं तो यद्यों रूपया जकर हमने उन पर लावं किया है। लेकिन इसना हीने पर भी हमारी जो जाति स्थिति है वह पहले से कही ज्यादा खराब हुई है। जहाँ तक इंडस्ट्री का तास्तुक है बन्द ही जानवाल है जैसे बिला का, टाटा का, जैन का जौ बमक रहे हैं। हमारे दैवर भाई ने जो कि कांडेस के प्रेजीडेंट रह चुके हैं और कभी मूल मंत्री भी रहे हैं कहा है कि जो अभीर है वे और भी ज्यादा अभीर हो गए हैं और जो गरीब है, वे और भी ज्यादा गरीब हो गए हैं।

सरकार ने यह नाहाल किया कि यही बड़ी जनीलों की जातिक है, एवा हीं, जायां हीं, बैठकार हीं, बैठकार हीं वे

जमीनों से पूरी उपज नहीं करते हैं तो उसने उन से जमीन छीनी और छीन कर मजदूरों को उसने जमीनों को दे दिया। हरिजनों को बाहर टैनेंट्स को उसने उन जमीनों को दे दिया। लेकिन उनको कोई साधन नहीं दिये, उनको प्लाउइंग की फैसिलिटीज नहीं दी। अगर ये फैसिलिटीज भी गई होती तो उपज बहुत बढ़ सकती थी। जैसे उधर टैनेंट्स को जमीनें दी गई है उसी तरह से मैं चाहता हूँ कि इधर सरकार मिलों को मजदूरों के हवाले कर दे।

आप किसी बड़े कारखानेदार मे पूछिये कि क्या नवीजा रहा तो वह आपको कहेगा कि तीन नाम घट गया है। मजदूर कहता है कैसे घट गया है तो कहता है कि पिछले साल चौदह नाम फायदा हुआ था, इस साल ग्यारह लाख हुआ है। जब वह चाहता है मिल को बन्द कर देता है और यह कह कर कर देता है कि काम नहीं चलता है। मैं चाहता हूँ कि मिलों को नरकार जहर ने लेकिन लेकर मजदूरों के हवाले कर दे। एक हमारे भाई ने कहा है कि वह कपड़ा मिल में मजदूर था। मैं चाहता हूँ कि इन को मजदूरों के हवाले कर दिया जाए और उनको इनको चलाने का मोका दिया जाए। आज होता यह है कि इनकम टैक्स की ठगी करने के लिए, सेल्स टैक्स की ठगी करने के लिए ब्लैक में माल के बेचते हैं। आज एक ही आदमी होता है जो चालाकी करता है और एक आदमी के लिए चालाकी करना आसान होता है। मजदूर हजारों होने और उनके लिये चालाकी करना मुश्किल होगा। वे नहीं कर पायेंगे। लेकिन टैनेंट की तरह यहाँ भी मजदूरों को बाहर आप न करें। मजदूरों को आप साधन भी दें ताकि वे ज्यादा भी ज्यादा कपड़ा तैयार कर सकें। याक ही सरकार उनके जरिये बनाये गये करही को ही बाहर के मुल्कों में भेजें।

मैं सरकार की बड़ी तारीफ करता हूँ। सरकार खड़ी खड़ी करती है। लेकिन आज

हालत क्या है? हमने भरवों रखा दियेंस पर बर्ब किया है और भपने बजट का एक बहुत बड़ा हिस्सा दियेंस पर हम बर्ब करते हैं। तीन प्लान पूरे हो चुके हैं। इतना दियेंस पर बर्ब करने के बाबजूद भी हमारी सरकार आखाद काश्मीर को जो कि भारत का एक हिस्सा है बापिस लेने का यत्न तो क्या, बात भी नहीं करती है।

इसी तरह से यहाँ क्या हालत है। बिडला जी को दिल खोल कर भदद दी जाती है। बिडला जी क्या करने हैं? जिस काम को उन्हें फेल करना होता है उसका भपना कारखाना लगा कर नई मशीनें मांगा जेते हैं और बिल्कुल कोल्ड स्टोरेज में डाल देते हैं और थोड़ा स. काम करते हैं। आर्ट सिल्क यार्न को आप लें। सिल्क यार्न के जितने कारखाने हैं उनमें बिडला जी की मोनापोली है उनकी मर्जी है जिस रेट पर जाहे दें। आज सुबह श्री आर० के० बिडला को मेरे एक सबाल करने पर गुस्सा आ गया। वह कहने लगे कि वह उसके मैनेजिंग डायरेक्टर हैं। जहर होने चूंकि बिडला बानदान से ताल्लुक रखते हैं और बिडला बानदान को खुदा ने बास तौर पर मासूर करके भेजा है कि हिन्दुस्तान में वह बादशाह बन कर रहे और हिन्दुस्तान भी इकोनोमी के जित तरह से चाहे चलाये। बाका यह है कि टैक्सटाइल कमीशनर ने फैसला किया था कि कौन कौन सी बूलन स्पिनिं यिल कितना कितना-धारा तैयार करे, बस्टिंड यार्न तैयार करे, हाइड्री यार्न तैयार करे। ऐसा करते बहत उन्होंने पिछले रिकार्ड को देखा। बिडला जी के रिकार्ड को भी उन्होंने देखा। आमनगर जिस का उन्होंने दिक किया है, उसके रिकार्ड को भी देखा। यहाँ अस्सी परसेंट बस्टिंड यार्न भी बहुत होता था। उनको इसावत दे दी कि सौ परसेंट भी बहुत करे। जो यिसे सेंट परसेंट करती थीं, उनको क्या कि तुम भी तृतीय परसेंट तैयार करो। इस तरह की

[बी अब्दुल गनी दार]

मी आपके सामने वित्तीय वित्ताने पेश कर सकता है। लेकिन इसको आप छोड़दें। आप यह भी देखें कि उसको यह भी हजारत दें वी नहीं कि वित्ताना जामनगर के वित्ताना साहब बस्टिंड बाने तैयार करें उतने से कुछ उसका कपड़ा भी नहीं। यह यह बस्टिंड बाने बाबार में जीसे विक सकता है, जीक में जीसे वित्ताने सकता है? यहां और कहां के वह आता है। इस बास्ते आता है कि वह कपड़ा बनाने की बाबरत नहीं समझते हैं। इसका नीतीजा यह होता है कि बजूदूर बेकार हो जाते हैं। इस बास्ते इन सब को सरकार दे दे। यह इससे आवश्यक होता। बजारों को बेस सरकार को को बचाने बासे नेतानगर और साथों नहीं तो हजारों कमायें, एक वित्ताना साहब या भूटी भर कारखानादारों के बजाय, कई लोग कायें। मे कर सकत इन को बजूदूरों के हवाले कर दे। तब बजूदूर विन को सायक समझते हैं या जो नए नए नीजातान उठ रहे हैं उनको भूलाकिम बना कर, अफसर बना कर—ऐसे अफसर नहीं कि वह बुक्स बजारें, बल्कि ऐसे अफसर जो कि बजूदूरों की घट दर करें—इन यित्तों को बचा सकते हैं। मैं समझता हूँ कि इससे देश का बस्ता हम होगा।

16.46 hrs.

[Mr. DEPUTY-SPEAKER in the Chair.]

आज आप एक गलत माहीन में देश की इकोनोमी को तबाह करते जा रहे हैं। मैं इस यित्त यह कहता हूँ कि हम सोचते हैं कि हम किस तरह से सारी युनिवा को नैकनलाइज करें। आप नैकनलाइज कीजिये। कुटा करे कि आप इस में कामयाब भी हों। मैं तो कहूँगा कि कि सरकार वह भी तय कर दे कि हिन्दुस्तान के किसी बार में जाना नहीं बनेगा और सरकार जाने को भी नैकनलाइज करे। लेकिन यित्तने बजारों को इन्होंने नैकनलाइज किया है, उन में से किसने कामयाबी के साथ बदल रहे हैं। यित्तों भी औटार्सी देताई ने वह औरों से कहा कि 31 इसारे कामयाबी के न.य चल रहे हैं। जहां से वही बात हुई जैसे कहा जाए कि तीन

वी फैसिल में से 275 में हमने साथार्दे दिलाई है। वे साथार्दे विन को दिलाई। बपडारी, बलर्क, पटवारी, कॉस्टेबल की दिलाई। लेकिन यह कभी बीचु पटवारी के बाबर या भी अबूल बरोडा के काहने के भूताकिम भी सरक नारायण तिह और भी के ० सौ० पन्द्र, विकसा जीसे राम-बाह...

