

Fourth Series Vol. III - No. 9

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

LOK SABHA DEBATES

(Second Session)



(Vol. III contains Nos. 1-10)

**LOK SABHA SECRETARIAT
NEW DELHI**

Price : Rs. 1.00

CONTENTS

No. 9.—Friday, June 2, 1967/Jyaishta 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 <i>re</i> . 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—16
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 <i>Re</i> . Crisis in Textile Industry— <i>negotiated</i>	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.

(ii)

	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

2486

LOK SABHA

Friday, June 2, 1967/Jyaishta 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. Chenna 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 1953-59 when the first units were commissioned. Except for the first year, the

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 Harekrishna 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. Krishnamachari, 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. 1,178 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. Upto 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 सिद्धेश्वर प्रसाद : सभा पटल पर जो बक्तब्य रखा गया है, उस से दो बातें स्पष्ट नहीं होनी हैं। मैं यह जानना चाहता हूँ कि हिन्दुस्तान स्टील लिमिटेड की स्थापना से पहले इस्पात के निजी कारखानों में इस्पात का लागत-खर्च किस आधार पर नर किया जाता था और हिन्दुस्तान स्टील लिमिटेड के अन्तर्गत इस्पात का लागत खर्च किस आधार पर तय किया जाता है। मैं यह भी जानना चाहता हूँ कि इस बात की क्या बजह है कि हिन्दुस्तान स्टील लिमिटेड के कारखाने अभी भी पूरी क्षमता से काम नहीं कर रहे हैं। ये दोनों बातें स्पष्ट की जानी चाहिए।

डा० चन्ना रेड्डी : जैसा कि मैं पहले ही निवेदन कर चुका हूँ, कारखाना शुरू करते वक्त, जब कि उस का डेबेलपमेंट और एक्सपेंशन पूरा नहीं हो पाता है, उस की बहुत सी इन्स्टाल्ड कैपेसिटी अनबुटिलाइड और आइडल रह जाती है। यह सही है कि हमारी पूर्ण कैपेसिटी इस्तमाल न होने की बजह से हम को ज्यादा नुकसान, ज्यादा खर्च और डेबिलिटीशन बढ़ात करना पड़ता है, जो कि हमारे लासिड 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 rail-ways 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 मधु लिमये : अध्यक्ष महोदय, मंत्री महोदय ने अभी एक प्रश्न का जवाब देते हुए कहा कि चूँकि टाटा का कारखाना लड़ाई के पहले बना था, सस्ती के जमाने में बना था, इस लिये उन का खर्च कम है। मैं मंत्री महोदय से जानना चाहता हूँ कि क्या उन्होंने कभी इस बात की ओर ध्यान

दिया है कि जापान, जहाँ इस्पात के लिये भी कच्चा माल आवश्यक है वह बनता नहीं है, कोयला, लोहे की मिट्टी और दूसरी चीजें और जहाँ मजदूरी भी हमारी अपेक्षा ज्यादा है, फिर भी क्या बजह है कि जापान के कारखाने का कुल खर्चा व प्रति टन खर्चा हिन्दुस्तान के कारखाने से बहुत कम है? क्या इस की खोज उन्होंने कभी की है तथा क्या सरकारी कारखानों में सुधार लाने के लिये उन्होंने कोई इन्तजाम किया है?

एक मानीय सदस्य : वहाँ हड़ताल नहीं होती होगी।

डा० चन्ना रेड्डी : इस समय जापान में और दूसरे मुसालिक में जहाँ स्टील बन रहा है, वहाँ की फिगर देखता 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 इन्वेंचियल इन्वेंचियल जापान के मुजाबले ज्यादा इन्वेंचियल करना पड़ रहा है। इस के चलते हमारे यहाँ प्रोडक्शन है, एफिशियन्सी आफ लेबर हम को बढ़ाना है, इस बजह से भी हमारी प्राइस ज्यादा है। मैं इस बात को भी मानने के लिये तैयार हूँ कि हमें क्या क्या इम्प्रूवमेंट करना है, और वह मैं हाउस के सामने प्रजेंट करूंगा। चूंकि हमारे यहाँ हैवी कैपिटलाइजेशन हुआ है, इस बजह से सब से पहले हमें अपनी रेटेड कैपेसिटी को एचीव करना है। अगर हमारी रेटेड कैपेसिटी 95 परसेंट से कम हो जाती है तो उस से हमें लाभ होता है—इस लिये

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

श्री मनुमाई पटेल : टाटा का कारखाना जब शुरू हुआ था, उसके प्रारम्भ के 10 साल में जो उसका उत्पादन था और जो उसका प्रोडक्शन था how does it compares with Hindustan Steel?

डा० चन्ना रेड्डी : वह सही है कि टाटा की भी 1920 से पहले बहुत मुश्किलों से गुजरना पड़ा था, वहाँ तक कि 1920 में गवर्नमेंट आफ इण्डिया को उन्हें टैरिफ सपोर्ट देनी पड़ी थी, पर-टन आफ स्टील प्रोडक्शन को उन्हें सब्सिडी करना पड़ा था, ताकि वे सर्वाइव कर सकें। कई सालों की मुश्किलों से गुजरने के बाद आज टाटा की भी हालत 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 चन्ना रेड्डी : कास्ट आफ प्रोडक्शन के लिये दो कमिटीयों की रिपोर्ट अभी गवर्नमेंट के सामने है। एक नेहरू कमिटी की रिपोर्ट है, जिसकी सारी डिटेल्स एग्जाइन करने के बाद कुछ स्टेप्स लिये गये हैं—इसकी डिटेल्स में धन नहीं दे सकूंगा जहाँ तक पाब्लिक कमिटी की रिपोर्ट का ताल्लुक है जो कि दुर्गापुर के बारे में है, नेक्स्ट क्वेश्चन में भी उस का थिक होने वाला 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 कंवर लाल गुप्त : अध्यक्ष महोदय, मेरा प्वाइंट ऑफ ऑर्डर 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.”

जब उन्होंने डिटेल्स दी हैं, तो कौन सी चीज इम्प्लीमेंट करनी है और कौन सी नहीं करनी है, यह इन्फार्मेशन भी मिनिस्टर साहब के पास होनी चाहिये, क्योंकि इस का उन के स्टेटमेंट और इस सवाल के बीच तात्पुर्क है।

Mr. Speaker: That is a different question.

Shri P. Venkatasubbalah: 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

+

* 242. श्री सिद्धेश्वर प्रसाद :

श्री मोहन स्वर्ण :

धीमती 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 वेतन तथा पदोन्नति के अधिक अवसर दिए जाने की मांग की है; और

(ख) यदि हां, तो इस सम्बन्ध में सरकार की क्या प्रतिक्रिया 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 रेल मंत्रालय तथा केन्द्रीय सरकार के अन्य मंत्रालयों के अन्तर्गत जो डाक्टर सेवा में रखे जाते हैं, उन के वेतन मान तथा सेवा की जगह एक ही है या अलग अलग है? रेल मंत्रालय तथा अन्य मंत्रालयों के वेतन 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 चन्द कल्याण : पिछले दिनों रेलों में जो डाक्टर हैं वह किसी रेलवे में ज्यादा हैं तो किसी में कम हैं 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 करने जा रही है ? क्या सरकार का विचार है कि जो सभी रेलवेज चलती हैं उन रेलों में जो वैसीजस चलते हैं उन को बीमारी की हालत में डाक्टर की सुविधा न होने से बड़ी कठिनाई पैदा

जाती 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 हुकम चन्द कश्यप : डाक्टरों की संख्या घूँसी 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 रामावतार शास्त्री : कोई भी डाक्टर एक रेलवे अस्पताल में कितने दिनों तक रह सकता है ? इस के लिए उन की कोई अवधि निर्धारित है या नहीं, अगर है तो वह अवधि क्या है ? उन के लिए टाइम निर्धारित होने के बाद भी किसी किसी अस्पताल में 6, 6 और 7, 7 साल 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

2498. **Shri Beni Shanker Sharma:**
Shri Omkar Lal Barwa:
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 बेबीसंकर शर्मा : मैं मंत्री महोदय से पूछना चाहता हूँ कि बन्द मिलों की संख्या राज्यों के आधार पर (स्टेट बाइड,) कितनी है और उन मिलों में मोटा कपड़ा बनता था या फ़ाइन कपड़ा बनता था ?

श्री बिनेश सिंह : कुल 27 मिलें इस वक़्त बन्द हैं। किन-किन प्रदेशों की कोन-कोन हैं यह विवरण मेरे पास है और अध्यक्ष महोदय, इसको मैं आपके पास भेज दूंगा।

श्री जार्ज करनेगीब : मंत्री महोदय ने अपने इस बयान में जिन मिलों का जिक्र किया है उनमें बम्बई की वी इंडिया यूनाइटेड मिल्स का भी जिक्र है। मेरा मंत्री महोदय से यह प्रश्न है कि जब यह मिलें आज नुक़सान में चल रही हैं तो क्या सरकार ऐसी व्यवस्था करने के लिए तैयार है कि इन मिलों में बना हुआ कपड़ा एक तो सरकारी काम में जहाँ तहाँ भी ज़रूरत पड़नी हो वहाँ पर, दूसरे प्लान्ट के लिए और तीसरे विदेशों में अर्थात् ऐसे मुल्कों में उसका निर्यात करने के लिए जहाँ कि उस कपड़े की मांग है, एक्साइज ड्यूटी इत्यादि माफ़ करके यह कपड़ा भजने की व्यवस्था सरकार करेगी ? चूँकि मेरे पास वही प्रश्न है कि इस कपड़े को बाज़ार से हटाने की कोसिस बाज़री (निजी) क्षेत्र की मिलों की ओर से होती है और इसका सबूत आज बम्बई शहर में कई लोगों के पास है ?

श्री बिनेश सिंह : माननीय सदस्य ने जो बात कही है बाज़ार में वह ज्यादा आवश्यक है कि कहा जाता है कि इस मिल के कपड़े के बिकने में लोग कुछ कठिनाई पैदा करते हैं। मुझे धागा भी और माननीय सदस्य मुझसे भी मिलें हैं और कल भी वह मुझसे मिलने वाले थे 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 से जांच करेंगे। एक्साइज ड्यूटी हटाने का जहाँ तक सवाल है तो वह कोई हल नहीं है कि एक जेब से निकाल कर दूसरी जेब में डाल दिया और वही खाली सवाल नहीं है। यह मिलें ख़ास कर जो इंडिया यूनाइटेड मिल्स के बारे में माननीय सदस्य ने कहा कि वह बड़े नुक़सान पर चल रही है, कमेटी भी इसके बारे में बैठी, उसके भी मुलाह धाये और उसके मुलाह काफ़ी उसकी जड़ पर जाते हैं। उन पर विचार हो रहा है। इस पर हमें कोई निर्णय करना पड़ेगा कि हम किस तरीके से इस मिल को ठीक करें ? यह एक बहुत पेचीदा सवाल है।

श्री वामानी : सोलापुर की स्पिनिंग मिल्स में जिसमें 10,000 व्यक्ति काम करते हैं आज चार वर्ष से बन्द पड़ी है और उससे शहर की जो आबादी है उस पर काफ़ी असर पड़ा है तो क्या उसको चलाने के लिये सरकार विचार करेगी ?

श्री बिनेश सिंह : अध्यक्ष महोदय, यह बात कई मर्तबा इस सदन में आई है दरअसल मिल को चला देना काफ़ी नहीं है बल्कि मिल चलती रहे इसकी तरफ़ देखना है। आज सरकार के ऊपर क्या ज़िम्मेदारी है मिल को चलाने की यह भी एक बात देखने की, है। लोग मिलें शुरू करते हैं, किसी न किसी बजह से वह बन्द हो जाती है, कुछ इन्तज़ाम करारा हुआ, कुछ रुपये की गड़बड़ी हो गयी कुछ और बजह हुई। कोई बहुत पुरानी मिलें हैं जो आजकल ठीक से नहीं चल पातीं वह फिर बन्द होती हैं। मुझ कहते हैं सरकार इनको चलाये। सरकार इनको कैसे चलाये ? अगर अच्छे तरीके से चल सकती होतीं तो मिल मालिक उसको खुद ही चलाते। उसमें विपक्ष यह आती है कि जो मिल चल सकती है उन्हें सरकार चलाये। यह बात ठीक है जबकि इन्तज़ाम की बजह से ख़राबी हो या जिसमें लोगों ने पैके की बजह कर दी हो

उसको सरकार बलाने वह बात तो ठीक है। बात सवाल तो यह है कि यह मिलें चलती रहें और इसमें जो मजदूर काम करते हैं उनको तकलीफ न हो। मैंने इस सदन में कहा है कि हम एक यहां पर विधेयक लाने वाले हैं जिसके अनुसार सरकार इन मिलों को बलानेगी लेकिन यही काफ़ी नहीं है क्योंकि इनको बलाकर फिर वापिस करना पड़ता है। हम चाहते हैं कि जो मिल हमको सेना पड़े बलाने के लिए उसको हम हमेशा के लिए ले लें और वह एक पब्लिक सेक्टर की कारपोरेशन बना कर करें।

श्री सि० बा० शा : क्या यह बात सही नहीं है कि कोयम्बटूर की मूली मिलों की हालत के बारे में लोकनायन कमेटी ने स्टडी की थी और उसने कहा पर कुछ मूली मिलें सिक पाई थीं तो जो मिलें सिक पाई गईं वे उनको सरकार लेने को तैयार है या नहीं ?

श्री विनेश सिंह : अभी मैंने इसे काफ़ी विस्तारपूर्वक प्रश्न किया है।

Shri Shivananjappa: 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. 96 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 जाधव : अभी मंत्री महोदय ने साल भर पुरानी मिल के लिये उत्तर दिया। आज वहां कम से कम 2 या 2½ करोड़ की जायदाद है जो कि हाई कोर्ट में पड़ी हुई है। सरकार उसे लेने के लिये तैयार है, बर्कस तैयार हैं, पैसा भी सरकार के पास है। अब सेन्ट्रल गवर्नमेंट का काम है कि वह और स्टेट गवर्नमेंट मिल कर उस को बलाये। 6 हजार बर्कस को उस से पैसा मिलता है। तीन साल हों चुकें हैं सरकार उसके बारे में विचार क्यों नहीं करती है ?

श्री विनेश सिंह : बिना इस मामले में विस्तार में गये हुए मैं माननीय सदस्य से इतना ही कहना चाहूंगा कि वहां वह तीन साल तक रुके, वहां तीन महीने और रुक जायें और हमारे कारपोरेशन को बनने दें।

Shri Pileo Medy: 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 Pileo Medy: Is he going to consider it?

Shri M. E. Krishna: One of the mills in Sholapur, namely the Narasinghirji 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. E. Krishna: It is the Narsinghirji mills.

श्री एस० एम० जोशी : क्या मुंजी महादेव बतला सकते हैं कि इंडिया एनाइटेड मिल्स में आज कल कितने काम मालदार का काम होता है ?

श्री दिनेश सिंह : मालदार के बाकड़े का इस समय में काम नहीं है।

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. Venkatasubbalah: 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. Venkatasubbalah: They are not asking for supply of cotton.

Shri Dinesh Singh: They cannot 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.

Government give some subsidy 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.

Shrimati Lakshminikanthamma: 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 जगन्नाथ राव जोशी : अध्यक्ष महोदय, जिस टेक्सटाइल मिल को मोपाल रिलीफ ऐक्ट के अन्तर्गत शासन ने फरवरी 1966 में लिया अपने हाथ में उसको ग्लार्ड 1966 के अन्तर ही प्रतिष्ठितकाल के लिये बन्द कर दिया। मैं जानना चाहता हूँ कि अपने हाथ में लेने के बाद शासन ने उसको बन्द क्यों कर दिया। आज 2,000 मजदूर बेकार पड़ चुके हैं। उन्हें जो प्राविडेंट फंड मिलना चाहिये वह भी नहीं मिल रहा है।

श्री विनेश सिंह : यह बात सही है कि बीताल में न्यूटेक्सटाइल मिल को लिया गया था और उसको शुरू 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 शीघ्र फिर चलाने की कोशिश की जायेगी।

श्री हुकम चन्द कच्छवाय : वहाँ के मुख्य मंत्री को इस मिल मालिक ने भी बंगला रहने के लिये दे रखा है। सरकार इसके बारे में क्या करेगी? इसके बन्द करवाने में मुख्य मंत्री का प्रयत्न हाथ है।

श्री विनेश सिंह : माननीय सदस्य मससे बेकार नाबुश हैं, मैं ने तो ऐसी कोई बात नहीं कही।

श्री हुकम चन्द कच्छवाय : कन्द्रीय सरकार इसमें क्या करेगी। जब वहाँ के मुख्य मंत्री को रिश्तल में रहने के लिये बंगला दे रखा है तब कन्द्रीय सरकार कर भी क्या सकती है?

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

श्री विनेश सिंह : माननीय सदस्य ने कुछ आक्षेप मुख्य मंत्री पर लगाये हैं। मैं नहीं समझता कि ऐसा कहना मुनासिब है क्योंकि मुख्य मंत्री यहाँ पर जवाब देने के लिये नहीं है।

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

श्री विनेश सिंह : इस प्रकार के आरोप यहाँ 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 यह 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 विनेश सिंह : यह तो मैं पता लगा कर बताऊंगा।

Shri Narendra Singh Mahla: 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. Ramaswami: Pondicherry is directly under the Central Government. In connection with the affairs of the Bharati Textile Mills, Pondicherry, a committee of M.Ps. 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.

श्री डा० ना० तिवारी: धर्मी माननीय मंत्री जी ने कहा कि कारपोरेशन बनने के बाद ऐसी मिलों को परमानेंटली ले लिया जायेगा जिन में घाटा होता है या जिसका मैनेजमेंट ठीक नहीं है। मैं जानना चाहता हूँ कि क्या ऐसी मिलों के लेने के बाद सरकार उन को कम्पन्वेंशन देने की बात भी सोचती है? क्योंकि मिल को ले कर ऐसा प्रबन्ध किया जायेगा कि मिलों को घाटा न हो और उन का प्रबन्ध सज्ज हो जाये।

श्री दिनेश सिंह: मैं एक बात साफ कर देना चाहता हूँ कि। जितनी मिलें हैं वे सब हम ले लेंगे यह मैंने नहीं कहा है। जिन को मुनासिब समझेंगे उनको हम लेंगे। जो मुद्दाबजा देना होगा या जो लिक्विडेशन प्राइस होगी या और जो तरीका होगा उसको यहां पर माननीय सदस्य तय करेंगे, उसके हिसाब से काम होगा।

श्री जयु लिंगम: मंत्री महोदय ने बताया है कि टेक्सटाइल का कारपोरेशन के गठन के लिये एक विधेयक बह प्रस्तुत करेंगे। मैं जानना चाहता हूँ कि टेक्सटाइल कारपोरेशन की रचना करते समय क्या मंत्री महोदय इस बात का ख्याल रखेंगे कि शासकीय खर्चा ज्यादा होने से वह एक दूसरा सफेद हाथी न बनें। दूसरी बात यह है कि जो माल पैदा होगा उसका वितरण और बिक्री का जब तक इंतजाम नहीं होगा टेक्सटाइल कारपोरेशन का कोई मतलब नहीं रहेगा। मैं जानना चाहता हूँ कि क्या इसका भी कोई इंतजाम इस विधेयक के द्वारा प्राप करेंगे?

श्री दिनेश सिंह: वितरण का तो अभी कोई विचार नहीं किया गया है और न कोई इसकी आवश्यकता हम समझते हैं। लेकिन पहला सुझाव माननीय सदस्य ने दिया है उस पर हम जरूर 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

(e) 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.

श्री धामन लाल शर्मा : प्रथी मंत्री जी ने फरमाया है कि ऊनी धागा जो इम्पोर्ट होता है वह ज्यादा कीमन पर नहीं बिकता है । मैं बतलाना चाहता हूँ कि जो रेट मूकरंर हुआ है उस से तकरीबन दुगने भाव पर इस वस्तु ऊनी धागा बिकता है । मैं राज्य सभा का पहले सदस्य था । तब भी इस तरफ सरकार का ध्यान दिलाया गया था और कई बफा दिलाया गया था । सरकार ने इसको माना भी था कि ऊने भाव पर वह बिकता है । मूजिकल यह है कि अब वह यहाँ पर फरमा रहे हैं कि नहीं बिकता है । इसको बिकने की इजाजत सरकार देती है और कहती है कि हम उनको इन्सेटिब देते हैं कि वे एक्सपोर्ट करें और वहाँ से टापरूलूब घाये । तकरीबन दस रुपये की पाउंड ऊनी धागा यहाँ मंहगा बिकता है साथ ही इन्कन टैक्स, सेल्स टैक्स और बाकी चीजें जो सरकार के पास धानी बाहिये नहीं जाती हैं । क्या वह सब सही नहीं है ?

[عبد الغنى قار : ايهى مقلدى]

جی نے فرمایا کہ اہل حق

اسپورٹ ہونا ہے وہ زیادہ تھکتا ہے - میں بھلانا چاہتا ہوں کہ جو ریٹ مقرر ہوا ہے اس سے تقریباً دگنے بھاؤ پر اس وقت اونی دھاگا بکنا ہے - میں راجیہ سبھا کا پہلے سلسلہ تھا - تب بھی اس طرف سوکار کا دھیان دلیا گیا تھا اور کئی دفعہ دلیا گیا تھا - سوکار نے اس کو ملنا بھی تھا کہ اونچے بھاؤ پر وہ بکنا ہے - مشکل یہ ہے کہ اب وہ یہاں پر فرما رہے ہیں کہ نہیں بکنا ہے - اس کو بکلی کی اجازت دیتی ہے اور کہتی ہے کہ ہم ان کو انسٹلٹو دیتے ہیں کہ وہ ایکسپورٹ کریں اور وہاں سے ٹاپ رولز آئیں - تقریباً دس روپیہ فی پائونڈ اونی دھاگا یہاں مہنگا بکنا ہے - ساتھ ہی انکم ٹیکس + سلاز ٹیکس اور ہائی جیڑیوں جو سوکار نے پاس آئی چاہئیں نہیں آئی ہیں - کیا یہ سب مستحکم نہیں ہے -]

बी. सक्की कुरेशी : मैंने धन्य किया है कि जो हम बाहर से बूल मंगाते हैं, चैरिनों टाइप उस पर तो तस्लीम का बी और कीमत का भी कंट्रोल है, लेकिन जो बूल एक्सपोर्ट प्रोमोशन स्कीम के तहत पहले घाई बी या नेमनल डिफेंस रिमिटेंस स्कीम के तहत घाई है उस पर हमारा कोई कंट्रोल नहीं है, न उसकी कीमत पर और न उसकी तस्लीम पर। हो सकता है कि उस कीमत पर बूँकि कंट्रोल गवर्नमेंट ने नहीं किया है और दूसरी जो गवर्नमेंट कंट्रोल्ड बूल है उस में बोझा कर्क हो। लेकिन जहाँ तक गवर्नमेंट की कंट्रोल

बैराइटीज का ताल्लुक है, उनकी कीमतें बाजार में वही हैं जोकि गवर्नमेंट ने मुकरर की है।

श्री अब्दुल गनी दार : क्या आपको यह मालूम है कि टेक्सटाइल कमिशनर ने जो बूलन स्पनिंग मिल्ड है आपस में उन में एक बड़ा मतभेद रखा है ? किसी को सेंट परसेंट वीव यार्न बनाने की इजाजत दी है किसी को 60 परसेंट हीजरी यार्न बनाने की इजाजत दी है और कुछ जो डिजर्व करती हैं उनको बहुत कम बनाने की इजाजत दी है। ऐसे भी कुछ लोग हैं जैसे बिड़ला साहब की मिल है उस मिल को सेंट परसेंट यार्न वीव करने की इजाजत दे दी है। और साथ ही यह भी इजाजत दे दी है कि वे अपने लिए घागा खुद ही वहां पर वीव भी कर लें। मैं जानना चाहता हूँ कि ऐसा करने से क्या बर्निक मार्किट के काम ज्यादा नहीं हो जाते हैं और कीमतें ऊंची नहीं चली जाती हैं। साथ ही क्या यह जो डिफिकिल्टी होना है इसकी तरफ सरकार ने टेक्सटाइल कमिशनर का ध्यान दिया है ?

[श्री عبدالغنی دار : کہا آپ کو]

یہ معلوم ہے کہ ٹیکسٹائل کمشنر نے جو میلنگ ملز میں ایسی میں ان میں ایک بڑا متبہد رکھا ہے۔ کسی کو سینٹ پر سینٹ ویو یارن بنانے کی اجازت دی ہے کسی کو ساتھ پرسیسٹ ہوڑی یارن بنانے کی اجازت دی ہے اور کچھ جو تیزرو کرتی ہیں ان کو بہت کم بنانے کی اجازت دی ہے۔ ایسے بھی کچھ لوگ ہیں جو سے بڑا صاحب کی مل ہے اس مل کو سینٹ پر سینٹ یارن ویو کرنے کی اجازت دے دی ہے اور ساتھ ہی یہ بھی اجازت دے دی ہے کہ وہ اہل لئے دیا خود ہی وہاں پر ویو

ہی کر لیں۔ میں چاہتا ہوں کہ ایسا کرنے سے کہا ہلک سا رکھنے کے چالس زیادہ نہیں ہو جاتے ہیں اور ٹیکسٹائل اونچے نہیں چلی جاتی ہیں۔ ساتھ ہی کہا یہ جو ٹیکسٹائل میں ہوتا ہے اس کی طرف سرکار نے ٹیکسٹائل کنٹرول کا دھیان دیا ہے۔]

श्री शशी कुरेशी : घागा तीन सेक्टरों को जाता है, वीविंग सेक्टर में जाता है, हीजरी सेक्टर में जाता है और निटिंग सेक्टर में जाता है। मुम्किन है कि किसी किसी जगह पर किसी किसी कारखाने के साथ इमनयाज हो गया हो और उसको दस या पांच परसेंट एक खास घागा बनाने की ज्यादा इजाजत दे दी गई हो। लेकिन यह मामला इस बर्निक हमारे जेब और है और मैं माननीय सदस्य को यकीन दिलाना चाहता हूँ कि यह जो फर्क है इसको जल्द दिनों के घन्दर घन्दर खत्म कर दिया जाएगा।

Shri R. 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.

श्री भोगेन्द्र झा : इनसे यह नकाई से ली जाए कि कौन मिनिस्टर बिड़ला से बपवा लेते हैं। अपने मुंह से यह कह दें तो झगड़ा खरम 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 Swail: 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 देवगुन : मैं जानना चाहता हूँ कि भारत में आकर इम्पोर्टिंग कूल किस बाध पर पड़ती है ?

श्री कबीर कुमारी : 6 रुपये 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 प्लांट मैनेजमेंट को ज्यादा अधिकार दिये गए थे। इनने अधिकार देने के बाद जो धागे 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 झोबन 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."

यै यह जानना चाहता हूँ कि इस संबंध में जो दोषी लोग हैं, क्या उन का दोष और अपराध निश्चित कर के उन के खिलाफ कुछ कार्यवाही की गई है ; यदि नहीं, तो क्या भविष्य में की जायगी ।

डा० चन्ना रेड्डी : इस कमेटी की रिपोर्ट ग्रैस के साइट बोक में बसूल हुई, जिस पर हिन्दुस्तान स्टील लिमिटेड के कमेन्टस मंगाए गए थे। वे कमेन्टस मिनिस्ट्री को बोड़े पहले बसूल हुए हैं। इन सारी तफ़सीलात पर शीर किया जा रहा है। ग्रानरेबल मेम्बर ने जो कुछ फ़रमाया है, रिपोर्ट की जिन बातों का जिक्र किया है, उन के मुताबिक़ भी शीर किया जायेगा।

श्री मधु लिनबे : अध्यक्ष महोदय, मेरे प्रश्न के दूसरे हिस्से का जवाब नहीं आया है। इस में "एम्पल वारनिंग" की चर्चा की गई है। इस बारे में पांडे कमेटी की रपट का इन्तेज़ार करने की आवश्यकता नहीं थी। जब "एम्पल वारनिंग" देने के बावजूद इस तरह के काम किये गए, तो इस के बारे में कार्यवाही तो पहले से की जा सकती थी।

डा० चन्ना रेड्डी : पांडे कमेटी की रिपोर्ट में यह फ़ाईन्डिंग है कि एम्पल वारनिंग के बाव भी ऐसा हुआ। हम ने यह माज़ूम करना है कि कितनी वारनिंग दी गई थी। हिन्दुस्तान स्टील लिमिटेड ने अपने कमेन्टस जेंज दिये हैं। मिनिस्ट्री इन सब तफ़सीलात पर शीर करेगी। ग्रानरेबल मेम्बर ने जो पहलू बताया है, उस पर भी शीर किया जायगा।

श्री मधु लिनबे : पृष्ठ 17 पर आखिरी वाक्य 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."

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

पहले से ही पता चला होगा। मैं यह जानना चाहता हूँ कि जो चोरियाँ हुई हैं, उन के बारे में दोष निश्चित कर के क्या सजायें दी गई हैं और आगे ऐसी चोरियों को रोकने के लिये क्या कार्यवाही की गई है।

डा० चन्ना रेड्डी : सजायें देने का सवाल उस बात नहीं आया था। उस वक़्त गर्नमेंट के पास दुर्गापुर स्टील प्लांट की हालत बहुत खराब होने की रिपोर्टें आई थीं। हिन्दुस्तान स्टील लिमिटेड के मन्बरे से कौन्सेल ने एक रेजोल्यूशन पास करके इस कमेटी को नियुक्त किया था। वहाँ पर जो बातें हुई थीं उनकी रिपोर्ट हमारे सामने है।

श्री मधु लिनबे : 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 तुरन्त बन गया होगा। मैं यह जानना चाहता हूँ कि कितनी चोरियाँ की गई और उनके बारे में क्या कार्यवाही की गई।

डा० चन्ना रेड्डी : हिन्दुस्तान स्टील लिमिटेड की रिपोर्ट में यह होगा कि कितनी ब्रेकट्स गई हैं। मिनिस्ट्री इन सब बातों पर शीर करेगी।

श्री मधु लिनबे : यह रिकार्ड पर आ जाना चाहिये कि मिनिस्ट्री को चोरियों का पता नहीं था।

डा० चन्ना रेड्डी : कितनी चोरियाँ हुई हैं, यह पता नहीं है लेकिन वहाँ पर हालत खराब है चोरियाँ हुई हैं, यह पता है। वे किन सर्कमस्टेंसिज़ में हुई, यह पता नहीं है।

Shri S. M. Banerjee: 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 आर्ज करनेन्डीय : प्रगति प्रश्न का भाग के लिए रख दिया जाता, तो अच्छा होता, क्योंकि यह रपट बहुत लम्बी है। मैं केवल एक बात की तरफ ध्यान दिलाना चाहता हूँ। पेज 7 पर रेलवे स्कोप का बिक्र कर रहे हुए यह बिना गया है :

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

आगे चल 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."