एक जानलीज तदन्त : उन्होंने नाम नहीं लिये हैं।

बी अब्दुल गनी दार : नम्बर कुछ, कुछ न बाबर। मैं नहीं कहता हूँ। अबूल बरोडा साहब ने कहा है। इस पर यहां बर्चा भी हुआ है। ब्राह्म निनिस्टर साहिला ने कहा है कि ऐसा इनजाम लगाया गया है कि कुछ निजि-मध्यम के लोग विकला जी से तनबाह लेते हैं। यह बरोडा साहब ने कहा है। मैं ऐसा नहीं कहता हूँ। मेरा जो कहना है वह मैं आप को बता देता हूँ। नन्दा भी ने कहा है कि 45 बैन्डर पालिमेंट ऐसे हैं जो विकला जी की जेव में हैं और तीस बैन्डर ग्रमीचन्द प्यारे लाल जी की जेव में हैं। इन सब बातों का आप को ध्यान रखना चाहिये। इन यित्तों को, इन करखानों जी आपको नैकनलाइज कर देना चाहिये। लेकिन ऐसा करते बहत इसका भी आपको बचान करना चाहिये कि सारे हिन्दुस्तान में तिक्क एक विकला साहब ही नहीं है जिन को कुछ ने पैदा करके भजा है और वही यकेले नहीं हैं जो कि छोटी कार बना सकते हैं और कोई दूसरा नहीं बना सकता है या उन्हीं को बाट तिलक बाने तैयार करने की योग्यतेली भी जा सकती है और दूसरे योग्यों को उसको तैयार करने की इच्छात नहीं भी जा सकती है। उसकी वह अविकार है कि वह वही भी यित्तों भी भी नहीं को इम्पोर्ट कर और कर के जित इच्छाती को जाहे तबाह व बरबाह करे।

मेरी हाथ लोड कर आप के वह बर्चे हैं कि वह ऐसेतूतम भी बाबकार बरबर नहूँ

کارے، بُڑے ڈسکس کوئی لگاگا نہیں ہے لےکن جو رکاری ٹاری کی ترک نہیں ہے۔ جیسا ڈسکس نے سوچا یہ کہ کہ دیا کہ بآپ کوئی چکاراٹے ہیں، ہم سارے بُڑا جنمیں کو اک فارکاری سے دے گے، جو مُہنگاہی بُڑا ہمے دے گا، یعنی ڈسکس کوئی لگاگا نہیں ہے، اک فارکاری سے دیکھا جاوے گا۔ ڈسکس مہوکھ، بُڑا تک کی ڈسکس کے بُڑوں کی سہلت پر بُڑا پڑا ہے۔ یہ ڈسکس کی بُڑانی ہمیں پر بُڑا پڑا ہے، ڈسکس کا بیکاریا دے گا، ڈسکس کو کسے کامپنی-سٹیٹ کرے گا۔ یہ بُڑا جنمیں کی ترک نہیں کہا گا۔ اگر سرکار یہ کوئی کامپنی کی سرکار نے چنانلاہ جنمیں کی بُڑی ہاںی ہے، تو میں چاہوں گا کہ یہ کوئی کامپنی کے لیکے کرے، اپنے لیکے ن کرے ।

[شروع عبدالغفاری قاؤ (گوئیں) ۔]

میں اس دلیل و شن کو سہوڑت کر لے کے لئے کہو ہوں۔ ہماری سرکار کے پاس کام بہت تھوڑا ہے۔ کہا ہے۔ کہو۔ لئے کہو۔ اس کو کام ملنا چاہئے۔ میں نے تھوڑے پہنچنے کیکھے ہوں۔ کہو ہوں نہیں تو اور ہوں دوہوڑے فرود ہم نے ان پر خرچ کہا ہے۔ لیکن اتنا ہونے یہ بھی ہماری جو کہا دیتے ہے وہ پہلے سے کہیں زیادہ خراب ہوئی ہے۔ جہاں تک اندھی کا تعلق ہے جلد ہی خاندان لئے ہوں جسے بولا کا، تاتا کا، جون کا جو چنک وہ ہوں۔ ہمارے قہرہ بھائی نے جو کہ کانکھس کے پریزیڈنٹ وہ چنکے ہوں لروں کہیں مکھی سلیکی ہیں دھو ہوں۔ کہا ہے کہ جو اسہر ہوں وہ لروں بھی زیادہ اسہر ہو گئے ہوں لروں جو

فریب ہوں وہ اور یہی زیادہ فریب ہوئے ہوں۔

سرکار نے جب مختسوس کیا کہ ہوئی ہوئی زمینوں کے جو مالک ہوں۔ واچا ہوں، نواب ہوں، زمیندار ہوں، لہلہ لہلہ ہوں وہ زمینوں سے پڑوی ابھی نہیں کوئے ہوں تو اس نے ان کو سے زمینوں چھوٹھیں اور چھوٹھیں کو مزولوں کو اس نے زمینوں کو دے دیا۔ پریچنیوں کو اور تھلیٹس کو اس نے ان زمینوں کو دے دیا۔ لیکن ان کو کوئی سادھن نہیں دیئے۔ ان کو پلونگ کی، فہمادھیز نہیں دیئے۔ ان پر فوسمیٹیڈیز دی کئی ہوتیں تو ابھی بہت بوجھے سکتی ہیں۔ جسے اسکو تھلیٹس کو زمین دی کئی ہے اسی طرح سے میں چاہتا ہوں کہ اسکو سوکار ملبوں کو مزدوروں کے حوالے کو دے۔

اپنے کسی بڑے کامختہ دار سے بوجھئے کہ کہا نتھی، دھا تو وہ اپنے کہوئا کہ تھوڑے کہو کہا ہے۔ مزدورو کہتا ہے کہ کہیے کہو کہا ہے تو کہتا ہے کہ پچھلے سال جو دنہ لادہ فائندہ ہوا تھا اس سال کیا رہا۔ کہیے ہوا ہے۔ جب وہ چاہتا ہے مل کو بلد کو دیتا ہے اور یہ کہیں کو دیتا ہے کہ کام نہیں چلتا ہے۔ میں چاہتا ہوں کہ ملبوں کو سرکار فرود نے لیکن کوئی مزدوروں کے حوالے کو دے۔ ایک

[شوب مددالفلی قادو]

ہمارے بھائی نے کہا ہے کہ وہ نہوا
مل مور مزدور تھا - میں چانتا
ہوں کہ ان کو مزدوروں کے حوالے کر
دیا جائے اور ان کو چنانچہ کا موقعہ دیا
جائے - آج ہوتا یہ ہے کہ انکم تھکس
کی تھیکی کرنے کے لئے - سہلتوں تھکس
کی تھیکی کرنے کے لئے پلٹک میں
مال بھجھتے ہوں - آج ایک ہی
آدمی ہوتا ہے جو چالاکی کرتا ہے اور
ایک آدمی کے لئے چالاکی کونا آسان
ہوتا ہے - مزدور ہزاروں ہونکے اور ان کے
لئے چالاکی کرنا مشکل ہوگا وہ نہیں
کو پانٹھنکے - لہکن تھالٹ کی طرح
بھار بھی مزدور کو برباد آپ نہ
کوہیں - مزدور کو آپ سادھیں بھی
دیں تاکہ وہ "ذیادہ" سے زیادہ کھوڑا تھا
کر سکے - ساتھی ہی سوکار ان کے ذمہ
بدائی لئے کھوڑے کو ہی باہر کے ملکوں
میں بھجھتے -

میں سوکار کی بڑی تعویض کوتا
ہوں - سوکار بڑی کوشش کرتی ہے -
لہکن آج حالت کہا ہے - ہم نے
اپنیں دوپہر تھیلس پر خرچ کیا ہے
اور اپنے بھت کا ایک بہت بڑا حصہ
تھیلس پر خرچ کرنا ہے - تھیں
پالن پورے ہو چکے ہوں - اتنا تھیلس
پر خرچ کرنے کے باوجود بھی ہماری
سوکار آزاد کشمکش کو جو کہ بھارت کا
ایک حصہ ہے ویس نہیں کا یعنی تو
کہا بات بھی نہیں کوتی ہے -

اس طرح سے بھار کہا حالی
ہے - بڑا جو کو دل کہوں کو مدد
کی جاتی ہے - بڑا جو کہا کوتے
ہوں - جس کام کو انہیں فیل کرنا
ہوتا ہے اسکا ایسا کارخانہ لکا کر نہیں
میں میں میں میں میں میں میں میں میں
کوئی مدد پیج میں میں میں میں
ہوں - اور نہوڑا سا کام کرتے ہوں -
اُس سلک باریں کو آپ نہیں - سلک
بادوں کے جانے لارکانے ہوں ان میں
بڑا جو کی مدد پیں ہے - ان کی
مرضی ہے جس دبٹ پر چاہیں
دیں - آج صبح شو آدے کے - بڑا
کو جو کو ایک سوال کوئے ہے نہ
آگھا - وہ کہنے لگے کہ وہ اس کے
مہمچلک تایپرکٹر ہوں - فروڑوں کو
چونکہ بڑا خاندان سے تعلق رکھتے
ہوں - اور بڑا خاندان کو خدا نے
خاص طور پر ماسوو فوئے بھجھا ہے
کہ ہندوستان میں وہ بادشاہ بن کو
دھے اور ہندوستان کی اکونوسی کو
جس طرح جاہے چلتے - والغہ یہ
جیسے کہ تیکستائل سکھلر نے فیصلہ کیا
تھا کون - کون سی دوں سہلک مل
کتنا - کتنا دھماکا تھا کوئے - دوست
بادوں تھا کوئے - ہوڑا باریں تھا
کوئے - ایسا کوتے وقت انہوں نے
بیچھے دیکھا کو دیکھا - بڑا جو کے
دیکھا کو بھی انہوں نے دیکھا - جام تک
جس کا الہوں نے ذکر کیا ہے اس
کے دیکھا کو بھی دیکھا - وہاں پر

اسی پرسپکٹ ووستڈ یارن دیو ہوتا
تھا - ان کو اجرازت دے دی کہ
سو پرسپکٹ دیو کریں - جو ملبوں
سپکٹ پرسپکٹ کرتی تھوں ان کو کہا
کہ تم بھس پرسپکٹ نہار کرو - اس
طرح کی میں اپنے سامنے دیہوں
ستالین پیغیر کر سکتا ہوں - لہکن
اگر تو آپ چھوڑ دیں - آپ یہ ہی
دیکھوں کہ اس کو یہ بھی اجرازت
دے دی کئی کہ چنانچا جام نکر کے
بولا صاحب ووستڈ یارن نہار کوہن
کئی کا خود اس کا کھوڑا بھی بلہن -
اپ یہ ووستڈ یارن پالاو میں کھسے
پک سکتا ہے - بلیک میں کھسے
مل سکتا ہے - کہوں اور پہل سے
وہ آتا ہے - اسرا واسطہ آتا ہے کہ وہ
کھوڑا بناز کی فروٹ نہیں سمجھتے
ہوں - اس کا نتیجہ یہ ہوتا ہے کہ
مزدوروں بھکار ہو جاتے ہوں - اس
واسطے ان سب کو سرکار نے لے - کہا
اس سے فائدہ ہوگا - ہزاروں کانکروں
سرکار کو چالنے والی نہیں کن اور کہوں
نہیں تو ہزاروں کسانوں نے - لہک بولا
صاحب یا میتوں بھو کارخاندلوں کے
بچالے کئی لوگ کھاتیں ہیں - لے کو
سرکار ان کو مزدوروں نے حوالہ کو
دے - تب مزدوروں چون کو لائق سمجھتے
ہوں یا نئے نئے نوجوان ائمہ دہ
ہوں ان کو ملزم ہذا کرو - اسرا ہذا
کرو - ایسا افسو نہیں کہ وہ حکم
چالنے - بلکہ ایسے افسر جو کہ