891 (A) 18-3

अध्यक्ष महोदय, इस रपट को बोझा बहुत देखने से महसूस होता है कि इस कारखाने की व्यवस्था बिस्कुल गलत तरीके से चल रही है। मैनेजमेंट नाम की कोई चीज वहां पर नहीं है। नौकरशाही लोगों के हाथों में इस किस्म के कारखानों को दे दिया जाता है और वह भी इस ढंग से कि जो व्यक्ति आज दूध 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 भेज दिया जाता है। ये लोग कभी भी कारखाने की व्यवस्था को नहीं समझ सकते हैं। इन के पास कोई टेक्निकल जानकारी नहीं होती है। क्या सरकार ऐसी कोई योजना अपनाने के लिये तैयार है कि आई० ए० एस० या पुराने आई० सी० एस० या किसी अन्य मविम 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 टेक्निकली क्वालिफाइड और काम्पेटेंट हों ?

डा० चन्ना रेड्डी : इस पर कोई खास विचार प्रकट करना मुश्किल है।

श्री आर्ज करनेन्डीय : पांडे कमेटी ने यह कहा है।

डा० चन्ना रेड्डी : गवर्नमेंट ने जो इंडस्ट्रियल मैनेजमेंट पूल बनाया है वह उसी तरह 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 64 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 Ganes 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 here,

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 teleprinter 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 teleprinter 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 teleprinter 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 Nargundkar 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-kantamma.

Shrimati Lakshmi Kantamma: 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. Chenna 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
Kachwal:
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 been 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

*253. Shri V. Krishnamoorthi: 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 Shaif 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

*254. Shri K. E. Ganesh:
Shri Chandra Jeet Yadav:
Shri Chintamani Panigrahi:
Shri Yashpal Singh:
Shri S. C. Samanta:
Shri K. Anrudhan:
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. 23 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 1987-88 may fall short of the assessed requirements and, therefore, some imports may be unavoidable.

Cotton Spinning Units

*260. Shri Madhu Limaye:
Dr. Bapu 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 की कृपा करेंगे कि :

(क) क्या यह सच 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 ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कल्लवडील शशी प्रह्लाद) : (क) देश में सिगरेटों का उत्पादन करने वाले 13 कारखाने हैं जिनको वार्षिक स्थापित क्षमता 4,52,280 लाख सिगरेटें हैं। सिगरेटों के कुल उत्पादन में विदेशी कम्पनियों द्वारा लगभग 70 प्रतिशत उत्पादन किया जा रहा है। इस उद्योग में सग्रा कुल पूंजी में से विदेशी पूंजी 80 प्रतिशत है।

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

(ग) भारतीय कम्पनियों द्वारा सिगरेटों का उत्पादन 1955 में 14.7 प्रतिशत से बढ़कर वर्ष 1966 में कुल उत्पादन का 29.4 प्रतिशत तक हो गया है। भारतीय सिगरेट कम्पनियों को उनका उत्पादन बढ़ाने के लिये प्रोत्साहन दिया जा रहा है जिससे वे सिगरेटों की बढ़ती हुई डिमांड में अपनी सिगरेटों की बिक्री बढ़ा सकें। जो कम्पनियों अत्यधिकतम भारतीय हैं उनके लिए अतिरिक्त उत्पादन क्षमता मंजूर की गई है।

Trade with Nepal

*263. श्री George Fernandes:

Shri Madhan 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 Dinesh 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. Nayanar:

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 Nath Koteki;
Shri N. B. Lawar;
Shri Shri Gopal Saboo:

Shri Beni Shanker Sharma;
Shri Onkar Lal Borwa:

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

*269. 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 powerloom 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 Bhanu 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 Jyotsna 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 coalfields 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 Shamlaaji 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. Poonacha): (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) Samlaji Road.
- (6) Lusadia.
- (7) Jagabar.
- (8) Bechiwara.
- (9) Shri Bhavant'h.
- (10) Dungarpur.
- (11) Kotana.
- (12) Rakhabdeo Road.
- (13) Semari.
- (14) Surkhandka Khara.
- (15) Jaysamand 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 Samlaji villages. The distance between Samlaji 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 Kachwal:

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 बि० मधुकर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोक्त रेलवे के मुजफ्फरपुर दरभंगा के बीच एक सीधी शाखा लाइन बनाने की दृष्टि से कभी सर्वेक्षण किया गया था;

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

(ग) तत्संबंधी काम कब प्रारम्भ किया जायेगा ?

रेलवे मंत्री (श्री च० मु० पुनावा) :
(क) मुजफ्फरपुर-दरभंगा (63 कि० मी०-मीटर लाइन) सम्पर्क रेल लाइन का प्रारम्भिक इंजीनियरिंग और वास्तुयात सर्वेक्षण काम :

1957-58 और 1956-57 में किया गया था।

(ख) उस समय इस लाइन पर 2.32 करोड़ रुपये की लागत का अनुमान था और इससे 0.13 प्रतिशत प्रतिफल की संभावना थी जबकि 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—अत्यन्त समस्तपुर-बरभंगा खंड पर मोड़भाड़ 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 Jamalpur, Eastern Railway;

(b) whether request have been made by unions/employees 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. Poonacha): (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. Poonacha): (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 Nitinaj Singh Chandhary: Will the Minister of Railways be pleased to state:

(a) whether it is a fact that III Class Waiting Hall and Booking Office at 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. Poonacha): (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.

बिहार में औद्योगिक लाइसेंस का विचार
जाना

1261. श्री सिद्धेश्वर प्रसाद : क्या औद्योगिक विकास तथा सन्वय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) अप्रैल, 1966 से मार्च, 1967 तक की अवधि में बिहार राज्य के कितने लोगों ने औद्योगिक लाइसेंसों के लिये आवेदन पत्र दिये, और

(ख) कितने आवेदन पत्रों पर विचार किया गया तथा अब तक उन पर क्या निर्णय दिये गये हैं ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलवन्त जी अहमद) : (क) अप्रैल, 1966 से मार्च, 1967 की अवधि में बिहार राज्य में औद्योगिक लाइसेंस प्राप्त करने के लिए 38 आवेदन पत्र प्राप्त हुए। इन में बह एक आवेदन सम्मिलित नहीं है जिसकी अवल सम्पत्ति अर्थात् भूमि, मशीनों, इमारतों आदि का मूल्य 25 लाख रुपये से कम था और जिस के लिए उद्योग (विकास तथा विनियम) अधिनियम, 1951 के अन्तर्गत लाइसेंस की आवश्यकता नहीं है।

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

दक्षिणी अफ्रीका तथा अन्य एशियाई देशों के साथ व्यापार

1262. श्री रामचन्द्र बीरप्पा : क्या वाणिज्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या दक्षिणी अफ्रीका तथा अन्य एशियाई देशों के साथ भारत के व्यापारिक सम्बन्ध हैं;

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

(ग) यह व्यापार किन वस्तुओं का होता है ?

वाणिज्य मंत्री (श्री दिनेश सिंह) :

(क) दक्षिणी अफ्रीका के साथ भारत के कोई व्यापारिक सम्बन्ध नहीं हैं, परन्तु उसके बहुत से एशियाई देशों के साथ व्यापारिक सम्बन्ध हैं।

(ख) भारत का किन एशियाई देशों के साथ बड़े पैमाने पर व्यापार चल रहा है वे ये हैं :— अफगानिस्तान, बर्मा, श्रीलंका

सिंगापुर, सहित मलेशिया, ईरान, जापान, पाकिस्तान, सऊदी अरब तथा नेपाल।

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

विवरण

1. अफगानिस्तान :

आयात फल तथा सब्जियां (बादाम तथा रालें अधिक महत्वपूर्ण मर्चे हैं)

निर्यात चाय, सूती कपड़े के धान तथा जूट का मान।

2. बर्मा :

आयात चावल तथा सीसा।

निर्यात कायर धागा तथा माल, जूट का माल, मत्स्य तथा मत्स्य उत्पाद, घटिया धातुएं तथा उनसे निर्मित वस्तुएं।

3. श्रीलंका :

आयात खोपरा, प्राकृतिक रबर।

निर्यात मसाले, मिर्चे मुख्य मर्चे हैं, बटा हुआ सूत तथा धागा, सूती कपड़े के धान, फल तथा सब्जियां, मत्स्य तथा मत्स्य उत्पाद, धातुएं तथा धातु निर्मित वस्तुएं मशीनें तथा परिवहन उपकरण तथा सिनेमा की तैयार फिल्में।

4. मलेशिया :

(सिंगापुर को मिलाकर जो अब अलग हो गया है)

आयात प्राकृतिक रबर, धातु, मीठ, खोपरा, तिल, सूत का लेव।

निर्यात सूती कपड़े के बान, बीनी, प्याब, जट के बोरे, मशीनें तथा परिवहन उपकरण ।

5. ईरान

आयात फल तथा सब्जियां (बादाम मुख्य मद है) पेट्रोलियम तथा पेट्रोलियम उत्पाद ।

निर्यात चाय, टाट, मशीनें तथा परिवहन उपकरण, घटिया धातुएं तथा निर्मित वस्तुएं ।

6. जापान :

आयात रासायनिक तत्व तथा यौगिक, उर्वरक निर्मित वस्तुएं, लोहा तथा इस्पात, धातु निर्मित वस्तुएं, मशीनें जिनमें मुख्यतः बिजली के अनिरीकृत अन्य मशीनें आती हैं । परिवहन उपकरण, व्यवसायिक, वैज्ञानिक तथा नियंत्रक यन्त्र आदि ।

निर्यात पशुओं की केमिंग, खनी, कपास, धातु लोहा, लोहे तथा इस्पात की रद्दी, खनिज मँगनीज, चमड़ा ।

7. पाकिस्तान :

निर्यात कोयला तथा कोक, घटिया धातुएं तथा निर्मित वस्तुएं, मशीनें तथा परिवहन उपकरण

आयात कच्चा जूट ।

8. सऊदी अरब :

आयात अनोखित तथा अंगतः लोखित पेट्रोलियम ।

निर्यात मसाले, सूती कपड़े के बान ।

9. नेपाल :

आयात कच्चा जूट, जूट का माल, खली, बी, चावल ।

निर्यात बीनी तथा बीनी संपाक, चाय, तम्बाकू, पेट्रोलियम

उत्पाद, सूती वस्त्र, बिजली के घालावा अन्य मशीनें ।

राज्य व्यापार निगम

1293. श्री रामचन्द्र बोरप्पा : क्या वाणिज्य मंत्री यह बताते की कृपा करेंगे कि :

(क) राज्य व्यापार निगम की स्थापना से प्रदत्त कितनी वस्तुएं इसके क्षेत्राधिकार में लाई गई हैं; और

(ख) इसका व्योरा क्या है :

वाणिज्य मंत्री (श्री विनेश सिंह) :

(क) और (ख) : राज्य व्यापार निगम की स्थापना के समय से ही वह निगम जिन वस्तुओं से निर्यात/आयात की व्यवस्था करता : उन वस्तुओं को दर्शाने वाले दो विवरण सभा पटल पर रखे जाते हैं । [पुस्तकालय में रखा गया । देखिये : संख्या LT—507/67] ।

Nepa Newsprint Factory

1264. Shri Baburao Patel: Will the Minister of Industrial Development and Company Affairs be pleased to state:

(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;

(b) if so, the details thereof and how Government propose to carry them out;

(c) whether it is proposed to improve the quality of newsprint there; and

(d) if so, the measures proposed to be taken in that regard?

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

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. Sankarham: 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. Poonacha): (a) and (b). The proposals for new railway lines to be taken up during the Fourth Plan have not yet been finalised. 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 Dhironaranath: 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 0.8 million tonnes.

Jessop 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 Jessop & 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 Polls Project at Faridabad. The agreement was executed on the 16th May, 1967.

कालख तथा लुगरी तैयार करना

1270. श्री बालजीकि जीवरी :
श्री काली नाथ पाण्डे :

क्या औद्योगिक विकास तथा समन्वय-कार्य
में श्री बालू बताने की क्या करेंगे कि :

(क) क्या भारत में कागज तथा
मुद्रा तैयार करने के बारे में विटोन की

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

(ख) यदि हाँ, तो उस फर्म द्वारा प्रस्तुत
किये गये कार्यक्रम का ज़ीरा क्या है ?

औद्योगिक विकास तथा समन्वय-कार्य मंत्री
(श्री फलकशीन बाली बहमद): (क) किसी भी
ब्रिटिश फर्म का ऐसा कोई प्रस्ताव नहीं है।
फिर भी सरकार का ध्यान लुगरी और कागज
बनाने की मेकिमको की एक कम्पनी द्वारा
विकसित प्रक्रिया की ओर आकृष्ट किया गया
है और कागज/घबबारी कागज का उत्पादन
करने के लिए सरकार ने उत्तर प्रदेश/बिहार
क्षेत्र में एक कारखाना स्थापित करने के बारे
में एक ब्रिटिश फर्म से, जो मेकिमको की फर्म
की इंजीनियर नियुक्त की गई है, एक परि-
योजना प्रतिवेदन तैयार करने के लिए कहा
है।

(ख) उपरिलिखित प्रतिवेदन की
घभी 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. Pannacha): (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 Panigrahi: 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. Poonacha): (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-Nowrangur-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.

एशियाई वार्षिक विकास तथा योजना संस्था

1277. श्री सिद्धेश्वर प्रसाद : क्या बाणिज्य मंत्री यह बनाने को कृपा करेंगे कि :

(क) क्या यह सब है कि एशिया तथा सुदूर पूर्व सम्बन्धी वार्षिक आयोग की हान में टोकियो में हुई बैठक में पाकिस्तान ने एशियाई वार्षिक विकास तथा योजना संस्था की अवधि को बढ़ाने के प्रस्ताव पर आपत्ति की थी ;

(ख) यदि हा, तो इसके क्या कारण हैं, और

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

बाणिज्य मंत्री (श्री विनेश सिंह) :

(क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

(ग) टोकियो में एशिया तथा सुदूर पूर्व सम्बन्धी वार्षिक आयोग के 23वें वार्षिक अधिवेशन में सर्व सम्मति से पास हुए एक प्रस्ताव में संस्था द्वारा दिये जा रहे प्रतिष्ठान के लिए एशियाई देशों की अनवरत आवश्यकता को स्वीकार किया गया तथा निर्धारित की गई कि संस्था की चलाये

के लिए भगले पांच वर्ष की अवधि (1969-1973) के लिए सरकारों 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 किसी भी रूप में उसमें कम न हो ताकि लागतों में साधारण वृद्धि की कमी पूरी हो सके और यह भी निश्चय किया गया कि संस्था के कार्यों तथा निष्पादनों पर समय समय पर विचार होना रहे और आयोग के वार्षिक अधिवेशनों में वार्षिक प्रतिवेदन प्रस्तुत किये जायें ताकि संस्था को स्थायी रूप देने के प्रश्न पर 1972 में अपने 28वें 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 erst-while 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

1579. Shri Madhu Limaye:
Shri S. M. Banerjee:
Mr. 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

1280. Shri Manibhai J. Patel:
Shri Hakam Chand Kachwal:
Shri Jagannath Rao Joshi:
Shri Ram Singh Ayarwal:
Shri Ram Kishan Gupta:
Shri Nitiraj Singh Chaudhary:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhan:
Shri Y. S. Kashwak:
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 F. 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 F. 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 structural 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 F. 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 Gaothed 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 de-licensed the Solvent Extraction Industry which includes extraction of oil from ricebran. 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 de-oiled 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.