مزدوروں کی مدد کریں - ان ملبوں کو
چڑھتے ہوں - میں سمجھتا ہوں
کہ اس سے دیہن کا سنتہ حل
ہے ۔

اچ آپ ایک غلط ماحول میں
دیہن کی اکونومی کو تباہ کرئے
جاوے ہیں - میں اس لئے یہ کہتا
ہوں کہ ۵۰ سوچتے ہوں کہ ہم کس
طرح ساری دنیا کو نہشکران کریں -
آپ نہشکران کوچھی خدا کرے کہ آپ
اکس میں کامیاب ہوں - مہر
تو کہوںکا کہ سرکار یہ ہوئے ملے کر دے
کہ ہندوستان کے کسی گور میں کھانا
نہیں ہے گا اور سرکار کھانے کو
بھی نہشکران کو دے - لہکن چندیے
اداروں کو انہوں نے نہشکران کہا ہے
ان میں سے کئی کامیابی کے ساتھ
چل دے ہیں - پچھلے دنوں شوی
حوالوں جیں دیسائی نے بڑے دوڑوں سے
کہا نہیں کہ ۳۱ اکتوبر کامیابی کے
ساتھ چل دے ہیں - یہ تو وہی
بھات ہوئی جیسے کہا جائے کہ تھن سو
گھوڑے میں سے ۲۷۵ میں ہم نے - والوں
دلائیں - وہ سوائیں کن کو ماہن -
چھوٹیں - کلرک - پتواری - کانستیٹیشن
کو ملیں - لہکن جس کھی
وہجھوپنلایک - بون متو - تی - تی -
کوٹھنا چاری آکھا یا شوی اوجن اوزا
کے کھلے نے - طابق شدی ساتھ نارالین
ساتھ اور شوی کے - سی - پلٹھ -
جھوڑ جی - تلخڑا ۔ ۔ ۔

ایک مانندہ سندھی - انہوں نے

نام نہیں لئے ہوں -
شیو مہدالخانی قلو: نقل قلو -
قدو نہ پشید - میں نہیں کہتا ہوں -
اوجھن اورزا صاحب نے کہا ہے - اس -
ہے بھار جو جا بھی ہوا ہے ، پر اسی
مسٹر صاحب نے کہا ہے کہ ایسا
الزام لکھا کہا ہے د کچھ ملتیں
مغلیل کے لوگ بولا جی سے تلفخواہ
لہیں ہیں - وہ اورزا صاحب نے کہا
ہے - میں ایسا نہیں کہتا ہوں -
مہوا جو کہنا ہے - وہ میں آپ کو
کہا دیتا ہوں - نلدا جو نے کہا ہے
کہ ۳۵ سوہر پارٹیسٹ ایسے ہیں -
جو بولا جی کی جب میں ہوں
اور ۳۰ سوہر ایسے ہوں دو امروں چلدا
یہڑے لال کی جوب میں ہوں -
اُن سب باتوں کا آپ کو دھیان دکھانا
چاہئے - اُن میور، کو - اُن کارخانوں
کو آپ کو نہ کھلائی کو دیتا چاہئے -
لیکن ایسا کوئی وقت اُس کا بھی آپ
کو خواں دکھانا چاہئے کہ سادے
ہلدوں تک میں صوف ایک بولا صاحب
ہی نہیں ہیں جن کو خدا نے ہبھا
کوئی بھوچا ہے اور وہی اکھلے نہیں -
میں جو کہ چھوٹی کار بنا سکتے
ہوں اور کوئی دوسرا نہیں بنا سکتے
ہے - یا انہوں کو اُوٹ سلک یا بن
تھار کر لے کی مونپلی ڈی جا سکتی
ہے اور دوسرے لوگوں کو اُس کو تھار کرنے
کی اجازت نہیں دی جا سکتی ہے -
اسکو یہ انھیکو ہے تھے وہ بھی میور
اور میھلوں کو امہروں کوئے لو
امہروں کوئے جس انسٹیٹیوں کو چاہئے
نہیں وہ بھاں کوئے -

میور ہاتھ جوڑ کر آپ سے یہ
موض ہے کہ یہ دھوکہوں تو سرکار

پڑوں قبول کرے - میھم اس سے
لیکن جوکوا نہیں ہے - لیکن مزاد ہی
بھائی کی طرح نہیں - جو سما انہوں
نے صیغہ کہا تھا کہ آپ کوئو کھدا ہے
ہوں ہم یہ سارے مالزمن کو نوک
پڑووں سے دیکھئے - جو سہلائی بھتہ
ہمیں دیتا ہے اسکے لئے کھدا ہے کوئوں
ہوں ایک فردوں سے دیا جاتا -
ایک دیہیہاں مہوہدہ - اب تک چو انکے
بھوؤں کو صحت پر اتو ہوا ہے یا
انکی اپنی صحت پر اتو ہوا ہے اسکا کہا
خسارہ دیکھئے - اسکو کہہ کھلائی
کر دیکھئے - یہ مواد جس بھائی نے
نہیں کہا - اکر سرکار اسکو ماظدوں
کوئے کھونکہ سرکار نیشنلائزیشن کی
بڑی ہماری ہے - تو میں چاہوئی کہ
اسکو مددووں کے لئے کوئے - اپنے لئے
نہ کوئے -]

Shri Narendra Singh Mahida (Anand): Mr. Deputy-Speaker, Sir, the idea of the mover of the Resolution is to focus attention on the present crisis in the textile industry. In my constituency also, there is an old mill at Petlad called Raj-Ratna mill which has ceased to work for the last one year and a half. Nearly 1500 people are unemployed. The Government had appointed a committee under the chairmanship of Shri Ghanshyam Lal Oza, M.P. and they have reported back to the Government.

What are the difficulties of the textile units? Why are they facing a crisis? According to the employers, it is stated that the industry is suffering crisis and closures not only due to mismanagement only but to other causes also, such as, shortage and high

price of cotton, statutory control on cloth prices, high excise duties and difficulties of financing modernisation. The hon. Commerce Minister had mentioned that there were other factors also, that the high prices of cotton were due to the fact that the prosperous units were prepared to pay higher prices. We are aware that some of the modern mills consume more cotton and for their requirement pay more price for cotton. So, we have two types of mills. On one side, we have textile mills which are old, and have very old machinery—they need change—and on the other side, we have modern mills in Bombay and other places which have reduced the number of employees by introducing modern machinery. So, this crisis has to be seen in a very impartial manner.

The Government has very wisely suggested tripartite consultations. There are various conflicting interests. But the Government is eager to bring about some solution and enlarge the area of agreement and to work out mutually acceptable solutions. Such solutions represented a consensus, answer which might not appear fully logical to either side but may provide a working basis for all the parties involved. After all, the Government do not want to run the mills for themselves. There is the question of finances; there is the question of employment; there is the question of the disposal of cloth.

The hon. Commerce Minister also said that the Government propose to set up a corporation to take over the ownership and the management of sick textile units. He said that a Bill would be introduced during the session to facilitate taking over of the ownership and the management of sick mills. I have also learnt that it has been recommended that investigating committees should be set up by the Government under the Industries (Development and Regulation) Act to investigate the units which were already facing closure with a view to taking over the management

581 (a) L5—10.

wherever necessary. The intention of the Government is to have a set up which would be there permanently and not temporarily. There should be a compact tripartite committee at the Centre to keep a watch on the situation and to detect cases of deteriorating management. I understand that the Government is fully watching this crisis and are taking necessary steps.

One of the hon. Member said—I think, the speaker who preceded me—that the rich were becoming richer and the poor were becoming poorer. I will cite some examples from my own village. In my own village, I have seen women, the workers in the field, wearing sarees which perhaps my wife is wearing. (Interruptions). I am talking of my own village. They are wearing gold ornaments also. May be, because of prohibition they have saved money and are able to buy ornaments. Things have improved considerably. Those people who are critical... (Interruptions) have nothing to propose; their eyes are blind; they cannot see the progress made in the country; they just shout and go on saying that nothing has been done, no improvement has been made.

श्री हुक्म सन्द कच्छवाय : महीदा जी, कांग्रेस में जाने के बाद से भाषा बदल हो गई क्या ? यहां से जब बोलते थे, तब भाषा अच्छी थी। वहां जाने पर उन को प्रश्नति दिखने लगी, पहले प्रश्ननि नहीं दिखती थी।
(अवधारणा)

Mr. Deputy-Speaker: He is giving his own experience. What is wrong in that?

Shri Narendra Singh Mahida: The suggestion of Mr. Kachchhavaiya is worth considering, i.e., in cases where the workers are able to invest money or put in their money in provident fund, as in the mills in my Constituency, where the labourers are prepared to contribute their provident fund for the working of the mill, the

[**Shri Narendra Singh Mahida]**

workers may own the mill on a co-operative basis. This must be encouraged. The hon. Minister should see that in such cases where the employees come forward, offer their money in provident fund, they should be allowed to manage the mills; after all, the workers should also be allowed to own a mill and get the profits from their working.

I, therefore, feel that this Resolution is not necessary and it may be withdrawn. Government is looking into these matters, and the crisis in the industry will soon be removed.

Mr. Deputy-Speaker: Mr. Banerjee.

Before he starts, I want to say this. We had two hours at our disposal. The Minister would take about 30 to 35 minutes. Still, there are a number of speakers, I would, therefore, request the Members to be brief.

Shri S. M. Banerjee (Kanpur): I have a suggestion to make. The next Resolution is Mr. Nambiar's. He should be given two minutes.

Mr. Deputy-Speaker: In that case, I will have to call the Minister at about 5.30. Then only it will be possible. I would request the members to be brief.

Shri Nambiar (Tiruchirappalli): Five minutes each?

Shri S. M. Banerjee: Not less than ten minutes.

Mr. Deputy-Speaker: Mr. Nambiar, you advocate brake so far as railways are concerned. But I cannot apply the brake to you. That is my difficulty.

Shri Nambiar: A single raising of a finger will be enough. You raise like this, and I will sit down immediately.

Shri S. M. Banerjee: I rise to support the Resolution of my hon. friend. I was very happy today when, during the Question Hour, in reply to a ques-

tion the hon. Minister stated that he was bringing in a legislation in this House which may enable the Central Government to take over these mills. I must congratulate him on that. When some of our members met him to discuss the so-called crisis in the textile industry, my leader, Mr. Dange, suggested that the only solution was for the Central Government to take over these mills and to set up a textile corporation. I am happy that his suggestion has been accepted. What is happening today? Sir, I come from a city which was once the Manchester of India, and today it is the graveyard of textile mills, unfortunately....

17 hrs.

Shri Narendra Singh Mahida: It was never the Manchester of India. Ahmedabad was the Manchester of India.

Shri S. M. Banerjee: All right, it was Manchester No. 2.

The textile crisis is mostly in those mills which are manufacturing medium or coarse cloth, because the need for cotton is much more but they are not getting the quota. I fully agree with my hon. friend Shri S. K. Tapuriah when he says that there is carding by the big mills. My hon. friend Shri Abdul Ghani Dar has also said just now that there is carding by the Birla group. Birla has become a shark in this country, an octopus, and naturally, whether it is car, small or big, whether it is textile, jute, sugar or anything else, the octopus has a hand in it. Unless we put a check on their activities, it will be impossible for the small units to function in this country because they do not get even the share to which they are entitled while the lion's share goes to the Birla group.

I would also like to point out that one mill in Phulbani Sharif and one in Gaya are closed today and nearly 1,500 workers are on the streets. In

Kanpur also, the New Victoria Mill is facing liquidation. In the Laxmi Ratan Cotton Mills, which is a sore point for me and for the hon. Minister, 6000 workers are on the streets for the last ten months. Shri Ram Ratan Gupta who is the owner of this mill has cheated not only the Central Government or the State Government, but also the Provident Fund Commissioner and the ESI Commissioner; and about 6000 to 7000 workers have not been paid their wages for the last twelve months.

Even today, in reply to a question whether an authorised Controller has been appointed in Laxmi Ratan Cotton Mills, Kanpur, the hon. Minister gave the following reply:

"No, Sir. The Government of India are not contemplating taking over the management of any cotton mill pending the passing of the Bill, which they propose to introduce shortly, to enable them to take over certain closed and likely-to-close mills. They have no objection if the State Government would wish to take over this mill. This has been communicated to the State Government."

The State Minister of Industry in our non-Congress Government, my Government, in U.P., have pleaded that 50 per cent financial assistance should be given by the Centre. I do not know whether he has made any written request to the hon. Minister. It is estimated that a total of Rs. 65 lakhs to Rs. 1 crore will be needed to complete the take-over of this Bill. So, what is needed by the U.P. Government is only about Rs. 50 lakhs. I would request the hon. Minister to consider whether in the interests of the textile industry in Kanpur or in the interests of the starving thousands of workers in Kanpur, it is not available on the part of the Central Government to give them 50 per cent financial assistance so that the mill could be taken over. If the Centre

wants to take it over, they can take it over, or else, the State Government may be enabled to take it over and they are prepared to take it over provided the financial commitment is shared by the Centre and the State alike.

Then, I would come to the case of another mill which is facing closure in Kanpur. It is wrong to say that whenever mills are taken over by Government and managed by a corporation, there will be more inefficiency and scandal. I am not in a position to agree with my hon. friend the Swatantra Party because I do not subscribe to that ideology. I definitely feel that only those men should be put in those corporations who would welcome nationalisation. Before we nationalise the industry, I would say that we must nationalise the men first. It is no use putting people like Shri L. S. Vidyarathan in charge of the LJC especially when he had been writing articles after articles in *The Statesman* against nationalisation. We should nationalise those persons first. I agree with him. But once Government take it over in the form of a corporation, I do not think it is going to be inefficient. It is not that. If they say that the public sector is inefficient, the private sector, as Dr. Lohia very correctly said, is dishonest. So there is a competition between inefficiency and dishonesty. I do not know which to prefer.

Shri Piloo Mody (Godhra): Efficient dishonesty is better than dishonest unprofitability.

Shri S. M. Banerjee: I always accept Shri Mody's views because of the sheer size of his constitution.

Shri S. K. Tapuriah: Intimidation is not part of our party's policy.

Shri S. M. Banerjee: I give full support to the hon. Minister to have these mills taken over despite all pressure, despite the fact that the Birlas will be after his life. He should definitely take it over.

[Shri S. M. Banerjee]

What happened at the Lakhmiratan Cotton Mills? Shri Ramratan Gupta employed the brother of Shri Manubhai Shah, who was Commerce Minister at that time. He employed a brother of Shri Sampurnanand, who was Chief Minister of U.P. He had employed the relatives of Governors and Ministers. I am sure that with all the meagre resources at his command, property, landed, moveable or immoveable, Shri Dinesh Singh will not employ his brother there. So I appeal to Government to take it over.

With these words, I support the Resolution.

बी आर्ज फरनेंटीज (बम्बई-दक्षिण): उपचायक महोदय, मैं इम प्रस्ताव का समर्थन करने के लिये खड़ा हुआ हूँ। आज सुन्ह जब प्रश्न चल रहे थे तब मंत्री माहब ने इस बात का एलान किया था कि जिन मिलों को अभी तक सरकार बला रही है उन मिलों को आगे बलाने के बास्ते सरकार का ओर से एक कारपोरेशन बनाया जायगा। मैं सरकार के उम्पेनान का स्वागत करता हूँ और यह बीमार पड़ी हुई मिलों का आगे कुछ न कुछ इंतजाम हमें रखा रहा है। यहके तौर पर होने वाला है गेंदी उम्पीट में रखता हूँ और इस लिए एक, दो चीजों का यहां पर मैं जिक्र करना इम प्रस्ताव के भाग्यत में मैं आवश्यक समझता हूँ।

जब इंडिया यूनाइटेड मिल्स बम्बई को सरकार ने बलाने के लिये अपने हाथ में लिया तो एक अनुभव वह मिल बलाने वालों का ऐसा रहा कि उस मिल में बना हुआ कपड़ा बम्बई के बाजार में और देश के बाजारों में बेचना करीब करीब असम्भव रहा। यजदूर मेहनत करते रहे, कपड़ा बुनते रहे यगर वह कपड़ा मिलों के गोदामों में ही पढ़ा रहा। वहां से उठने का काम नहीं हो पाया। जो नियंत्रकों के मिल भालिक हैं उन लोगों को साजिन भी और उस में कामबादी उन

लोगों ने पाई कि सरकार जो भी विल बलाने को लेती है उस विल में बना हुआ कपड़ा बाजार में जाने के लिए न दिया जाय। कई तरीकों को इस्तेमाल किया जाता है। जो उन के बड़े व्यापारी हैं उन व्यापारियों को इस्टेटिव दिया जाता है प्राइवेट दिया जाता है दूसरे तरीकों से उन को बारीहा जाता है। उन को कहा जाता है कि यगर कपड़ा कम भी हो तो कुछ दिनों तक इंतजार करो लेकिन सरकार की ओर से बलाई जा रही मिलों के कपड़े को किसी भी हालत में मत उठाना।

सरकार, जब आज कारपोरेशन की बात करती है और यह बीमार मिलों को हमेशा के लिए ट्रोक डंग से बलाने की भी बात करती है तो यह जो दिक्कत इंडिया यूनाइटेड मिल्स के बारे में या दूसरी मिलों में सरकार की ओर चल रही मिलों के बारे में आज हमारे नामने भा रही है इस बीमारी को या इस तकलीफ को केंद्र सरकार हल करेगी इस के बारे में अभी तक कुछ सरकार की ओर से नहीं बताने में आया है। असली तकलीफ वही पर आ जाती है। आप की कारपोरेशन बनेगी और वही मिलों को जैसे आज आप ने कहा कि 8 मिलों को विछुने दो सालों में ले लिया, कई मिलें बहु पड़ी हैं और कई मिलें बहु होने के गास्ते पर पड़ी हुई हैं, यह बीमार मिलों को अपने हाथ में लेने यगर उम में जो बना हुआ मान है उस को बाहर बेचने के बारे में आप क्या इंतजाम करेंगे यह असली सवाल है। यगर सरकार के पास महीने, दो महीने बाद या 6-8 महीने में कोई रास्ता निकलने बाला हो तो हमारी यह प्रार्थना है कि उस रास्ते का इस्तेमाल वह तरकार गूँ करें। यगर यह नहीं किया जायेगा तो मैं समझता हूँ कि कारपोरेशन बनने तक और कारपोरेशन बलाने तक कई और मिलें बन्द हो सकती हैं और सरकार की ओर से बलाने वाली मिलों काफी अड़कन में आ सकती है।