कम्प्रेसरों का निर्माण

1290. डा० राम मनोहर लोहिया :

जी मधु लिजये :

जी जर्जुन सिंह मदीरिया :

जी एल० एम० जोशी :

जी रवि राव :

क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या यह सच है कि भारत में कुछ देशी गैर-सरकारी क्षेत्र की कम्पनियां

हैं जो 1,000 से ले कर 2,000 सी० एफ० एम० के बड़े कम्प्रेसर बनाती आ रही हैं;

(ख) क्या सरकार ने 8 या 9 वर्ष पहले बड़े कम्प्रेसर बनाने पर प्रतिबन्ध लगाया था; और

(ग) यदि हां, तो इसके क्या कारण हैं ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री फलचहीन ग्रहमह) : (क) गैर-सरकारी क्षेत्र के एक कारखाने में 1000 सी० एफ० एम० के कम्प्रेसरों का उत्पादन सीमित मात्रा में हो रहा है।

(ख) गैर-सरकारी क्षेत्र में 700 सी० एफ० एम० से बड़े आकार वाले कम्प्रेसरों का निर्माण हेतु नई क्षमता के लिए लाइसेंस देने पर जनवरी, 1964 से रोक लगा दी गई है।

(ग) इलाहाबाद में प्रस्तावित सरकारी क्षेत्र के कारखाने के कार्यक्रम में बड़े आकार के कम्प्रेसरों का निर्माण करने का विचार है। इसे ध्यान में रखते हुए यह समझा गया था कि 700 सी० एफ० एम० से बड़े आकार के कम्प्रेसरों का निर्माण करने के लिए और अधिक क्षमता उत्पन्न करने को गुंजाइश 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. Poonacha): (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 Shaif 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 Jharla-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 dioxide 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.

कोयना में एल्युमिनियम प्लांट

1295. श्री मोहन स्वराज :

श्री जार्ज फरेनेगडीज

श्री मधु लिंगधे :

श्री जे० एच० पटेल :

क्या इस्पात बाल तथा बातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गैर-सरकारी कम्पनी द्वारा चलाये जा रहे कोयना स्थित एल्युमिनियम प्लांट को भारत एल्युमिनियम कम्पनी को, जो कि सरकारी क्षेत्र में है, सौंप देने का निर्णय तीन साल पहले किया गया था;

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

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

(घ) यदि नहीं , तो इसके क्या कारण हैं ?

इस्पात, बाल तथा बातु मंत्री (डा० जन्ना रेड्डी): (क) महाराष्ट्र राज्य के कोयना प्रदेश में एक नये एल्युमिनियम प्रभाव की स्थापना के लिए तेजसकर उद्योग (प्रा०) लि०, बम्बई, को मार्च, सन् 1960 में औद्योगिक (विकास और विनियमन) अधिनियम, 1951 के अन्तर्गत लाइसेंस दिया गया था। आर्थिक बल्य कठिनाईयों के कारण लाइसेंस प्राप्तकर्ता परियोजना पर कार्य प्रारम्भ न कर सके। लाइसेंस की विफलता को देखकर सरकार ने सन् 1964 में परियोजना को सरकारी क्षेत्र में सम्पन्न करने का निश्चय किया। इस बात की कमीती बनाकर कि पश्चिमी

जर्मनी की फर्म मैसर्स बैरनिगटे एल्युमिनियम वर्क परियोजना के सरकारी क्षेत्र में होने पर आवश्यक सहायता प्रदान करेगी अन्तिम तौर पर 13 अक्टूबर 1965 को लाइसेंस वापिस ले लिया गया और परियोजना को पूर्ण करने के लिए नवम्बर, 1965 में भारत एल्युमिनियम नाम की एक सरकारी कम्पनी बनाई गई।

(ख) निर्णय किया गया है कि प्रस्तावित परियोजना की क्षमता 50,000 मीट्रिक टन टन प्रति वर्ष एल्युमिनियम धातु की होगी।

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

कटनी में डीजल स्टोर में आग लगने की घटना

1296. श्री मोहन स्वराज :

श्री जगन्नाथ राव जोशी :

श्री हुकम चन्द कच्छवाय :

श्री राम सिंह आयरवाल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 19 अप्रैल, 1967 को कटनी (केन्द्रीय रेलवे) स्टेशन पर डीजल के भण्डार में भीषण आग लग जाने के कारण लाखों रुपयों की सम्पत्ति की हानि हुई ;

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

(ग) आग लगने के कारण क्या के ?

रेलवे मंत्री (श्री जे० यु० पुनगवा) :

(क) जी हां। लगभग 12 लाख रुपये की हानि होने का अनुमान है।

(ब) 19-4-67 को लगभग 21.50 बजे न्यू कटनी डीजल लोको भण्डार के प्लेटफार्म पर पड़े हुए उन बक्सों में आग देखी गयी जिन में डीजल रेल इंजनों के भारी अतिरिक्त पुर्जे पड़े 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 शेड में नियुक्त आग बुझाने वाले कर्मचारियों ने आग पर काबू पा लिया। कटनी आईर्नमेंस फ़ैक्टरी 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 प्रशासी 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 पुनः 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 Shafi 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 Shafi Qureshi): (a) to (c). 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 Suneela Gopalan:
Shri Umanath:
Shri P. P. Esthose:
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	40,17,077.03
1966-67	58,19,765.75
Total:	1,11,63,951.54

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

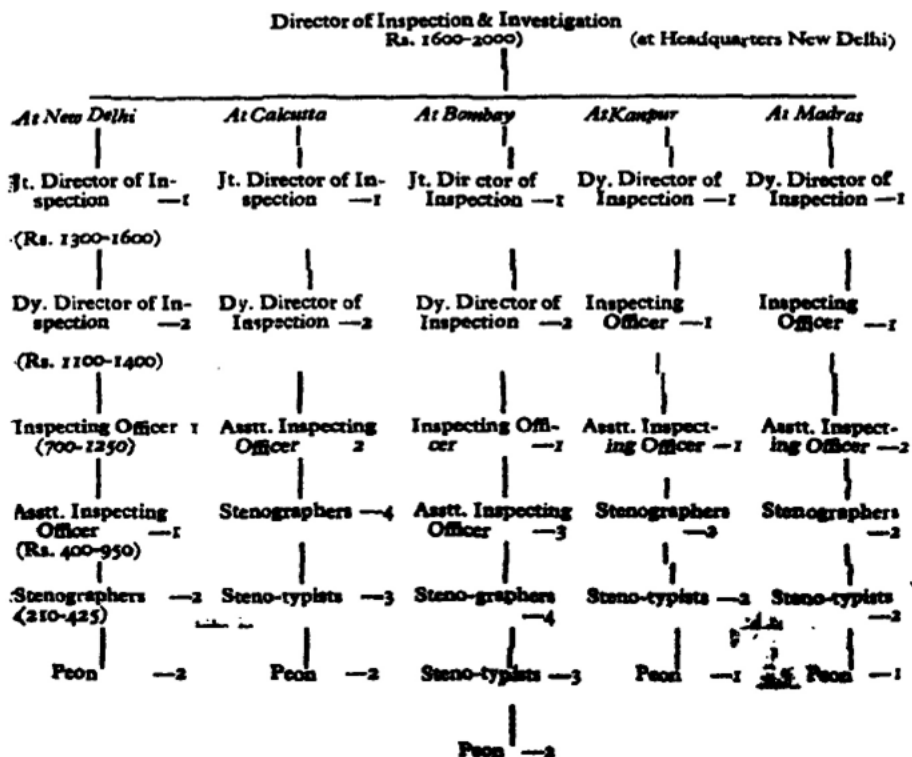
(b) if so, the set up of such a directorate and the functions thereof?

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:



मैक्सिम गोल्डबा प्रापर्टीज (प्राइवेट) लिमिटेड

1302. श्री हुकम चन्द कछवाय :

श्री जगन्नाथ राय जोशी :

क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री 31 मार्च, 1967 के प्रतारंकित प्रश्न संख्या 255 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) मैक्सिम गोल्डबा प्रापर्टीज (प्राइवेट) लिमिटेड दिल्ली के लेनदारों के संबंध में जो माधला राजस्थान उच्च न्यायालय के समक्ष विचाराधीन था और जिसकी सुनवाई 4 अप्रैल, 1967 को होनी थी, क्या उस के बारे में इस बीच उस न्यायालय ने कोई निर्णय दे दिया है ; और

(ख) यदि हां, तो क्या निर्णय लिया गया है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कन्होहन शर्मा ग्रहमब) :

(क) और (ख). सुनवाई, जो 4 अप्रैल 1967 को निश्चित की थी, 17 अप्रैल, तथा पुनः 27 अप्रैल को स्थगित कर दी गई। कम्पनी ने, कम्पनी अधिनियम की धारा 391 के अन्तर्गत संशोधित योजना मिल कर ली। पक्षों की सुनवाई, करने के के पश्चात्, माननीय उच्च न्यायालय ने आपत्तियाँ मिल कर ले लिये 3 मई, तक 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, जबपुर, में 28 जून, 1967 को कम्पनी के शेयरहोल्डर्स की एक मीटिंग संयोजन करने का फैसला कर दिया।

821(ad)LS-4.

भोजन घान के साथ चलने वाले कर्मचारी

1303. श्री हुकम चन्द कछवाय :

श्री राम सिंह अवरवाल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पश्चिम और मध्य रेलवे की छप और डाउन एक्सप्रेस गाड़ियों में भोजन कारों के साथ चलने वाले बेरो, मन्टरों, चेकरो, 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 अथवा विश्राम नहीं दिया जाता है ;

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

(घ) इस सम्बन्ध में सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री जे० मु० पुनावा) :

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

बिहार सरकार द्वारा केन्द्र को खनिजों की सप्लाई

1304. श्री हुकम चन्द कछवाय :

श्री राम सिंह अवरवाल :

श्री जगन्नाथ राय जोशी :

क्या इस्पात, खान तथा धातु मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार के खाद्य मंत्री ने कहा है कि यदि केन्द्रीय सरकार ने उन्हें दूसरे राज्यों से अन्न मंगाने की अनुमति नहीं दी तो (जैसा कि 1 अप्रैल, 1967 के नवभारत टाइम्स में छपा है) वे केन्द्रीय सरकार को खनिज पदार्थ योजना बन्द कर देंगे ; और

(ब) यदि हां, तो सरकार की इस सम्बन्ध में क्या प्रतिक्रिया है ?

इस्पात, जाल तथा बाहु यंत्री (डा० चन्ना रेड्डी) : (क) केन्द्रीय सरकार के पास इस विषय में कोई सूचना नहीं है।

(ब) प्रश्न उत्पन्न नहीं होता।

Pig Iron Plant in Haryana

1305. Shri Ram Kishan Gupta:
Shrimati Jyotana 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. Ramesh 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. Ramesh 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. Chenna 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	88.65

(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.

खेल के सामान का आयात

1310. श्री श्रीकार सिंह :
श्री हरमल चन्द कटुवाल :

क्या वाणिज्य मंत्री 31 मार्च, 1967 के अंतरिमिक प्रश्न संख्या 251 के उत्तर के संदर्भ में यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने वर्तमान आयात नीति के अन्तर्गत खेल के सामान का आयात करने के लिये प्राप्त हुए आवेदन-पत्रों के बारे में इस बीच कोई निर्णय किया है;

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

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

वाणिज्य मंत्री (श्री विनेश सिंह) :

(क) से (ग). आयात नीति के अन्तर्गत खेल के सामान के आयात की अनुमति नहीं है। ऐसी कुछ मर्चा के विषय में जो देश में नहीं बनती अपवाद किया जाता है तथा मान्यता प्राप्त खेल-कूद संस्थाओं को थोड़ी थोड़ी मात्रा में उनके आयात 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. Poonacha): (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 accountancy on forwarded basis has been introduced in order to enable a prompt and complete check on the accountancy of all the invoices issued, especially the accountancy of "to pay" traffic, and also because the accountancy 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 accountancy.

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. F. 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 Harekrishna 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 Board1318. **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. 4,10,629.00 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 Steel1319. **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 Steel, Mines and Metals (Shri F. 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

1365. 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. Pannachan): (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. Pannachan): (a) 56.5 per cent of class III and 69 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

1327. Shri Bibhuti 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 Shah 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 4-1/2 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.

बजराम नगर स्टेशन पर महिलाओं की टक्कर

1328. श्री हुकम चन्द कल्लवाह:

श्री जगन्नाथ राव बोशी :

क्या रेलवे मंत्री 7 अप्रैल 1967 के प्रतापगढ़ प्रश्न संख्या 771 के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या बजराम नगर स्टेशन पर दो रेलगाड़ियों की टक्कर के सम्बन्ध में जब यही जांच के बारे में दोषी ड्राइवर के विरुद्ध कोई कार्यवाही की गई है; और

(ख) यदि नहीं, तो इसमें और कितना समय लगने की संभावना है ?

रेलवे मंत्री (श्री डे० सु० पुनावा) :

(क) और (ख) दुर्घटना के लिए जो ड्राइवर जिम्मेदार ठहराया गया उसे नौकरी 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 1½ Madras-Mangalore Mails.

भोपाल-अहमदाबाद रेलगाड़ी में चोरी

1330. श्री जगन्नाथ राव बोली :

श्री हुकम चन्द कदवाय :

श्री राज सिंह अमरपाल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि 3 अप्रैल 1967 के 'हिन्दुस्तान' में छपे समाचार, के अनुसार एक व्यक्ति भोपाल-अहमदाबाद रेलगाड़ी के एक डिब्बे को तोड़ कर माल चुराने के आरोप में गिरफ्तार किया गया है ;

(ख) क्या यह भी सच है कि पश्चिम रेलवे के रतलाम उज्जैन मैकान पर एक गिरोह चन्नी गाड़ियों में चोरियां कर रहा है ; और

(ग) यदि हां, तो इस मामले में सरकार ने क्या कार्यवाही की है ?

रेलवे मंत्री (श्री के. एं. पुनाचा) :

(क) जी हां, 21/22-3-67 की रात को उज्जैन-भोपाल खण्ड पर तराना रोड और मक्की स्टेशनों के बीच अहमदाबाद-भोपाल गाड़ी में चोरी हुई जिसमें 460 रुपये की कीमत की चाय की चार पेदियां चुराई गयीं। इस सिलसिले में उज्जैन के मेहताब बां के पुत्र इस्माइल बां को गिरफ्तार किया गया और चोरी का सारा माल उससे बरामद कर लिया गया। इन्वीर के रेलवे मजिस्ट्रेट की अदालत

में मुकदमा चल रहा है। और चन्नी गाड़ीवाली है।

(ख) जी नहीं।

(ग) सबाल नहीं उठता।

Wagons at Alwaye Railway Station

1331. Shri F. P. Esthose: 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 F. P. Esthose: 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 Dinash 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 Shaif 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 matings 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.