आज सुबह इसी सदन के अन्दर मैंने एक सुप्राव दिया था, जिस पर भंडी माहूर ने कोई ठीक जवाब नहीं दिया। मैंने यह कहा था कि सब से पहले आप एक बात अप्रत्यक्ष में ले आइये कि जहां तक एक्साइब इंडस्ट्री बगैरह का शांखट है, सरकार की ओर से जो मिलें चलती हैं, उन में बने हुए कपड़े पर आप इसने बड़े परिमाण में एक्साइब इंडस्ट्री मत न्यूजिये जितनी निजी धोत्र को मिलना पर लगाते हैं। आप इस लिये उन मिलों को से रहे हैं कि जो निजी धोत्र के मालिक ये उन से उम के चलाने का काम ठीक ढंग से नहीं होता था। मैं इस बोज को नहीं मानता हूँ कि मरदूरों की अधिकान की बजह में या किसी और बजह से, मजोने प्रादि पुरानी होने की बजह में मिलों का हालन बुरी हुई है। यह एक बहुत पुराना पड़यन्त्र है सरकार और मिल मालिकों का। मिलें तो धाटे में चले निकल मिल मालिक हवेणा के लिये नफे में रहे। जब ऐसो परिस्थिति है और सरकार मिलों को अपने हाथ में नहीं है तो कम से कम उन मिलों के कपड़े पर आप को एक्साइब इंडस्ट्री माफ करनी चाहिये या कम से कम कुछ कम करनी चाहिये।

इस के लिये सरकारी मिलों में बना हुआ कपड़ा जो बाजार में बिकने के लिये जाता है, उम के सम्बन्ध में एक इनाज सरकार के सामने तकाल या सकता है। मैं समझता हूँ कि साथों नहीं करोड़ों गज कपड़ा सरकार की ओर से आज अब अब अब ये मिलों में खरीदा जाता है हिन्दुस्तान के कपड़ा बाजार में। अगर निजी धोत्र की मिलों से यह कपड़ा न खरीद कर सरकार यह फैसला कर ले कि अपने मिलों का बना हुआ कपड़ा मिनिस्ट्री के काम के लिये, रेलों के काम के लिये, कच्छ-हरियों के काम के लिये, पलटन के काम के लिए या दूसरे सरकारी काम के लिये खोदेंगी, तो उम को काफी बपत हो सकती है। मैं यह मानता हूँ कि जो स्टोरों के पर्चे का काम करने वाले लोग हैं, डाइरेक्टर जनरल आफ

सप्लाइज हैं, उन की कमाई कम हो जायेगी, लेकिन जो मिले हैं, जिन में हजारों की तादाद में मजदूर काम करते हैं, जिन के जीवन में हम किसी प्रकार की खुणी नहीं दे सकते हैं, उन में काम करने वालों को एक सहारा मिलेगा, जिन के हमारे आज तक के रखें के कारण बहुत तकलीफ में पड़ने की हमेशा है। इम तरह से हम उन लोगों को कुछ बचा पायेंगे।

माननीय भंडी जी मेरा एक और निवेदन है कि आज वह बीमार मिलों को लेकर चलाने की बात छोड़ दें। मैं मानता हूँ कि अगर इस बक्त भरकार उनको चलाने के लिये नेयार है तो भरकार एक्सा जब्कर कर लेंगी निकल निजी धोत्र का रिजर्व बैंक में पेसा देना, जहाँ इन्स्ट्रुमेंट बैंक में देसा देना, एवं आई० बी० में पेसा देना युनिट ट्रस्ट ग रेसा देना, निजी धोत्र की मिलों के नफे में चलाने के लिये, जब कि मिल मालिक उम रेस को लेकर भी बाटे में चलाने हैं, बीमार मिलों को अपने कम्पनी पर उठा कर मालिकों को महारा देना, यह काम बहुत दिनों तक नहीं ल सकता। ऐसी हालत में पूरे मिल के धन्य का राष्ट्रीयकरण करके ही यह ममला हल हो सकता है, और भंडी भग्नादय को इसके बारे में मोचना चाहिये। जो मिले आज धाटे में चलती हैं और जो मिले नफे में चलती हैं उन के धाटे और फे धोत्रों का मिला कर हिमा बगवर किया जा सकता है। चूंकि धाटे की मिलों का सरकार लेना चाहती है इस लिये उम के पाय एक ही रास्ता है कि वह मारंडोग का राष्ट्रीयकरण कर दे। मंत्री जी मेरे इस सुप्राव पर विचार करेंगे यह सोच कर मैं उस प्रस्ताव का समर्थन करता हूँ।

श्री इन्द्रीर लिह (रोहतक) : उपाध्यक्ष महोदय, आप के मामले जो मसला है वह बड़ा बुनियादी मसला है। एक ब्रोडेसिल बेस्टर के नाते जो मेरी पार्टी का नजदिया है उसे मैं पेश करता हूँ। कांडेस का नजदिया

[श्री रघुवीर तिह]

सोशलिज्म का, जम्हरियत का नजरिया है। यह नहीं, कांग्रेस बॉकिंग कमेटी की भीड़िया सात दिन चली

Shri S. Kandappan (Mettur): Is there any socialism left in your party?

श्री रघुवीर तिह: आप देका न उठाइये। आप समझते हैं कि आप ने ही डेका उठा रखवा है। मेरी पार्टी का एक अनियादी नजरिया है और मैं उस नजरिये को पेश करता हूँ। यह कोई 27 मिलों का सवाल नहीं है। यह सूक्ष्म सवाल है या बीमार है, उन की कटेगरी में मैं नहीं जाना चाहता। सवाल यह है कि एक नजरिया है देश के सामने और हमारी पार्टी उस नजरिये को अमलों जाना पहनाने चली है। यह बहुत दीर्घा होका है उसके लिए। इसने लिए जां रेजोल्यूशन रेख किया गया है मैं न सिर्फ उम के लिये प्रान्तरेवल मेंबर को मुकाबलवाद देता हूँ बल्कि उम की पुरुषों रहियायत करता हूँ।

यह सवाल सिर्फ मिलों का नहीं है। जल्दी पर सालिंग लगाई है हमारी अपनी कांग्रेस गवर्नेंट ने बड़ा अचला किया। किसान भी उस बुरा नहीं समझता। किसान को शिकायत यह है कि कारबानेदार बचा हूँगा है, वडे-बड़ों का मालिक बचा हूँगा है, बड़ी-बड़ी इन्ड्योरेन्स कम्पनी बासा बचा हूँगा है

Shri S. Kandappan: It has never been implemented anywhere. It is only on paper.

श्री रघुवीर तिह: मैं सही बातों में इस बहुत नहीं जाना चाहता। सीधा सवाल यह है कि कृषि मिलें हैं। वह लूँगी लंगड़ी है, बाघबल है, काम करती हूँ, बीमार है या अचली है, यह सवाल नहीं है। सवाल यह है कि उन को जिरिया लौर पर लिया जाये या रजामन्दी के लिया जाये। मैं तारीख कहता हूँ मिनिस्टर साहब की कि उन्होंने आठ मिलों से टेक घोवर कर लिया। बद-

लाया गया कि कारपोरेशन बलावेश। मैं नहीं समझता कि कारपोरेशन बला बालेश। सीधी बात यह है कि बाबिर पाली डलाल को ही जायेगा। कौमी विस्तियत बाजाने या लोकलाइजेशन करने की बात आई। हर मिल के लिये एक हृष्टन्दी बुकररं कर्ली पढ़ी जैसे लाहरी जायदाद के लिये है कि इस से ऊपर कोई मिल मालिक नहीं रखतेगा। मिल टाटा की या विडला की है, मुझे आलूप नहीं। अगर सारी मिलें टाटा विडला की हैं तो एक को छोड़ कर सारी की सारी लें मैं उन आदियों में से हूँ जो सोचते हैं कि एक किसान के साथ एक बात हो से दूसरे के साथ इस्तराज बयां किया जाये। इस में एक एडलाकी बात है। हजारों मजदूर हैं जो कि बैठे हैं, साथों बच्चे उन के कुनबे मैं हैं। कितने दिनों से मिलें बन्द हैं, उन के बच्चों का क्या बनता होगा। 50, 60 या की नीकरी करने वाले यह लोग, वह सारे के सारे काटन मिलाएं हैं। काटन आती है किसान से, किसान जो उसको बेचता है उस का क्या होगा? उस का माल बेकार पड़ा रहेगा, उसका माल बिकता नहीं है तो उस की कीमत जाउन जारी हो और उन के ऊपर भी उसका असर पड़ेगा। अगर वैदावार बड़ती नहीं है, उस की किस्त होती है तो भाव भी बढ़ेगा। फिर यहाँ ही नहीं, मुक के प्रन्दर डिफेन्स के लिये जो लोग और छजरियां बनती हैं उन का क्या होगा? मैं मुल्क के मुकाद के लिये बाहर हूँ, पांच के मुकाद के लिये बाहर हूँ, देश के मुकाद के लिये भी बाहर हूँ और किसान के मुकाद के लिये भी बाहर हूँ। कि मिलों को लिया जाये।

जो रेजोल्यूशन पेश किया गया है उस में मिलों को नेशनलाइज करने की बात मेरी पार्टी के नजरिये की बात है। मिनिस्टर साहब ने यहसे कह दिया कि 8 मिलें से सी है और 41 बाकी हैं। जिन को मिल भासे बला ही

नहीं सकते उन को सरकार से रही है। कोई स्थूल और कालेज वर्ष नहीं सकता तो गवर्नरेट कहे कि हम उन को बचाना नहीं चाहते, गांव वाले भाड़ में जायें, लहर वाले भाड़ में जायें, तो यह तो ठीक बात नहीं है। अगर वह रजायन्ती से देते हैं तो ठीक बात है, अगर नहीं देते तो उन से जबरदस्ती लिया जाये। वह देव को कौनी निलंकयत है। इस क्षात्र से मैं इस रेजोल्यूशन की पुरखोर हिमायत करता हूँ।

Shri S. A. Dange: (Bombay Central South): First I would like to draw the attention of the House to the fact that generally when the mills are taken over by the Government, the first step they take to reduce the dearness allowance of the workers employed in the mills. This has happened in the State of Maharashtra. I hope the corporation will not start with that measure and ask the workers to cut the dearness allowance as the Government had invested money.

What are the causes which are responsible for the inefficient management of these mills? If they do not associate the workers' representatives in the management, the sick mills will never recover from their sickness.