बिजली तथा जीवाश्म

1336. श्री स० चं० श्यामल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) भारत में बनाये जाने वाले बिजली और डीजल के ऐसे कितने इंजन हैं जिनका विदेशों को निर्यात किया जा रहा है तथा इन देशों के नाम क्या हैं ;

(ख) क्या निर्यात की मांग पूर्णतया पूरी हो जाती है और यदि नहीं, तो कितने प्रतिशत मांग की पूर्ति नहीं हो रही है तथा निर्यात की सम्पूर्ण मांग की पूर्ति के लिये क्या कार्रवाई की जा रही है ;

(ग) क्या देश की आवश्यकता की पूर्ति करने के बाद बचे हुए इंजनों का ही निर्यात किया जा रहा है ; और

(घ) क्या देश में निर्यात किये गये मान डिब्बों तथा मसारी डिब्बों का ज्योग देने वाला एक विवरण मन्त्रालय पर रखा जायेगा ?

रेलवे मंत्री (श्री जे० ए० गुलाबानी) :

(क) से (ग) भारत में बिजली और डीजल रेल इंजनों का निर्माण अभी तक विकासात्मक अवस्था में ही है जिसके लिये बड़ी मात्रा में पुर्तों का आयात करना पड़ता है। विदेशी मुद्रा की कठिनाइयों के कारण उत्पादन को कुछ हद तक नियंत्रित कर देना पड़ा है और इन समय मरम्मत उत्पादन भारतीय रेलों के लिये नियत कर दिया गया है। देश में निर्मित अधिक पुर्तों की सम्भावित उपलब्धता के साथ ही निकट भविष्य में उत्पादन के बढ़ जाने की आशा है। उस समय विदेशों द्वारा मांगे जाने वाले टैंडरों (जो अभी तक नहीं मांगे गये हैं) के निम्ने टैंडर करने के प्रश्न पर विचार किया जा सकता है।

(घ) अभी तक निम्नलिखित मात्र निर्यात किया गया है।

कोयला स्टोक

वाईलैंड को 2 सवारी मोगियां, जिनका मूल्य 43.130 रुपये है।

मालविहारा स्टोक

2 प्रोटोटाइप मान डिब्बे हंगरी को (भेजे जा रहे हैं)।

पूर्वी अफ्रीका को 480 मान डिब्बे जिनका मूल्य 1.57 करोड़ रुपये है।

निम्नलिखित आर्डर भी प्राप्त किये गये हैं और उन पर प्रयत्न किया जा रहा है।

बर्मा को 33 सवारी डिब्बे, मूल्य 59.33 लाख रुपये।

हंगरी को 500 मान डिब्बे, मूल्य 1.62 करोड़ रुपये।

मका को 40 टंकी मान डिब्बे, मूल्य 31 लाख रुपये।

हाजीपुर और बाल्मीकी नगर के बीच रेलवे लाइन

1337. श्री क० वि० मजुमदार : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने हाजीपुर को बाल्मीकी नगर स्टेशन के साथ सीधी रेलवे लाइन के द्वारा मिलाने की आवश्यकता पर गंभीर विचार किया है ;

(ख) यदि हां तो क्या इन सम्बन्ध में कोई प्रारम्भिक कार्य आरम्भ किया गया है ; और

(ग) यदि नहीं तो इसके क्या कारण हैं ?

रेलवे मंत्री (श्री जे० ए० गुलाबानी) :

(क) बाल्मीकी नगर नाम का कोई स्टेशन नहीं है। इसलिए यह स्पष्ट नहीं है कि माननीय सदस्य का ध्यान किस रेल सर्विस् की व्यवस्था से है। लेकिन पूर्वोक्त रेलवे के हाजीपुर स्टेशन से नवी लाइन बनाई का अभी कोई प्रस्ताव नहीं है।

(ख) और (ग) : क्या कहीं उल्टा है।

प्रविष्ट रेलवे के गाड़ों का स्थानान्तरण

1338. श्री हुकम चन्द कट्वाय :
श्री राज सिंह खरवाल :

क्या रेलवे मंत्री यह बताने की कृपा
गे कि :

(क) क्या यह सच है कि मावधिक
स्थानान्तरण के कारण प्रविष्टी रेलवे के गाड़ों
की निवास स्थान आदि की बहुत सी कठि-
नाइयों का सामना करना पड़ रहा है;

(ख) क्या यह भी सच है कि उनके
स्थानान्तरण के कारण उनके बच्चों की शिक्षा
में बाधा पड़ती है और एक स्कूल से दूसरे स्कूल
में जाने के कारण उनका एक वर्ष बेकार हो
जाता है; और

(ग) यदि हाँ, तो उनकी कठिनाइयों को
दूर करने के लिये क्या कार्यवाही की गई है ?

रेलवे मंत्री (श्री वे. सु. पुनाचा):

(क) मावधिक स्थानान्तरणों के कारण
होने वाली कठिनाइयों के बारे में गाड़ों ने
अभ्यावेदन किये हैं।

(ख) जी नहीं। मावधिक स्थानान्तरण
स्कूल का मज समान होने पर किये जाते हैं
ताकि बच्चों की पढ़ाई में बाधा न पड़े।

(ग) स्थानान्तरण कम से कम किये
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 My-
sore State has been going on;

(b) the expenditure incurred there-
on 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 Inga-
ladahalu between 1939 and 1949. This
was followed up by geophysical sur-
veys 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 subsequent-
ly followed up by the State Govern-
ment by exploratory drilling. During
1966-67, the Geological Survey of
India has also carried out some preli-
minary work in the adjoining areas of
the Ingaldahalu belt.

(b) No separate account of expendi-
ture is being maintained by the Geo-
logical Survey of India for such in-
vestigations.

(c) Reserve of copper ore are esti-
mated 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, Roh-
tak, (ii) railway crossing Jind city
and (iii) railway crossing on Delhi-
Sonapat 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. Pannacha): (a) There are no
proposals so far, for the replacement
of the existing level crossings at Roh-

tak, Jind and Sonapat by road over/underbridges.

(b) Does not arise.

(c) Under the extant rules, the Railways construct road over/underbridges 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 Devgun:

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 Devan 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 Devan 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 $3\frac{1}{2}$ 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. Poonacha): (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

1944. 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 619,500 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) with 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 manufactures 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 |
| | | Rs. 750/- per tonne |
| (iv) Sackings | | from Rs. 600/- to |
| | | Rs. 450/- per tonne |
| (v) Cotton bagging | | from Rs. 600/- to |
| | | Rs. 200/- per tonne |
| | | with effect from 11th February, 1967. |

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.

(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. 14,14,80,000.

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 bonafide 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 bonafide complaints are made and no harassment is caused to the honest railway employees?

The Minister of Railways (Shri C. M. Ponnappa): (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. C. Sethi): (a) The entire coal prices 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 in February, 1982 in the case of coking coals and the ad-hoc increases in the case of some grades of coal granted in June 1981 and March, 1984, following increases have been

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. Fennesha): (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, Danapur 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. Ponnappa): (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 लिग्नाइट कोयले की खानें

1350. श्री ए० ए० साहूवाकर : क्या इस्वात, खान तथा बासु मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान में बीकानेर जिले के पलना गांव में लिग्नाइट कोयले की खानों का पता लगाने के लिये बनाई योजना कब क्रियान्वित की जायेगी ;

(ख) इस खान से कितना कोयला निकाले जाने की आशा है तथा यह कोयला किस कार्य के लिये उपयोग में लाया जायेगा ;

(ग) क्या इस किसम का कोयला राजस्थान में बीकानेर जिले में खारी गांव में भी निकास जा रहा है ; और

(घ) यदि हां, तो उसका क्या परिणाम रहा है ?

इस्वात, खान तथा बासु मंत्रालय में राज्यमंत्री श्री ए० ए० साहूवाकर : (क) और (ख). एक रिपोर्ट के अनुसार बीकानेर जिले के पलना स्थित लिग्नाइट के निक्षेपों के संबंधित पूर्वोक्त कार्य को राजस्थान सरकार ने पूरा कर लिया है। राज्य सरकार का विश्वास है कि खुली खान की खनन प्रकृति द्वारा खनन 13 मिलियन टन लिग्नाइट खनन किया जा सकता है और वर्तमान के मुंह के पास सड़क बिजली घर में प्रयोग किया जा सकता है। निक्षेप का वास्तविक विस्तार और इसका प्रयोग राज्य सरकार के संबंध रखने वाले कार्य हैं।

(ग) नहीं, नहीं।

(घ) खनन कार्य नहीं हुआ।

घग्गर नदी की बाढ़ों में रेलवे लाइन की हुई क्षति

1351. श्री च० सा० बाकपाल : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या हर साल घग्गर नदी में बाढ़ आने के कारण रेलवे लाइनों को होने वाली क्षति को जिसके परिणामस्वरूप यातायात ठप्प हो जाता है, रोकने के लिये उनके मंत्रालय 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 मद में कितनी हानि हुई ;

(ग) इसके परिणामस्वरूप रेलवे यात्रियों के भाड़े आदि के रूप में प्राप्त होने वाले राजस्व की कुल कितनी हानि हुई ;

(घ) क्षतिग्रस्त रेलवे लाइन आदि की मरम्मत पर कितना खर्च आया ; और

(ङ) यदि रेलवे लाइन का स्तर विश्वमान रेलवे लाइन के स्तर से चार फुट ऊंचा किया जाये और पानी के प्रवाह प्रवाह के लिये ठीक पुलिया बनाई जाये तो इस कार्य के लिये कितनी राशि खर्च करने की आवश्यकता होगी ?

रेलवे मंत्री (श्री च० नू० गुलाब) :

(क) इसके लिए रेलवे द्वारा भ्रमण से कोई योजना नहीं बनाई गयी है क्योंकि समस्या केवल रेल की पटरी के बाढ़ से प्रभावित होने की नहीं है बल्कि इसका सम्बन्ध भूमि के एक विशाल क्षेत्र के बाढ़ग्रस्त होने से है जिसमें राजस्थान राज्य का सूरतगढ़ फार्म भी शामिल है। फिर भी राज्य सरकार ने एक मार्ग-परिवर्तन सरणि का निर्माण किया है ताकि बाढ़ के पानी को सामान्य के ऊपर राजस्थान गैरर के बीचों से प्राकृतिक प्रभाव तक ले जाया जाये जो सूरतगढ़ के पश्चिम 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 बीचों से है इसलिए रेलवे लाइन को 4 फुट ऊंचा कर देने से समस्या हल नहीं होगी। इसीलिए इस तरह के प्रस्ताव की लागत का हिसाब नहीं लगाया गया है। फिर भी जैसा कि पैरा (क) में कहा गया है, राज्य सरकार एक मार्ग-परिवर्तन सरणि का निर्माण कर रही है जिससे नदी-तल के अधिकतर पानी को निकासी हो जाने की संभावना है ; मानसून के दिनों में केवल लगभग 4,000 क्यूसेक पानी बचेगा जिसके लिए वर्तमान पुलिया और पुल पूरी तरह पर्याप्त हैं।

Guna-Maksi Railway Project

1352. Shri Baburao 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. Poonacha): 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.

गुहेरी रेलवे स्टेशन

1353. श्री च० नि० मधुकर : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्व रेलवे के गुहेरी स्टेशन को 'बी' वर्ग का स्टेशन बना दिया गया है।

(ख) क्या 'बी' श्रेणी के रेलवे स्टेशनों को दी जाने वाली सभी सुविधाएं वहां उपलब्ध है ;

(ग) यदि हां, तो वहां क्या क्या सुविधाएँ उपलब्ध की गई हैं ;

(घ) यदि इस स्टेशन को 'बी' श्रेणी में शामिल कर लिया गया है तो वहां रेल गाड़ियां अब केवल तीन मिनट तक ही क्यों रुकती हैं, जबकि पहले वहां रेलगाड़ियां दस मिनट तक रुका करती थी ;

(ङ) क्या इस स्टेशन के प्लेटफार्म के ऊपर शेड बनाने का सरकार का विचार है ; और

(च) यदि हां, तो इस सम्बन्ध में क्या कार्यवाही की जा रही है ।

रेलवे बंबी (बी से० नु० पुनाबा) :
(क) जी नहीं ।

(ख) और (ग). सवाल नहीं उठता ।

(घ) गाड़ियों के ठहरने 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. Diga;
Shri P. E. Deo;
Shri K. P. Singh Deo;
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. Poonacha): (a) No.

(b) Does not arise.

सीमेंट का मूल्य

1355. श्री सिद्धेश्वर प्रसाद : क्या औद्योगिक विकास तथा समवाय-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(ख) क्या सरकार का ध्यान उस बात की धीर दिया गया है कि पिछले कुछ महीनों से सीमेंट की कमी है और उसके मूल्यों में भी काफी वृद्धि हुई है ;

(ङ) यदि हां, तो उसके क्या कारण हैं ; और

(ग) स्थिति को सुधारने के लिए क्या कार्यवाही की जा रही है ?

औद्योगिक विकास तथा समवाय-कार्य मंत्री (श्री कलकट्ठीन शर्मा जगन्नाथ) :
(क) और (ख). जी नहीं। हाल के कुछ महीनों में सीमेंट के सम्भरण की स्थिति समूचे देश में सन्तोषजनक रही है। फिर भी मई, 1967 में हरियाणा और पंजाब राज्य सरकारों ने कुछ जिलों और शहरों में इसकी कमी की सूचना दी है। सीमेंट का मूल्य अधिक नहीं बढ़ा है। सीमेंट के मूल्य में 1.20 रुपये प्रति मी० टन की अल्प वृद्धि पाड़ा बढ़ जाने के कारण 1-4-1967 से हुई है।

(ग) सीमेंट उद्योग का केन्द्रीय संगठन अर्थात् सीमेंट नियन्त्रण तथा समन्वयकारी संगठन जो सीमेंट के वितरण के काम की देख रेख कर रहा है उससे पहले ही कई दिवा नवा है कि यह सतर्क रहे और इसका सुनिश्चय करें कि यदि देश में सीमेंट की संभरण संबंधी स्थिति में सुधार न किया जा सके तो उसे पुराने स्तर पर ही बनाए रखे। राज्य सरकार

कारों से जब भी कोई विनिष्ट शिकायत प्राप्त होती है तो वह शिकायत इस संगठन की स्थिति 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. Poonacha): (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 commencement 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 Malam-puzha 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. Poonacha): (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. Pradhani:

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. Pradhani:

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 P. 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. Pradhani:

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

1263. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhal:
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 Bhal:
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 1986-87?

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 1986-87 was 3,28,000 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 nuntilised 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, reconciliation of imprest accounts, 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. Patodia;
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 Shaif 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 Dhanotwar Meena;
Shri Kameshchandra Ulahe;
Shri K. Pradhan;
Shri Hoorji 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) 1. *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 give 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. Pradhani:
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 in 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. Pradhani:

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 F. 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. Pradhani:
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 F. 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, Kotah; 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. Pradhani:

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 20-5-1967.

पूर्वोत्तर रेलवे के तीसरी खेपी और चौथी खेपी के कर्मचारी

1374. श्री भोमेश झा : क्या रेलवे मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या यह सच है कि तीन से सात साल की सेवा पूरी होने के बाद भी पूर्वोत्तर रेलवे के तीसरी खेपी और चौथी खेपी के लगभग 20 हजार कर्मचारियों को स्थायी नहीं किया गया है; और

(ख) यदि हाँ, तो इसके क्या कारण हैं?