The sick mills are not sick because the workers did not work or the machinery is bad. I know many of these mills have very good machinery. The reason for their sickness is the fraud practised by the directors. Whenever they lose in cotton speculation; they charge the loss to the mills and when they win in cotton market, they credit their private accounts with the profits. This is the established practice and it had been mentioned in many enquiry committee reports. I am quoting from the reports. This sickness is due to the fraud played on the finances of many of these companies. One fraud to which I referred in the morning involved 96 lakhs.

And the Government chartered accountant examined the question and made a report and the Development Council slept over the report saying that nothing could be done because the money has vanished. Later on, Shri Morarji Desai intervened in the matter, changed the directors and changed the share-holdings in the mills and tried to reconstruct them. For two years they made a profit and again went into losses because of fraud.

Now, in the morning, the Minister stated that he might look into the question of fraud. I do not know how he can. But where money has been misappropriated by the directors, there should be some institution, some measure, some method of attaching the properties of the directors even if they are limited companies. Otherwise, the mills are made sick by fraud; the Government puts the money into the sick mills, recovers them from the sickness, hands them back again to the fraudulent people and the same game starts. This has happened in Sholapur; this has happened in Bombay. So, I hope the Corporation is not going to be a philanthropic institute to assist fraudulent directors to commit their frauds over and over again and impose wage-cuts and dearness allowance cuts on the workers.

Therefore, I am giving caution to the Minister; that if he does not pay attention to the past history in this affair, then he will help the treasury to lose a few crores, help us to lose a few crores in dearness allowance, help the country to lose all the cloth that is produced by these mills and ultimately land us in trouble all around. I hope that before he takes his final decision on the policy to be followed by this corporation, he will consult Members of this House who know the job very well and consult the trade union concerned and not only rely on the INTUC as the supreme adviser in this matter.

Lastly I would like to say that I do not like the idea of providing fund

[Shri S. A. Dange]

being invested in sick mills and the workers forming co-operatives to own those mills. This fraud was exposed long ago in the capitalistic system, tempting the workers to put their provident fund; they lose their provident fund and then they lose themselves; again it is taken over by some capitalists.

Finally, I would support the proposition that instead of taking over only sick mills, if sickness is to be recovered, then some healthy mills also should be taken over, so that transfusion of blood from the healthy mills could be made into the sick mills and the economy recovered properly, if at all it can, under the directorship of our Finance Minister who has presented the budget recently.

In the end, I would say that nationalisation of this essential item of consumer goods, the essential item for man's living, is the only remedy to save the consumer from the frauds of the millowners and save the worker from the expropriation from which he suffers.

Shri Nambiar: The textile industry is the most advanced industry in our country and this is the first industry which is crumbling. I fully associate myself with the reasons ably given by Shri Dange. I have experience of certain textile mills in my part. Today, there is practically a cessation of work which goes on in one mill in my district, known as Cauvery Spinning Mills, near Trichinopoly, where the workers are told that the mill management has no money to pay the wages. Therefore, the workers are on strike, and the mill management does not get loan from anywhere and they do not have money to purchase cotton. This is the sickness. How would this sickness be cured except by the means recommended by Shri Dange? Otherwise, what will happen is, the same thing will come back; it will be set right; the loan would be given,

and they will swindle again and again. The same thing will repeat. Therefore, I am for the corporation to be set up and the corporation, in taking over such sick mills, at the same time, should look into the question of linking it up with the healthy mills also. Otherwise, they will start growing sick and they will create the same problem and this will lead to a vicious circle.

The cotton price has gone up and we know how it is and where the cotton stock is stored and they will not release it, and the poor worker is the ultimate sufferer. Therefore, my humble submission to the hon. Minister who is prepared to move in the right direction—let him move and we are with him—that he should do it in way that will save the economy and save the poor man.

Only one word about the handloom weaver.

The resolution speaks about weavers. The condition of handloom industry is so bad that millions of weavers are starving or are near starvation. Something must be done to help them. They may be given guaranteed supply of yarn at controlled rates. There must be a better method of marketing. The good cooperatives must be helped to the extent possible, not the fraudulent ones. This must be taken along with the textile industry, as part and parcel of it and Government's attention must be bestowed on this. The handloom industry which gave cloth to our ancestors is still continuing in this country and it must continue. The millions of handloom weavers must be saved.

Shri Dinesh Singh: Sir, I am very happy I have had this opportunity of listening to hon. members' views on this very important subject of the textile industry. As some hon. members have pointed out, it is one of our major industries employing a large number of workers, an industry which

has so to say come into the life of every citizen of the country. It is our duty to do whatever we can to help this industry stand on its own feet and also be competitive in the world market. Our effort has been to try to find out what are the basic troubles.

As I have said earlier on the floor of this House, we shall discuss this matter with the people concerned to find out what is really to be done to help the industry. The mover of the resolution has made out a very good case for the nationalisation of this entire industry. I am not going into that question who, because that is a matter which we are not considering just now. In his own resolution, he does not talk of nationalisation as such, but only of the taking over of some mills. The resolution says:

"In view of the crisis in textile industry resulting in continued closure of mills and large scale unemployment of weavers, this House recommends to the Government to take over all the closed mills immediately."

As I said this morning, there are about 27 closed mills today apart from the 13 mills that we are running. Of these 13, two are closed. Actually we have 11 mills run by Government and 27 mills are closed. These mills have been closed for different reasons—some because they were in financial difficulties, some because they had labour difficulties, some because the management had some problems and so on. Because of that, it is not possible for us to take over all these mills. If we take over some mills, we will have to take them over at a loss. When this question was brought up in the last session, I had said that it would be Government's endeavour to take over these mills on a permanent basis. Our difficulty today has been that if we take over a sick mill, a mill which is not running whatever may be the reason, if we run it and if it starts

running at a profit, the owners want it back. Once the Government has made some investment, once the Government has taken over and starts running it at a profit—the Government need not have been recovered the loan or the investment—there is pressure that it should be returned to the mill-owners. The hon. Member, Shri Tapuriah, took pains to show how in the public sector we are mismanaging everything and everything is running at a loss. Here is an example of the sector which is particularly fond of which is mismanaging things. I would say 'mismanaging' because these mills have been allowed to get into this position. Had there been better management of these mills, had there been proper ploughing back of profits, had there been modernisation, had there been looking after the problems of workers, may be these mills would not have been in this difficulty. I find him shaking his head. He does not agree. I do not expect him to agree, but the facts are there. I would also like him to know that of the mills we took over quite a number of mills have been running at a profit. The public sector, as he would like to call it, has not mismanaged. In fact, the public sector has been able to set right the earlier mismanagement of the private sector.

Shri S. Kandappan: Sir, I rise on a point of order. In the morning a statement was laid on the Table of the House in reply to Question No. 243. There it has been clearly stated that the mills are not running at a profit.

Mr. Deputy-Speaker: He said not "all" but "some mills are running at a profit".

Shri S. Kandappan: I would like to draw the attention of the hon. Members to what has been said in that statement. It says:

"However, from the periodical reports received from the Authorised Controllers, it is observed

[Shri S. Kandappan]

that one of the four mills viz. The India United Mills has been making losses consistently though the amount of loss varied from month to month. The other three mills, viz., Muir Mills Ltd., Kanpur, Swadeshi Cotton and Flour Mills, Indore and Hira Mills Ltd., Ujjain, have been making losses in some months and profits in some other months".

That means neutralising the whole thing. How can he say that they are running at a profit unless and until he is able to show that net profit is there?

Shri S. K. Tapuriah (Pali): I had specifically said that the return on the total investment is 0.5 per cent. If that is the profit that he expects, all the best to him.

Shri S. A. Dange: Sir, the Sholapur Mills was taken over by the Government. After it was taken over they made profits and the millowner required them to be handed back. They were handed back. The Sholapur case is on record. It is after that the millowner saw that any mill which was taken over by Government did not run on profits and therefore they organised a boycott in the market.

Shri Dinesh Singh: I am grateful to the hon. Member, Shri Dange, for correcting the records. Shri Tapuriah said that we are running these on a very little return of profit. Here is an example where there is no return at all. On the other hand you are eating into the prof's and you are running at a loss because you have not managed it well.

The hon. Member has pointed out that in the morning I made a statement about eight mills we had taken over recently. On the whole considering all the other mills, on the other 11 mills, we have made considerable profit in many years and I shall be very glad to furnish him with a statement giving profits we have made

from these mills. Shri Dange has also pointed that out.

There is one problem which we have really got to consider, so far as textiles are concerned, that it is an industry which needs, like any other industry, constant renovation, producing newer things, producing goods at cheaper prices and all that, and a constant review of all these things has to be kept in mind. There are certain inputs which are not very favourable. For instance, there is cotton itself. The other day we had so much discussion about cotton. I had occasion to get some figures about the production of cotton. India is about the fourth largest cotton producing country in the world. But its yield per acre is the lowest. Here we have some figures. Not many people have ordinarily realised the amount of cotton that we produce in this country. We produce cotton more than UAR or Sudan. These are the States supposed to be big cotton producing countries. We produce more cotton than them except that our yield per acre is very low. The yield in the United States is roughly 517 pounds, in the Soviet Union it is 642 pounds, in UAR it is 620 pounds, in Pakistan it is 241 pounds and our yield is 120 pounds. Now, there is this tremendous difference in yield of cotton and because of this the cotton prices are high. The cotton prices in our country are about the highest, compared with cotton prices in other countries. These are the basic difficulties that the textile industry is facing, to which we must divert our attention.

Then, so far as the mills are concerned, as I mentioned earlier, there is this question of ploughing back of profits. There has been a tendency of wanting to go into the setting up of new mills rather than going into the renovation of old mills. This is also a problem to which we have to give every consideration.

The hon. Member, Shri Kandappan, referred to the handloom industry. As he knows, we had a set back in the sale of Bleeding Madras, which was being sold in the United States, because of various reasons. There also we are facing the problem of high cost of yarn that is being supplied, largely because of the shortage of cotton. Now we are making every endeavour to obtain more cotton from abroad and we also hope that with the coming monsoon our own production will go up.

Shri S. Kandappan: I have also raised the question of supplying yarn to the handloom weavers at reasonable price.