रेलवे मंत्री (श्री के. ए. नु. गुप्ता):

(क) जी नहीं। जहाँ के प्रारम्भिक चैंडों में काम करने वाले ऐसे कर्मचारियों की संख्या लगभग 3000 है।

(ख) स्थायी जगहें खाली नहीं हैं और कुछ मामलों में स्थायीकरण के लिए अभी 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 P. 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 (c). 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. 60,076/-.

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.

बीरासा से हस्तिनापुर तक रेलवे साइन

1382. श्री महाराज सिंह भारती : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सरकार ने उत्तर प्रदेश में मेरठ जिले के हस्तिनापुर क्षेत्र का विकास करने के उद्देश्य से बीरासा से हस्तिनापुर तक रेलवे साइन बिछाने की योजना बनाई थी और बीरासा जीपी विंग ने बीरासा से

मबाना तक की अपनी हंकारी रेलवे लाइन सरकार को निगुल्क दे दी थी ;

(ब) क्या यह सच है कि किसानों ने चकबन्दी के दौरान मबाना 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 संघर्ष 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 संभावना है।

रेलवे मंत्री (श्री चे० मु० पुनावा) :

(क) जहाँ 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। जहाँ तक दूसरे भाग का सम्बन्ध है, यह भी उल्लेखनीय है कि यह पता चला था कि इस छोटी लाइन (दोरासा-मबाना ट्रामवे) के प्रबन्धक मबाना के रास्ते दोरासा से हस्तिनापुर तक प्रस्तावित बड़ी लाइन के निर्माण के लिए इस ट्रामवे की जमीन रेलों को देने को तैयार थे लेकिन तकनीकी और अन्य कठिनाइयों के कारण छोटी लाइन के मार्ग निर्धारण पर बड़ी लाइन विछाना व्यावहारिक नहीं पाया गया। इसलिए रेलवे ने एक अलग मार्ग का सर्वेक्षण किया और इस तरह ट्रामवे की जमीन लेने का प्रश्न नहीं उठा।

(ख) इस मंत्रालय को इस बात की जानकारी नहीं है।

(ग) जी नहीं। इस परियोजना का अनुमोदन नहीं किया गया क्योंकि बास और पर इस क्षेत्र में सुविकसित सड़कों को देखते हुए यह असाध्य था।

(घ) सभ्य नहीं उठता।

मेरठ सिटी मजिस्ट्रेट पर भारी ईंजन

1383. श्री महाराज सिंह भारती :
क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मेरठ सिटी जंक्शन पर भारी ईंजनों की दिसायें मोड़ने की व्यवस्था अभी तक नहीं की गई है ;

(ख) क्या मेरठ और दिल्ली के बीच शटल गाड़ियां चलाने की व्यवस्था अभी तक ऐसी है कि ईंजन की दिशा नहीं बदली जाती ; और

(ग) क्या यह सच है कि ऐसी व्यवस्था के लिए आवश्यक सारा सामान पिछले कुछ महीनों से वहाँ पर पड़ा है परन्तु अभी तक उसे लगाया नहीं गया है ?

रेलवे मंत्री (श्री चे० मु० पुनावा) :

(क) जी हां।

(ख) जी नहीं। ईंजनों का कार्यक्रम इस तरह बनाया गया है ताकि कोई भी मबारी गाड़ी ईंजन का टेंडर भागे करके न चलायी जाये।

(ग) जी नहीं। भूम चक्कर लगाने के लिए अभी तक सामान का केवल कुछ हिस्सा ही प्राप्त हुआ है।

वैद्यकर कारों का निर्माण

1384. श्री राज किशन गुप्त :

श्री हुकूम चन्द कश्यप :

क्या औद्योगिक विकास तथा जनबाध-कार्य मंत्री 7 अगस्त, 1967 के सत्तारांकित प्रश्न संख्या 761 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) क्या वैद्यकर कारों के निर्माण के प्रस्ताव को इस बीच अंतिम रूप दे दिया गया है ;

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

(ग) इन कारों का निर्माण किन किन स्थानों पर तथा किन किन फर्मों द्वारा किया जाये?

जीवोपार्थिक विकास तथा सन्वाय कार्य मंत्री (श्री कलशदीन जलो सहनद) : (क) जी, नहीं।

(ख) प्रौर (ग) . प्रश्न ही नहीं उठते।

Salem Steel Plant

1335. 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. Chenna 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

1336. 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 C. M. Panagade): (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

1337. 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 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

1238. Shri Y. A. Prasad:
Shri N. K. Sanghi:
Shri Bodabrata Barna:

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 Dinanath 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

1239. Shri Y. A. Prasad:
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, the composition and terms of reference?

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

(b) In October, 1986, 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

1390. 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, 1987 between Bhatni and Piyekole 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. Poonacha): (a) On 13.5.1987, while 72 Down Varanasi-Bhatni passenger train was running between Pookol 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. 3,31,800.

Supply of Equipment to Bhilai Steel Plant

1391. 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

1392. 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 51000 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.

डीजन मोटोवोटिव वर्क्स, बाराबत्ती द्वारा
प्रवीन में साई नई मूवि

1395. श्री निहाल सिंह :

श्री गुलामनब डानुर :

श्री जीनू प्रसाद :

क्या देखने वाली वह बताने की कृपा
करेंगे कि :

(क) क्या डीजन देखने मोटोवोटिव
कीदारी स्थापित करने के बिना बाराबत्ती

जिने में किसानों से अधिग्रहीत की गई भूमि के कुछ भागों का प्रयोग इंडियन लोकमोटिव वर्क्स द्वारा खेती के लिए किया जा रहा है ;

(ख) यदि हाँ, तो कुल कितने एकड़ भूमि पर खेती की जा रही है ; और

(ग) क्या सरकार ने इस भूमि पर कोई दूसरा कारखाना स्थापित करने का निर्णय किया है ?

रेलवे मंत्री (श्री के. यु. पुनाचा) :

(क) जी हाँ। सरकार की "अधिक भूमि उपजाऊ" नीति के अनुसार कुछ जमीन इंडियन रेल इंजन कारखाने के कर्मचारियों की टोलियों को प्रस्थायी रूप से उस समय तक खेती करने के लिए दे दी गयी है जब तक उस जमीन का विकास नहीं हो जाता और उस पर कर्मचारियों के लिए मकान तथा कारखाने के काम चाने वाली अन्य इमारतें नहीं बन जातीं।

(ख) लगभग 80 करोड़ रुपये।

(ग) जी नहीं।

Falling of a Jawan from Punjab Mail

1996. 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. Ponnacha): (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 way fell down. The train was

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. 40 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 F. 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 lakhs 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 ले जाया जाना

1399. श्री मृत्युंजय प्रसाद : क्या औद्योगिक विकास तथा सन्तान-कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या विभिन्न स्थानों में मोटर कारों का विक्रय मूल्य निर्धारित करते समय कारखाने से बिक्री के स्थान तक सड़क द्वारा मोटर कार ले जाने की अधिकतम मान्य सरकार द्वारा निर्धारित की जाती

है और यदि हाँ, तो इसके लिये क्या प्रक्रिया अपनाई जाती है ;

(ख) क्या के जाने की लागत पूरी के अनुपात से निर्धारित की जाती है और यदि नहीं, तो क्या विक्रय कारखाने से निकलते समय के मूल्य में मोटरकार ले जाने की जितनी लागत जोड़ना चाहें, जोड़ सकते हैं ;

(ग) पटना, कलकत्ता, बम्बई, मद्रास और दिल्ली में फिएट, धर्मसेटर और स्टैंडर्ड नामक कारों के निर्धारित मूल्य क्या हैं; और

(घ) क्या इन मोटर कारों के साथ दिये जाने वाले औजारों की किस्म और उपयोगिता आदि की जाँच की जाती है और यदि कोई ग्राहक इन औजारों को न लेना चाहे, तो क्या इनका मूल्य उसे लौटाया जात है ?

औद्योगिक विकास तथा सन्तान-कार्य मंत्री (श्री कलकट्टील जयन्त जगन्नाथ) : (क) और (ख). भारत सरकार मोटर कारों के कारखाने से चलते समय के खुरा मूल्य की ही स्वीकृति देती है। निर्माताओं को कारखाने से चलते 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 द्वारा निश्चित नहीं किया जाता।

(ग) जैसा कि पहले बताया गया है सरकार द्वारा स्वीकृत कीमतें कारखाने से चलते समय की कीमतें हैं, देश में विभिन्न स्थानों पर स्थित केन्द्रों अथवा प्रदर्शन कक्षों से बाहर चलते समय की कीमत नहीं है।

(घ) सरकार कारों के साथ दिये जाने वाले औजारों की किस्म जबकि उसोपिता आदि की जाँच नहीं करती। सरकार द्वारा कारों के साथ दिये जाने वाले औजारों की

कोई पुष्क कीमत की स्वीकृति नहीं होती। सरकार की जानकारी के अनुसार न तो निर्माता और न वितरक ही ऐसे पुर्जों के कोई पुष्क मूल्य निर्धारित करते हैं। प्रीजार कारों के साथ ही होते हैं। ग्राहक द्वारा उन्हें न लिये जाने के लिये उनकी कीमत वापस नहीं की जाती।

Manufacture of Vehicles

1400. 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 F. 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

1401. Shri Kartik Orson: 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

Ra. 1000 and below Ra. 1600 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. 1600 per month and the number of 'local' employees drawing salary between Rs. 1,000 and Rs. 1,600 is 4.

Manufacture of Tractors and Small Cars

1403. 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-à-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 99 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 99 priority industries.

Hindustan Plantation (P) Ltd.

1403. Shri K. E. 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. E. 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 खजूर का कारखाना

1405. श्री युगानन्द ठाकुर : क्या वाणिज्य मंत्री यह बताने की कृपा 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 सहरसा जिले में पटसन का कारखाना न होने तथा किसानों को उचित मूल्य न दिये जाने के कारण पिछले दो तीन वर्षों में पटसन का उत्पादन धीरे धीरे कम हो गया है;

(ग) क्या यह सच है कि अन्य बातों के साथ-साथ सहरसा जिले में पटसन का एक कारखाना स्थापित करने के लिये कच्चा माल भी काफी उपलब्ध है; और

(घ) यदि हां, तो इस पिछड़े हुए सीमावर्ती क्षेत्र में कब तक पटसन का एक कारखाना स्थापित करने का सरकार का विचार है?

वाणिज्य मंत्रालय में उप-मंत्री (श्री लक्ष्मी कुमारी) : (क) से (घ). एक विवरण संलग्न है।

विवरण

सहरसा और पूर्णिया, बिहार में सबसे अधिक जूट पैदा करने वाले जिले हैं। गत कुछ वर्षों से इन जिलों में जूट की उपज निम्नलिखित परिमाण में रही है :-

वर्ष	लाख गाने
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 क्षेत्रों में, जिनमें बिहार भी शामिल है, जूट (थार मेस्टा) की उपज कम हुई। बिहार भी इसका शपवाव नहीं है। सहरसा और पूर्णिया में पैदा होने वाला जूट उपेक्षाकृत बटिया किस्म का होता है और परिणामतः यह जूट सस्ता बिकता है। यह कहना ठीक नहीं है कि जूट की उपज में इसलिये कमी हुई है कि वहाँ कोई कारखाना नहीं है शपवा किसानों को उचित मूल्य नहीं दिये जाते। गत मौसमों में देश में कच्चे जूट की श्रत्यक्षिक कमी के कारण देश भर में (जिनमें पूर्णिया और सहरसा भी शामिल हैं) जूट के मूल्य कलकत्ता और नगर से इतर बाजारों में बहुत ऊँचे 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 मिलाकर देश में इस समय जितना कच्चा जूट उपलब्ध हो सकता है उसकी शपेक्षा जूट का माल बनाने वाले कारखाने की क्षमता अधिक है। परिणामतः विद्यमान मिलों की आवश्यकता को समय समय पर कच्चे जूट के प्रापात से पूरा किया जाता है। सहरसा के जूट के लिये अच्छे मूल्य सुनिश्चित करने का केवल यही रास्ता है कि जूट की किस्म थार उपज में सुधार किया जाए।

3. इस जिले के जूट उगाने वाले क्षेत्र में जूट मिल की स्थापना का कोई प्रस्ताव नहीं है।

High Rated Goods

1406. श्री 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. Peonacha): (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

1497. Shri S. C. Beara: Will the Minister of Railways be pleased to refer to the reply 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. Peonacha): The information

is being collected and will be laid on the table of Lok Sabha in due course.

Incentive Bonus to Chargemen on Railways

1498. Shri S. C. Beara: 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. Peonacha): 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

1499. Shri Y. 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. Krishi Engines Pvt. Ltd., Hyderabad.	M/s. Akiru of Japan.	Senatnagar Hyderabad.	6,00,000	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. Sanyo Agricultural Machine Mfg. Co. Ltd. Tokyo	Kanpur	6,000	Licensed on 29-4-67.

1	2	3	4	5	6
4	M/s. Hyderabad Allwyn Metal Works Ltd., Hyderabad	M/s. Iecki 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 1987.

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 Dentwala 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 938 of which 228 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 publicmen 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.

झाता तथा गोमोह स्टेशनों पर जल की व्यवस्था

1415. श्री राजाचतार शास्त्री : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार को इस बात की जानकारी है कि पूर्वी रेलवे पर झाता और गोमोह स्टेशनों पर कर्मचारियों को दिया जाने वाला जल स्वास्थ्य के लिए हानिकारक है;

(ख) क्या रेलवे डाक्टरों ने भी जल की जांच करने के बाद इस तथ्य की पुष्टि की है; और

(ग) यदि हां, तो कर्मचारियों के लिये कुछ जल की व्यवस्था करने के लिये सरकार का क्या प्रयत्न करने का विचार है और ये प्रयत्न कब तक चले जायेंगे?

रेलवे मंत्री (श्री. वि. वि. सु. गुप्ता) :

(क) व (ग) नोमो, बीर, झाता, बीरों

स्टेशनों पर छानने और स्लोरीन मिलाने के बाद पानी की सप्लाई की जाती है। नये डाक्टरों द्वारा बिस्लेषण करने पर गांधी स्टेशन पर दिया जाने वाला पानी संतोषप्रद और पीने योग्य पाया गया है।

लेकिन झाझा का पानी छानने का संयंत्र, जो 1953 में लगाया गया था, ठीक काम नहीं कर रहा है। किसी-किसी मीके पर पानी भ्रान्तोपप्रद पाया गया है, विशेषकर बरमात में भार उमके नुरत बाद। डाक्टर पानी के नमूने की प्रतिदिन जांच करने हैं और उन दिनों जब नमूने अनुपयुक्त पाये जाते हैं, कर्मचारियों को बस्ती के खुद कुओं से पानी नहीं लेने दिया जाता है। इस बीच पानी छानने के संयंत्र का ओवरहाल शुरू कर दिया गया है। झाझा है यह काम 30-9-67 तक पूरा हो जायेगा और इसके पूरे हो जाने पर इस तरह की जिकायतों 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 Kurhurebar 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.