Shri Dinesh Singh: That is exactly what I am saying. What are reasonable prices? One can fix a price which is not compatible with the cost of cotton as such, but then there would be the difficulty of implementing this, there will have to be controls and shortages and other complaints will come in.

श्री धनेश सिंह : आप उन को सवालिया दे दें।

مودود الغنی نڈیو : اپنے ان کو سفیدی میں سے دیں۔

श्री धनेश सिंह : सवालिया तो आप जितनी चाहें दे सकते हैं वह तो पैसा आप के हाथ में है। पैसा यहां से मंडूर करते हैं और इनलिए जितना भी यहां हाउस से मंडूर करते हैं वह सवालिया आप उन्हें दे सकते हैं। . . .

डा० राम मनोहर लोहिया (कल्नीज) : मैं कई सो मील से दौड़ करके आप से कुछ कहने के लिये आया हूँ। 700 मील से धकाल के इनके से होकर या रहा हूँ। धकाल के इनके में आप कपड़ा मुस्त बांट दीजिये। धकाल में इनके में आज भी कपड़ा काफी छपड़ा हो गया है और इसे आप मुझ बांट दें तो यह मिलें डूँर पर्छे तरीके से बलनी रहेंगी।

श्री धनेश सिंह : 600 मील से बाननीय डा० साहब इस के लिये यहां बैकार आये, वे मुझे इस के लिये तार दे देते तो वह उनसे जस्ती पहुँच जाता। यह तो एक छोटी सी बात थी जिसके लिए उन्हें बुद आने की कोई खास ज़बरदस्ती नहीं थी। . . .

डा० राम मनोहर लोहिया : आपने का ज्यादा धमर पढ़ा है। मान गये, धन्यवाद।

Shri Dinesh Singh: The hon. Member, Shri Tapurish, has made some other suggestion regarding the utilisation of cotton that we are importing from abroad and how it could be distributed more equitably. I am grateful to him for the suggestions which he has made. We shall certainly have those examined.

The hon. Member, Shri Dange, made various suggestions in regard to the corporation that we are contemplating. I would like to assure him that we shall give our very earnest consideration to the suggestion that he has made. I also look forward to an opportunity of discussing this matter with him before we finalise the corporation. But I would like to say now that we shall certainly examine the possibility of associating the workers in any set-up that we may have. The question of accountability of directors and others that he has talked about, which will make the running of these mills more efficient, will also be gone into.

माननीय सदस्य श्री कल्नीज ने कुछ बातें कही थीं। एक तो उन्हेंने धमर प्रदेश के मुख्य बंडी जो के बारे में कुछ बातें कहीं। मैंने सुन भी उन से निवेदन किया था कि जब यहां मुख्य बंडी जो नहीं हैं। . . .

Shri Nambiar: Is the procedure that the answer will come in the same language in which the speech is made?

Shri S. K. Tapurish: What will you do if tomorrow someone makes a speech in Sanskrit?

Shri Dinesh Singh: We try our best to give the reply in the same language. If I do not know the language, I can hardly be expected to do it, but if I can, I do not see why the hon. Member should object if I am trying to satisfy another hon. Member.

Shri S. K. Tapuriah: We are appreciating it.

Shri Dinesh Singh: I am very grateful to the hon. Member for his appreciation.

Shri Namabhar: I shall do it in Tamil tomorrow.

Shri Dinesh Singh: He will have to teach me first if he wants a reply in Tamil.

मैं कह रहा था कि मुझ भंडी के बारे में श्री कलवाय ने कुछ बाने कही। वह यहां पर हैं नहीं जिस में कि वह जबाब दे सके। मैं नहीं समझता हूं कि इस मदन के लिये यह एक अच्छी बात होगी कि जो जोग यहा नहीं है जबाब देने के लिये, या जिन की ओर में हम जोग यहां पर जबाब न दे सके, उन के बारे में कुछ इस तरह के आरोप लगायें जायें। आरोप मत्त्य है या नहीं, यह अलग बात है, लेकिन उन का लगाना.....

बी हुकम बच्च कलवाय (उत्तर): उन से पूछ कर जबाब दीजिए कि उन्होंने ऐसा किया है या नहीं।

बी विनेश सिंह: आप यहां के किसी अपने साथी से पूछता सकते हैं जिस में कि वह कुट वहां जबाब दे सके। मैं यहां पर हूं। अगर ऐसी कोई बात कही जाती है तो इसारे लिये यह कठिनाई होती है कि हम उस को कुपचाप मुन भी नहीं सकते हैं और उसका पूरा जबाब भी नहीं दे सकते। लेकिन यहां यह बात कही जाय कि मुझ भंडी किसी भिन्न मालिक की नहीं है इसलिये उन्होंने उनको मकान मुफ्त रहने के लिये दिया है, तो यह कोई बास अच्छी बात नहीं लगती।

बी हुकम बच्च कलवाय : मकान दिया जाये, यह बास बात नहीं है?

बी विनेश सिंह (बारोन): मध्य प्रदेश सरकार को तरफ से बहुत जवाब कियाराया दिया जाता है।

बी विनेश सिंह : मुझ भंडी को मुफ्त रहने की कोई ज़रूरत नहीं है क्योंकि मैं यह बलिदानों को जिस मकान में वह रहते हैं उस के लिये सरकार की तरफ से कियारा दिया जाता है। इस लिए वह किसी बड़ान में मुफ्त रहना चाहे या न रहना चाहे, इस का कोई नाजाराय फायदा उठाये, यह बात ठीक नहीं आनुभूम होती।

धो कलवाय ने कहा कि सरकार उन मिले नीतों हैं या जो कार्यान्वयन सरकार बलाती हैं। वह कायदे पर नहीं बल्कि हैं। उन्होंने यह कह कर, यह बात कहने की कोरिश की कि जो मिले इस बच्च टीक नहीं बल रही हैं उन्हें हम न लें। लेकिन सरकार हम से सहमत नहीं है। जो मिले शोर नहीं बन रही हैं, मैं नहीं कहना कि हम उन सब को न लेंगे, लेकिन जिन को न ले सकते हैं उनके बारे में हमें ज़रूर देखना पड़ेगा। श्री कलवाय ने एक और बात कही। एक नरक उन्होंने कहा कि सरकार किसी भिन्न को बता नहीं सकतो, लेकिन दूसरी नरक कहा कि जो भिन्न हम ने उन के बलादरों का हिस्सेदार बनाना चाहिये। दोसरी बात उन्होंने कही कि मालिक, सरकार और अजून, इन नीतों का भिन्न कर उन का बलाना चाहिये। उन्होंने नीतों बाले प्रसार-अलग कही, जिन के बारे में मैं सबका नहीं कि नीतों में मैं उनका बास सुलाव दरा है। भिन्ने लां जायें या नहीं लो जावें और लो जायें नो क्या उन को अजून ही बलायें। अगर भिन्ने ले लां गई तो मालिक किर बांद में कहां आता है? जब सरकार ने भेजी तो सरकार मालिक हो जायेगी। उन को बातों में यह कठिनाई आ जाती है।

डॉ राम बनोहर सोहिता : उचितोत्ता ।

श्री दिलेश सिंह : डाक्टर लाहूर इन्हीं दूर में आये हैं, कुछ दिन सदन में नहीं आये, इस लिये बाहरे हैं कि अपनी सब बातें कह कर बाहर कर ले । मैं निवेदन करूँगा कि मैं अभी अपनी बात कह कर बैठ जाऊँगा उम के बाद वह जितनी देर जाहे जोगे, मैं बड़ी शुश्री से मुकूँगा ।

श्री राम लग्नोहर सोहिया : आप कूद बोल से लेकिन आप के बोलने के बाद उपाध्यक्ष महोदय मुझे बोलने कहा हैं देरे ।

श्री दिलेश सिंह : श्री बनर्जी ने जनश्वार रत्न काटन मिल के बारे में कहा । उम के बारे में सुधर जवाब दे चुका है और मैं समझता हूँ कि कार्या जवाब

श्री स० श्रो० बनर्जी : 50 परसेंट ।

श्री हुकम जगद्दाय : ३ लाख क० को रुई जला दी है उम का कोई विवर नहीं किया गया ।

श्री दिलेश सिंह : इसके बाये तो माननीय मदमय जानने हैं कि मैं सुवह ही कह चुका हूँ कि जाच कराउँगा ।

जहां तक लहरी जन्म हाटन मिल का सवाल है मैंने सुवह इस को कामा साफ कर दिया था । इस बका जा ॥ ॥ मिले हमारे पास हैं उन में से भी केन्द्रीय सरकार मिर्के दो या तीन मिलों को कुछ मदद देती है । बाकी जो हैं उन को राज्य सरकारें ही हमारी राजामन्दी से लेती हैं और उनको बलाती है । जो हम ने उत्तर प्रदेश सरकार से कहा कि अगर वह लेकर बलाना चाहे तो हम इस की इजाजत दे देंगे यह कोई नई जीज नहीं है । यह हम ने कोई ऐसी जीज नहीं कही है जो और जगह नहीं हो रहा है । और प्रदेशों में भी ज्यादातर मिलों को वहां की सरकारें ले कर बला रही हैं ।

जहां तक 50 परसेंट का सवाल है हमारे बाल उत्तर प्रदेश सरकार की तरफ से जो

लिख कर आया है उस में वह बाहते हैं कि भूरा बर्च हम दे । हम ने उन्हें लिखा है कि हम पूरा बर्च नहीं दे सकते हैं । जो मुख्य माननीय मदस्य बतला रहे हैं वह अभी हमारे पास नहीं आया है लेकिन हमारी जो कठिनाई है वह हमने ने उन में बतलाई । मुबह भी बतलाई भी कि चूकि हम अपना एक नया कारपोरेशन बनाना चाहते हैं और उस के लिये विषेयक नाने बाने हैं इस लिये अभी हमारे लिये नई मिलों को नेना समझते नहीं हैं । जब यह विषेयक आयेगा तब उस के बाद जैसी आवश्यकता होगी हम उम को देखेंगे ।