Dhali-Rajhara-Dhantewara Railway Project

1419. Shrimati Agam Dass Gura Minamta;

Shri Nathu Ram Ahirwar;

Shri Ram Singh Ayarwal;

Shri Hukam Chand Kachwal;

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 Dhali-Rajhara-Dhantewara Railway Project to the development of the South Bastar Region in Madhya Pradesh, his Ministry proposes to accord over-riding priority to that project vis-à-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.

साबुदाना तथा साबुदाने के घाटे के आयातकों की संख्या

1420. डा० राम मनोहर लोहिया :

जी मनु सिमडे :

जी रवि राव

जी एस० एन० जोशी :

जी जर्जन सिंह जलोहरिया :

क्या बालिस्व मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को साबुदाना तथा साबुदाने के आयातकों की संख्या की खबर से एक ज्ञापन प्राप्त हुआ है, जिसमें कहा गया है कि साबुदाना तथा मकई, जिससे मांढ बनाया जाता है, का आयात बन्द कर देने के परिणामस्वरूप 150 करोड़ रुपये की हानि हुई है; और

(ख) यदि हां, तो इस सम्बंध में सरकार की क्या प्रतिनिधिता है?

बालिस्व मंत्रालय में उप-मंत्री (जी जर्जन लोहिया) : (क) जी, हां।

(ख) साबुदाना और साबुदाने के घाटे के आयात पर कई वर्षों से रोक लगी हुई है और औद्योगिक मांढ बनाने के लिये टैपियोका और मक्का जैसी स्वदेशी वस्तुओं को पर्याप्त मात्रा में लाया जाता है। मांढ बनाने के लिये कुछ आयातित मक्का के प्रयोग की भी अनुमति है, उसके विषय में तथ्य यह है कि आयात की गई मक्का आयातित साबुदाने या साबुदाने के घाटे से सस्ती ही पड़ती है और इसलिये इस प्रक्रिया में विदेशी मुद्रा की हानि के बजाय बचत होती है। पर्याप्त मात्रा में संकर मक्का उगाने के भी प्रयत्न किये जा रहे हैं ताकि इस वस्तु 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 today. 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 Rajendra-gadkar 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 मधु लिखवे (मुंबई): इतना उन से पूछ लिया जाय कि गजेंद्रगडकर कमिशन की रपट आज सभापतल 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 मधु लिखवे : टेबल 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.

श्री मधु सिमडे : झुझार वालों को वह पहले ही मिल गयी तो मैं जानना चाहता हूँ कि वह उन्हें कहां से मिली ? आपसे मिली या गजेंद्रगडकर साहब से मिली ?

श्री मोरारजी देसाई : आप की बुद्धि जैसा आपको समझाये वैसे आप मानें । मैं क्या कहूँ कि किसने बताया ? बाकी जो वह झुझार 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 (Peermade): That is your monopoly.

Shri Morarji Desai: That is the monopoly of the person who puts the question, not mine. . . . (Interruption).

Shri Nambtar (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.

श्री बलराम सिंह (देहरादून) : डिप्रेशन पलाउंस बढ़ता नहीं है और प्राइसेज बढ़ जाती हैं। क्या सरकार कोई ऐसा इन्तजाम करेगी कि जब तक डिप्रेशन पलाउंस न बढ़े तब तक प्राइसेज न बढ़ें ?

श्री मोरारजी देसाई : सरकार के हाथ में ऐसा इन्ज होता तो सरकार जरूर ऐसा करती।

श्री बलराम सिंह : सरकार के हाथ में नहीं है क्योंकि वह दुर्लभ है।

श्री मोरारजी देसाई : आप उस को रास्ता बताएँ।

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. Nayanar (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. Nayanar: 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 Nambiar: There is no use in asking questions.

श्री मधु लिमये : मंत्री महोदय ने यह बतलाया अपने वक्तव्य में कि कर्मचारियों को मंहगाई भत्ता फरवरी से मिलना चाहिये था, लेकिन चूंकि गजेन्द्रगडकर कमीशन की रिपोर्ट नहीं पहुंची थी, उस वक्त 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 घोर कितने महीने लगेंगे, पता नहीं है।

यह वेता आप को फरवरी में देना था जो आपने दिया नहीं और चार महीने तक आपने इस वेसे को अपने पास रखा, शायद छः महीने भी रहेंगे। इसका जो ब्याज या सूद होता है और जो सरकार को मिला है क्या उस ब्याज और सूद को कर्मचारियों को मंहगाई भत्ते के साथ दिया जाएगा?

श्री मोरारजी देसाई : जी नहीं।

श्री मधु लिमये : इसको आप खा जायेंगे? जिस तारीख से देना चाहिये था उस तारीख को न दे कर अगर मंहगाई भत्ता बाद में दिया जाता है तो मजदूरों को उसका ब्याज मिलना चाहिये। उसको आप कैसे अपने 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

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. Soodhi: 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.

श्री हुकुम चन्द कच्छवाय (उज्जैन) : मंत्री लोग बाजार से सामान खरीद कर नहीं लाते हैं और अगर जा कर लायें तो इनको मालूम पड़े कि किस भाव पर वस्तुयें बिकती हैं। इनके नौकर ने घाते हैं।

श्री बाबू करनवीर (बम्बई-दलिया) : 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 वित्त मंत्री इस बात को कहते आ रहे हैं और हर मीके पर इसको कहते हैं। अभी वित्त मंत्री जी ने यह भी एलान किया है कि गजेंद्रगडकर कमिशन का जो एवार्ड है हम पर वह राज्य सरकारों से मनाह मंजूर कर रहे हैं। एक तरफ तो वह कहते हैं कि राज्य सरकारों के कर्मचारियों को महंगाई भत्ता देने के लिए वह कोई मदद राज्य सरकारों की नहीं करेंगे और दूसरी तरफ इस कमिशन की रिपोर्ट पर वह राज्य सरकारों से मनाह मंजूर की बात करते हैं, यह बात मेरी समझ में नहीं आई है। क्या सरकार वक्त खराब करने के लिए और जैसा मधु निमये साहब ने कहा है सरकारी कर्मचारियों के पैसों को और चन्द दिनों के लिए रोके रखने के लिए यह तरीका अपना रही है? अगर नहीं तो क्या वह अपनी इस घात से मजबूर है कि बिना लड़ाई किए किसी चीज को सरकार कभी अपने कर्मचारियों को नहीं देना चाहती है? क्या सरकार वह चाहती है कि फिर एक बार सारे हिन्दुस्तान में सरकारी कर्म-

चारी आन्दोलन चलाने और उसी तरह से चलाने जैसे अलग अलग मूवों में चलाया ?

श्री सिधु मारायण (बस्ती) : चलाइये।

श्री बाबू करनवीर : जरूर चलाने में।

श्री मोरारजी देसाई : कोई आन्दोलन बाहर चले उसके पहले ही यहां चला दिया है, मैं क्या करूं। माननीय सदस्य की जो आपत्त हो, उनके जो विचार हों उनको बेरख सकते हैं। लेकिन मेरे ऊपर क्यों उसका आरोप करते हैं ?

एक बात का धीरे उन्होंने जवाब मांगा है कि हम चीफ मिनिस्टर्स से क्यों पूछते हैं ? इसलिए पूछते हैं कि सरकार ने वादा किया था सब चीफ मिनिस्टर्स से कि हमारा जब कोई इस मामले में कदम उठेगा तो उसको उठाने से पहले हम उन से मनाह मुम्विरा करेंगे।

श्री मधु निमये : सभी प्रश्नों पर ?

श्री मोरारजी 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 giving

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-496/87].

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-497/87].

- (2) A copy of the Annual Report of the Coal Board, Calcutta for the year 1964-65. [Placed in Library. See No. LT-498/87].

REPORT ON ACCOUNTS OF TEXTILE COMMITTEE ETC.

The Deputy Minister in the Ministry of Commerce (Shri Shree 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-499/87].
- (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-500/87].
- (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-501/87].
- (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-502/87].
- (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 30th May,

[Shri Shaif 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, 1953. [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.

श्री हुकम चन्द कलुबाय (उज्जैन) : जो वक्तव्य अभी दिया गया है उस में उन्होंने एक बात को नहीं बताया है। देश में गोबध बन्द होना चाहिये इसको लेकर आन्दोलन चला या धीर चल रहा है। इस प्रश्न पर बड़ी उत्तेजना फैल रही है। मैं जानना चाहता हूँ कि क्या सरकार इसके बारे में कोई बिल लाने जा रही है ताकि जो उत्तेजना फैली हुई है वह मान्य हो सके ?

एक धीर विषय की ओर मैं आपका ध्यान दिलाना चाहता हूँ। पिछली लोक सभा में मैंने एक सवाल उठाया था धीर माननीय संसद कार्य मंत्री का इस ओर ध्यान खींचा था। देश भर में धीर बरती बनाने वालों के बारे में कोई कानून नहीं है। मैं

जानना चाहता हूँ कि क्या सरकार धीर बरती बनाने वालों के लिए कोई कानून लाने का का विचार कर रही है ?

डा० राम सुबह सिंह : माननीय सदस्य को मालूम है कि जो विषय यहां आते हैं उनको बिजनेस एडवाइजरी कमेटी में तय किया जाता है और आपके दल का प्रतिनिधि भी वहां है। उन्होंने वैसे कोई विषय वहां नहीं रखा। बाद में धरली बार जब इसको वहां रखा जाएगा तो बिजनेस एडवाइजरी कमेटी इसको तय कर लेगी।

श्री हुकम चन्द कलुबाय : अध्यक्ष महोदय, मेरे-

साथ तथा कृपि मंत्री (श्री जगजीवन राय) : गो रखा के सम्बन्ध में मैं सदन को एक जानकारी देना चाहता हूँ। सदन को मालूम है कि सरकार ने गोरक्षा महाभियान समिति से बातें करने के बाद यह निश्चय 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 निश्चय कर लिया है और अब तक मैंने उस कमेटी की घोषणा भी कर दी होती लेकिन महाभियान समिति के लोगों ने सदस्यों के नाम देने के लिए कुछ समय मांगा है। जैसे ही उनके सदस्यों के नाम आ जाएंगे, कमेटी की घोषणा कर दी जाएगी।

श्री कंवर लाल गुप्त (दिल्ली सदर) : क्या यह ठीक है कि समिति के कहा है कि उस से जितने सदस्यों के नाम मांगे गए हैं, उनकी संख्या बढ़ी है और सरकारी सदस्यों की संख्या ज्यादा है ? क्या संख्या के बारे में भी कोई जगड़ा है ?

श्री जगजीवन राय : जी नहीं। उस पर कोई जगड़ा नहीं है।

श्री हुकुम बन्ध कल्लबाय : अध्यक्ष महोदय, मैं ने धगर बली उद्योग के बारे में पूछा है। उस का सत्तर नहीं दिया गया है। मैं यह जानना चाहता हूँ कि क्या धर्म मंत्री उस के बारे में कोई बिल लाना चाहते हैं।

अध्यक्ष महोदय : श्री मधु निमये।

श्री मधु निमये (मुंगेर) : परिषदी ए शिया में धर्मों और इसराइल के मामले को लेकर बड़ी विस्फोटक स्थिति पैदा हो गई है। कार्य परामर्शदात्री समिति की उस-समिति 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 महोदय से मेरी यह विनती है कि धर्म मन्त्रालय के मंत्रों का जवाबी भाषण समाप्त होने के तुरन्त पश्चात् इस प्रस्ताव को ले लिया जाये। वहाँ पर भी बड़ी विस्फोटक स्थिति है। धर्मोपदेश और ब्रिटेन के नाविक बड़े वहाँ पर पहुँच गये हैं। रूस के लड़ाई के जहाज भी आ गये हैं। कर्मा भी लड़ाई छिड़ सकती है। इस लिए उस प्रस्ताव को धर्म मन्त्रालय ले 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 प्रकाशवीर शास्त्री (हापुड): अध्यक्ष महोदय, आप को स्मरण होगा कि पिछले शुक्रवार को मैं ने आप के माध्यम से संसद्-कार्य मंत्री से यह अनुरोध किया था कि जो डे वीट नेचर मोशन के संबंध में सरकार की नीति बड़ी उपेक्षापूर्ण होती जा रही है। आप से पहले लोक सभा के अध्यक्ष, श्री अंबेडकर, का यह नियम था कि यदि प्रति-उपस्थाह नहीं,

तो कम से कम दो सप्ताहों में एक जो डे वीट नेचर मोशन जरूर 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 शुक्रवार को आप ने कहा था कि समिति बैठ रही है और वह इस बारे में विचार करेगी कि कौन कौन सी जो डे वीट नेचर मोशन 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 सहायता दोबारा धारण हो जाने के बाद भारतीय सीमाओं पर जो तनाव बढ़ता जा रहा है और इस प्रकार जो स्थिति उत्पन्न हो गई है उस पर विचार किया जाये। मैं निवेदन करना चाहता हूं कि अभी पीछे हम को अखनूर की सीमा पर पाकिस्तानी सेनाओं के जमाव के समाचार मिले हैं और कल परसों राजस्थान ने पाकिस्तान द्वारा हमारी वायु-सीमा का अतिक्रमण किया गया है। ऐसी स्थिति में आप संसद्-कार्य मंत्री को कहें कि वह अपने आवश्यक कार्यों में इस प्रस्ताव को अवश्य सम्मिलित कर लें, ताकि इस पर चर्चा हो जाये।

मैं आप से फिर कहना चाहता हूं कि आप अनियत दिन के प्रस्तावों के संबंध में कुछ परम्परा निर्धारित करें। भले ही दो सप्ताहों में एक बार हो, लेकिन जो डे वीट नेचर मोशन को अवश्य लिखा जाना चाहिए। आप स्वयं संसद्-कार्य मंत्री के मिल कर इस बारे में एक निश्चित नीति निर्धारित कर दें।

श्री कलराज बलोक (बल्लिच विहारी): अध्यक्ष महोदय, यह बजट-सेशन लम्बा चलने वाला है। हमारे यहां परिपाटी यह है कि जिस समय पार्लियामेंट बीटी हो, उस समय जो विषय देश के सामने मुख्य रूप से खड़े हैं और जिन

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 आर्थिक संकट है, जिस की चर्चा बजट की जीबेट में होगी। लेकिन उस से भी बढ़ कर जो संकट देश के सामने है, वह सुरक्षा के संबंध में है। पश्चिमी एशिया में जो कुछ हो रहा है, वहाँ पर पीन डिस्टर्ब हो रही है, इस की मुझे चिन्ता है। लेकिन उस से भी अधिक चिन्ता मुझे इस बात की है कि जिस प्रकार वहाँ पर अरब देशों में इमरायल के विरुद्ध जिहाद की आवाज उठ रही है, उसी प्रकार भारत के विरुद्ध पाकिस्तान में जिहाद की आवाज उठ रही है और पश्चिमी एशिया का जिहाद और पाकिस्तान का जिहाद एक होने वाले हैं। इस लिए हम पश्चिमी एशिया की स्थिति के बारे में उदासीन नहीं रह सकते। हमारी सुरक्षा पर उस स्थिति का बहुत कुछ प्रभाव पड़ने वाला है। दुर्भाग्य से हमारी सरकार ने जन्द बाजी में कुछ बात की है इस समय नासिर के नुनयदे यहाँ आये हुए हैं। इस लिए यह आवश्यक है कि वहाँ पर उस के बारे में पूरी डिस्कगन हो जाय और वह निश्चित हो जाये कि भारत का दृष्टिकोण क्या है। मैं चाहता हूँ कि इस विषय को प्राथमिकता देकर 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.