श्री रामावतार शास्त्री (पटना) : कुलबारी और गया के बारे में आप ने कुछ नहीं कहा कि वहां की मिले बब तक बन्द रहेंगी ? कुल दो ही तो मिले हैं बिहार में और वे भी बन्द पड़ी हैं ।

एक माननीय मदस्य : मौ रहे वे मालूम होता है ।

श्री रामावतार शास्त्री : बिहार के बारे में नहीं कहा । आप सां रहे थे मैं जगा हुआ हूँ, बिलकुल आप के मामने ।

श्री दिलेश सिंह : जितनी बातें बेरी मध्यम में आई मैंने उन से कहीं । उन माननीय मदस्य से जिन्होंने यह रेजोल्यूशन रखा है मैं कहूँगा कि जो उन की जास बातें हैं वह इस में दूरी होती है । यह विषेयक या जाये, यह कारपोरेशन बन जाय, उस को वे देख नें, उसके बाद प्रगर और कोई नई बात वह कहना चाहे तो कह सकते हैं । इस लिये आज मुझे इस रेजोल्यूशन की कोई जरूरत दिखाई नहीं देती ।

श्री रामावतार शास्त्री : वे मिले जो हमारे यहां हैं कब तक बन्द रहेंगी, इस का तो जवाब हमें दिलाइये । दो ही तो मिले हैं जो किदो तीन साल से बन्द हैं । क्या वे मिले बन्द रहेंगी ?

जी उपर यार : सिवा विद्युता जी
के, उन की नहीं सी ।

Mr. Deputy-Speaker: Order, order
Please resume your seat. The Minister
has replied to all the points that
were raised in this discussion. Shri
Esthose.

Shri P. P. Esthose: Mr. Deputy-
Speaker, Sir, I am very thankful to
all the hon. Members who have sup-
ported my Resolution and given val-
uable suggestions on that. I am also
thankful to the hon. Minister who
has agreed to take over the closed
mills by having a corporation. As
to how the corporation will work
will be gone into detail later. But
about the handloom industry which
gives employment to millions of
workers, the hon. Minister should see
that there is an improvement in that
industry and we hope that he will
take immediate steps in this direc-
tion.

With these words, I commend the
Resolution to the acceptance of the
House through a voice vote.

Shri Nambar: Any how, the hon.
Minister has accepted the Resolution
in effect, and let us have a voice vote
and pass the Resolution.

Mr. Deputy-Speaker: Now, there
are some amendments.

ओ तुमरी यास जात्य (बारामनी) :
उपायक महोदय,

Mr. Deputy-Speaker: No, no. I
will have to put the amendments to
the vote of the House now.

Now I put the amendments of Sar-
vashri R. Umanath, Yashpal Singh
and K. Ramani, to the vote of the
House.

Amendments Nos. 2 and 3 were put
and negatived.

Mr. Deputy-Speaker: Now we come
to the main Resolution.

Shri Nambar: This is....

Mr. Deputy-Speaker: He will get
the time to move his Resolution.

Shri Nambar: I am not saying
anything about that, Sir.

This being the Fourth Lok Sabha,
I suggest this: let there be one Reso-
lution on which there may be a unanimous
acceptance. Let them accept it. After all, it has been ac-
cepted.....

Mr. Deputy-Speaker: Shall I put
the main Resolution to the vote of
the House?

The question is:

"That in view of the crisis in
textile industry resulting in con-
tinued closure of mills and large
scale unemployment of weavers,
this House recommends to the
Government to take over all the
closed mills immediately."

The motion was negatived.

17.52 hrs.

RESOLUTION RE. DECONTROL OF STEEL.

Shri Nambar (Tiruchirappalli): I
beg to move that:

"This House disapproves the
action taken by the Government
in decontrolling steel and thereby
causing steep rise in the price
of steel."

I am grateful to you, Mr. Deputy-
Speaker, for giving me an opportunity
to move this Resolution. In doing
so, I am sorry to say that the Gov-
ernment has hurriedly come forward
with a decision to decontrol steel.
The next day—within 24 hours—the
prices have gone up. The prices

have gone up so much that the consumer and the common man suffer very much. I can give you the increase in prices with details.

श्री हुकम चन्द्र कल्पाल (उत्तर) :

उपायकार महोदय, सदन में कोई भी कैबिनेट मंत्री उपस्थित नहीं है।

Mr. Deputy-Speaker: The Minister of State is here. He is in charge of it.

श्री हुकम चन्द्र कल्पाल : उपायकार महोदय, वेरा निवेदन सुन लीजिये। निकली लोकसभा में जब सरकार हुकम सिंह जी अप्पल थे, उहोने निर्णय दिया था कि सदन में कैबिनेट मंत्र का मंत्री अवश्य उपस्थित रहे, जब तक वे नहीं रहेंगे तब तक कार्यवाही नहीं चलेगी। मैं मानता हूँ कि स्टेट मिनिस्टर हैं, लेकिन कैबिनेट मंत्री नहीं हैं, कैबिनेट मंत्री अवश्य उपस्थित रहना चाहिये।

Mr. Deputy-Speaker: I was a member of the last Lok Sabha and I think that on such occasions the Minister of State who is responsible or who is handling the affairs in that portfolio used to be present. I do not know what is the exact ruling.

श्री हुकम चन्द्र कल्पाल : आप चिकाई निकलवा कर देखेंगे तो आपको मानूम होगा या आप सेकेटरी साहब से पूछियें तो आपको पता चलेगा कि यह फैसला है या नहीं कि यहां पर कोई कैबिनेट मंत्री रहना चाहिये या नहीं।

Shri Nambiar: I shall give the figures in respect of certain varieties of steel, the prices of which have gone up very much. These are the items which the Government are using. Therefore, the main loser is the Government and I do not know why the Government is a party to this sort of decontrol, and the Government representative on the Joint Plant Committee agrees to the increase suddenly. The Government says that they are against spiralling of prices. If that is so, why should they adopt this dubious method of winding up the

steel controller's job and handing over the whole work to the Joint Plant Committee which consists of Tatas and big magnates, the monopolies, who have got the power now to dictate the terms of price of steel which is one of the important commodities that are required for the benefit and progress of the country. I shall give you certain telling figures which will reveal the actual conditions. The figures are as follows:

Item	Price before decontrol	Price after decontrol
HR strips	Rs. 821	Rs. 876
CR strips	Rs. 1235	Rs. 1250
CR strips	Rs. 1018	Rs. 1073
CC strips	Rs. 1545	Rs. 1565

These are the items which are very much needed by the small-scale industries and the small-scale industrialists are suffering because of decontrol. Moreover, there is no quota fixed for them hereafter. They have to go to the joint plant committee and the latter will distribute it or in other words, the joint plant committee will have the right to decide the fate of these small-scale industries. Of course, Government have got some representative on the joint plant committee, but that is different from having a Steel Controller appointed by Government who would have the absolute right. That absolute right has now been given up and it is being shared by the monopolists. Where was the necessity to bring in the individual monopolists into the picture?

There have been price increase in respect of certain other items also of which Government are the main purchasers. For instance, take the case of items required by the railways. Here, we find the Railway Minister coming up and saying 'The price of steel has gone up; therefore, the cost has gone up; the expenditure is on the increase; I have got a deficit; give me more money by way of increased fares and freights. But why was he a party to increase in prices of steel? A representative of the Railway Board

[Shri Nambiar]

is also there on the joint plant committee and he had agreed to these price increases. In the case of sleeper bars, the price was Rs. 613 before and now it is Rs. 650; in the case of crowbars, the price of sleepers ex-works which was Rs. 711 is now Rs. 770. These are all items used by the railways. Again, in the case of axles, the price which was Rs. 1109 has now gone up to Rs. 1342. The monopoly user of axles is the railways and we find that per tonne, an increased amount of Rs. 200 or so goes to the producer from the railways. The major share of it goes to the Tatas and other producers. My hon. friend Shri Virendrakumar Shah may differ from me because he may not agree with me when I say that Tatas are a monopoly concern.

Shri Virendrakumar Shah (Junagadh): HSL is the monopoly. That is the biggest brother.

Shri Nambiar: Wheels and tyres are not used by others; they are used mostly by the railways. There, the price increase is very much; the price has gone up from Rs. 1286 to Rs. 1356. In the case of another variety of wheels and tyres of an ordinary type, the price has gone up from Rs. 1140 to Rs. 1373. There must be some explanation for this. I have gone through the report of the Khadilkar Committee in this connection. You, Sir, were the chairman of a committee in this regard. I am glad I have a copy of that report with me. I am glad that you were on that committee, but I am also sorry that 'you' who were the chairman of that committee is different from the 'you' who are the Deputy-Speaker of the House now. The two 'yous' are different. Even then, the Khadilkar Committee also recommended decontrol. That was then. But they have their reasons for decontrol. I am not here to

agree with that. I am prepared to go into the details of the report and the reasons they have given and state the present position where those reasons do not apply. Compare these things. In the given conditions, I think this report was wrong in recommending it. This report is dated—perhaps it is not dated. . . .

18 hrs.

An hon. Member: Last year.

Shri Nambiar: Last year. Conditions are completely different today. Perhaps when the report was submitted, there might be justification for decontrol, but today that is not so. Granting careful consideration to the report, even then I would suggest that the situation today is different because we are in the midst of an economic crisis. Spiralling prices are the kingpin of that crisis. If you do want to keep that kingpin intact and allow that to grow in wider dimensions, the situation will be terrible.

Mr. Deputy-Speaker: He has already taken 10 minutes. Let him conclude in another five minutes. We have only one hour for this Resolution.

Shri Nambiar: I require 20 minutes. It is an important issue on which you yourself as Chairman of a Committee produced such an important report.

Mr. Deputy-Speaker: Then he may resume the next day. We adjourn now.

18.02 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Monday, June 5, 1987/Jyaistha 15, 1889 (Saka).