Shri S. S. Kothari (Mandsaur): There are a number of public corporations which are of great importance—LIC, 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, ABC Report on reconstitution of the Planning Commission, etc. I suggest there 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 आर्ब करनेडीख (बम्बई दक्षिण) : अध्यक्ष महोदय, कई दिनों से मिक्किम में ऐसी खबरें आ रही हैं, खास तौर से मिक्किम महाराजा ने जब मैं एक घमरीकी लड़की से शादी की है, तब मैं...

अध्यक्ष महोदय : शादी को तो बहुत गोज हो गये, बच्चा भी हो गया।

श्री आर्ब करनेडीख : तब से लेकर उन का जो हिन्दुस्तान के साथ रबैया है, उस में फर्क होता गया है और अब कई दिनों से वे हिन्दुस्तान के साथ जो संधि है, उस में फर्क करना चाहते हैं, अपने को एक अलग स्वतंत्र राष्ट्र घोषित करना चाहते हैं, संयुक्त राष्ट्र संघ में जाना चाहते हैं। ऐसी कई घटनायें मिक्किम और घमरीका में चल रही हैं। हम ने दो बार इस मामले पर ध्यान आकर्षण प्रस्ताव दिया, लेकिन दोनों बार विषय समिति ने उन को नामन्जूर कर दिया। इस बारे में मैं इतना ही आप से कहना चाहता हूँ कि जब चीनी आक्रमण वाला मामला आया, पाकिस्तान हिन्दुस्तान के रिश्ते का मामला आया, तब भी ऐसी कई घटनायें होती रहीं कि इस सदन में बहस नहीं होने दी गई, न बाहर ही बहस होने दी गई क्योंकि अखबारों पर भी सरकार का कब्जा रहता है और इस प्रकार की बहस न होने से देश को पहले से इन मामलों पर जागरूक करने का काम नहीं हो पाता। मेरा निवेदन है कि इस मिक्किम वाले मामले को जरूर अगले सप्ताह कुछ समय मिलना चाहिये और उस पर बहस होनी चाहिये ताकि जिन घटनाओं को आज हमारे देश में छिपा कर रखा जा रहा है, वे देश के सामने आ जायें।

श्री सिद्धेश्वर प्रसाद (नागदा) : अध्यक्ष महोदय, मैं हजारी रिपोर्ट पर आपका ध्यान आकषित करना चाहता हूँ। उस पर सरकार

[श्री सिद्धेश्वर प्रसाद]

की तरफ से प्रस्ताव आ गया है, मैं ऐसा अनुभव 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 मधु लिमये (मुंबई) : बाद में फ़ोटो-एकस्पली कर, ये लोग हमारे सामने धाँपेंगे। इस लिये काल एटेंशन ले 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 डी. सी. शर्मा : अब तो विश्वास हो 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 डी. सी. शर्मा : कई मंत्रियों के बारे में तरह तरह के आरोप चल रहे हैं। इस लिए जरूरी है कि आप कभी भी न्यू एशियाटिक वाली रिपोर्ट जो कि बिरला वालों के बारे में है, इस सभा पटल पर जरूर रखें।

डा० राम सुभग सिंह : इन दोनों चीजों के बारे में संबंध विभागों से बात करके जो 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 डी. सी. शर्मा : उस का एक इलाज है कि रेल मंत्री के जवाबी भाषण होने के बाद कुछ लोगों को सवाल पूछ सेने 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.

12.02 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 Rayalseema 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 Tumanagunta. 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 Vishnui 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.

श्री बुद्धिका सिंह (औरंगाबाद) : उपाध्यक्ष महोदय, रेलवे बजट के बाद विवाद के घबराहट पर मैं माननीय रेल मंत्री जी का ध्यान एक ऐसे स्टेशन की ओर आकर्षित करना चाहता हूँ जहाँ साल में लाखों यात्री जाते हैं, जिन्दा भी जाते हैं और मरे भी जाते हैं। जिन्दा पिंड देने के लिये और मरे हुए पिंड लेने के लिए जाते हैं। किन्तु इस स्टेशन को आप देखें तो आपको यह रेलवे की इनएफिजेंसी और बर्दाश्तजामी का एक जीता जागता उदाहरण मिलेगा। यह स्टेशन गया है। इस पर पांच प्लेटफार्म हैं। लेकिन एक भी यहाँ यूरिनल या पाखाना प्लेटफार्म पर नहीं है। प्लेटफार्म नम्बर एक पर एक छाया है भी तो इतनी दूर है प्लेटफार्म से कि लोग वहाँ नहीं जा पाते हैं। उस प्लेटफार्म के दक्षिण कॉर्नर पर यह

है। इसका लोग उपयोग नहीं कर पाते हैं। जब कभी ट्रेन प्लेटफार्म से बाहर जाती है तो रेलवे लाइन को आप देखें तो उस पर पाखाने का झम्झार लगा हुआ आपको दिखाई देगा। रेलवे लाइन दुर्गन्ध से भरी हुई आप पायेंगे। न जाने क्यों रेल अधिकारियों का इस ओर ध्यान नहीं जाता है। जिस स्टेशन पर साल में करोड़ों रुपया आपको आवागमन से यात्रियों से मिलता है, उसकी यह हालत हो यह आश्चर्य की ही बात है।

वहाँ पर कोई भी माइकन स्टैंड नहीं है। इसका परिणाम यह होता है कि अधिकतर लोग साइकल से कर प्लेटफार्म में चूस जाते हैं और जब कभी रोकथाम की जानी है तो बेचारे रेल कर्मचारी जो गेट पर खड़े रहते हैं उनके साथ विद्यार्थियों तथा दूसरे लोगों की घक्कर मार पीट हो जाया करती है। जहाँ से इतनी ज्यादा आमदनी रेलवे को होती है और जहाँ इतना महत्वपूर्ण स्टेशन हो उस स्टेशन की ओर रेल विभाग का ध्यान न जाये और एक सैट्रिन और यूरिनल की भी व्यवस्था वहाँ रेल विभाग न कर सके, यह सचमुच में बहुत ही दुःख की बात है और रेल विभाग के लिए निन्दा और शर्म की बात है।

गया जिले और पानामू के लोगों की बहुत भारजू और मिश्रत के बाद रेलवे बोर्ड ने एक ट्रेन चालू की, जिसे पी० जी० डी० कहते हैं। यह ट्रेन पटना से बिहरी और बिहरी से पटना तक जाती है। इस ट्रेन से बहुत बड़े इलाके को लाभ पहुँचा है। आप जानते हैं कि पटना बिहार का हेडक्वार्टर है, जहाँ पर बड़े बड़े कार्यालय, कचहरियाँ, कालेज और अस्पताल हैं। यह ट्रेन इतनी अच्छी है कि लोग सुबह घर से चल कर भी बने पटना पहुँच जाते हैं और फिर शाम में सब कचहरियों, कालेजों और कार्यालयों आदि से निवृत्त होकर शाम को समय पर अपने घर पहुँच

घाते हैं। इसके लिये मैं रेलवे बोर्ड को धन्यवाद देता हूँ।

लेकिन एक भाषण की बात यह है कि यद्यपि गया से पटना के लिये पाँच ट्रेनें हैं, तो भी यह गाड़ी गया और पटना के बीच हर एक स्टेशन पर ठहरती है। लेकिन डिहरी से गया के लिये एक भी पैसेंजर ट्रेन सहायित की नहीं है। वहाँ पर रफीगंज, मुझाक और औरंगाबाद रोड पर ही सिर्फ यह गाड़ी ठहरती है। मेरा मुझाक है कि जिस उद्देश्य से इस ट्रेन को चलाया गया, यह देखना चाहिए कि इससे उस उद्देश्य की पूर्ति कहां तक होती है। उस इलाके के लोगों की पुरजोर मांग पर रेलवे बोर्ड ने यह गाड़ी चालू की। किन्तु दो तीन स्टेशनों के सिवाय गाड़ी कहीं ठहरती नहीं है। बड़ा धक्का हो अगर उस गाड़ी को डिहरी से गया तक हर एक स्टेशन पर ठहराया जाये।

अगर समय बचाना जरूरी हो, तो गया से पटना के बीच में गाड़ी जिन तेरह चौदह स्टेशनों पर ठहरती है, उन में कटौती करके गया के बाद मकदमपुर, जहानाबाद, तराणा और पुनपुन, इन चार स्टेशनों पर ही गाड़ी को ठहराया जा सकता है। मुझ इस ट्रेन के जाने से पहले दो गाड़ियां गया से पटना जाती हैं—एक एक्सप्रेस और एक पैसेंजर। नाम को तीन गाड़ियां पटना से गया जाती हैं—दो पैसेंजर और एक एक्सप्रेस। फिर कोई बजह नहीं है कि गया-पटना के बीच में दो हर एक स्टेशन पर गाड़ी ठहराई जाए, लेकिन डिहरी और गया के बीच में, जहां बहुत जरूरी है, सिर्फ दो तीन स्टेशनों पर ठहराई जाये और जिस उद्देश्य से यह ट्रेन चालू की गई, उस की पूर्ति न हो। मैं उम्मीद करता हूँ कि रेलवे मंत्री महोदय इस और ध्यान देंगे और जनता की इस जरूरी मांग को पूरा करेंगे।

जैसा कि मैंने धारण में घाग से कहा है, गया एक तीर्थ-स्थान है। वहाँ पर सारे हिन्दुस्तान से जो यात्री आते हैं, वे प्रायः राज-मूह मार्वाडा, पावापुरी और बिहार गरीब भी आते हैं। कलना से राजगृह

वाया बिहार गरीब ट्रेन है और वह ट्रेन बक्सारपुर से राजगृह आती है। बक्सारपुर से राजगृह कुछ ही मील है। संभव है कि वह घाटे में चलती हो और मंत्री महोदय घाटे की लाइनों को इकानोमी डाइव में बन्द करने की बात साँच रहे हैं। लेकिन अगर उस ट्रेन को गया से मिना दिया जाये, तो एक तो रेलवे की धामदानी होगी और दूसरे, सारे हिन्दुस्तान के कोने-कोने से वर्ष भर जो यात्री गया आते हैं, जिनको बोरो की तरह बस में लद कर राजगृह, नालन्दा आदि जगहों में जाना पड़ता है, उन को भी सहायित हो जायेगी। मेरा यह धायत है कि रेलवे बोर्ड मेरी इस मिफारिस पर विचार करे। इस लाइन का निर्माण विचाराधीन है भी। वह केवल तीस पैसी मील की लाइन है। इस को जोड़ देने में गया, राजगृह, नालन्दा, पावापुरी आदि सब तीर्थ-स्थान एक लड़ी में जुड़ जायेंगे और वहाँ पर यात्रागमन की सुविधा हो जायेगी और रेलवे की धामदानी भी बढ़ेगी।

मैं रेलवे बजट का समर्थन करता हूँ। यह घाटे का बजट पेज करने के लिए मुश्किल: तीन कारण बताए गए हैं। एक कारण तो है टिकटलेस ट्रेवलिंग का। दूसरा कारण है मूल्य बढ़ जाने की वजह से बखूरीं के महंगाई भत्ते में वृद्धि और तीसरा कारण है मूल्य-वृद्धि की वजह से कोयले और लोहे के खर्च में काफी वृद्धि हो जाना। मैं माननीय मंत्री के इस विचार से सहमत हूँ कि इन कारणों से रेलवे के खर्च में वृद्धि हुई है। लेकिन मैं समझता हूँ कि रेलवे को घाटा होने के और भी कारण हैं, और न जाने क्यों माननीय मंत्री का ध्यान उस ओर नहीं गया है और अगर गया भी है, तो न जाने क्यों जान-बूझ कर या धनजाने उन कारणों का जिक्र नहीं किया गया है।

मैं इस निश्चित मत का हूँ कि रेलवे में दिनों दिन जो इनफ्लेमि भी आ रही है, आपाद-मस्ताक—नीचे से ऊपर तक, जो लूट और छद्मचार है, जिसकी वजह से रेलवे को

[श्री मुक्तिका सिंह]

करोड़ों रुपये का घाटा हो रहा है, उसकी धीरे रेलवे बोर्ड का ध्यान नहीं गया है और धरग गया भी है, तो चूँकि उसका उल्लेख करने से रेलवे विभाग की स्वतः समालोचना होती, सम्भवतः इसी लिए सचचाई पर पर्दा डालने की कोशिश की गई है। मालूम होता है कि इस विभाग में ऊपर से नीचे तक पैसा कमाने की होड़ लगी हुई है। जो जहाँ है, वह वही इस नेशनलाइज्ड इंडस्ट्री को लूट रहा है। कोई छोटा लुटेरा है और कोई बड़ा लुटेरा है। आफिस में जाइये, तो तबादले और पोस्टिंग के लिए घूस चलनी है। रेलवे बोर्ड और जेनरल मैनेजर के स्तर पर जाइये, तो परचेज और स्टोर में घूस और घांघली है। हर कदम पर गुप्त-दान चल रहा है, जिसे घूस कहा जाता है। रनिंग ट्रेन्ज में टिकटलेस ट्रेवल की जो शिकायत की जाती है, उस में भी रेलवे विभाग का हाथ है। गया और पटना के बीच में धरग किराया तीन रुपये है, तो कोई एक रुपया गुप्त-दान देकर फ्रस्टक्लास में चढ़ कर जा सकता है और उसको दो रुपये का लाभ भी हो जाता है। कस्ट ग्लास के पैसंजड़ को तो कठिनाई का सामना करना पड़ता है रेलवे को भी घाटा लगता है। लेकिन जो लोग चुपक से एक रुपया गुप्त-दान दे देते हैं, उन के लिए छूट है।

रेलवे साइन पर जो मजदूर काम करते हैं, जिनके अधिकारों को प्लेटियर कहा जाता है, उन की हानि यह है कि उन को मजदूरी, बेंज, पूरी नहीं मिलती है। वहाँ मस्टर-रोल पर काम होता है। अगर 20 मजदूर काम करते हैं, तो पच्चीस या तीस की हाजिरी दिखाई जाती है। कोई देखने वाला नहीं है। मालूम होता है कि रेलवे विभाग धन्य है।

रेलवे बोर्ड के मेम्बर, जेनरल मैनेजर और सुपरिण्डेंट आदि कभी कभी सैलून में बैठ कर कई स्वर्गों पर जाते हैं। यहाँ पर राज्य मंत्री महोदय ने इस बात की बड़ी

कोशिश की कि वह अपने भाषण में सैलून का खिन्न न करें, लेकिन हाउस के दबाव से अन्ततोगत्वा उनको वह स्वीकार करना पड़ा कि रेलवे बोर्ड के मेम्बर और अन्य बड़े अधिकारी सैलून में यात्रा करते हैं।

जब ये अधिकारी लोग सैलून में बैठ कर कहीं जाते हैं, तो स्टेशन को नई दुलहन की तरह सजा दिया जाता है, सब कुछ साफ-सुथरा होता है, पटरों तक साफ होती है, स्टेशन जगमग करता है। जब वे अधिकारी वहाँ से चले जाते हैं, तो नई दुलहन की तरह सजाया हुआ रेलवे स्टेशन वैधव्य का रूप धारण कर लेता है, उसकी बूढ़ियाँ टूट जाती हैं, सिन्दूर पुँछ जाता है और अच्छे कपड़े उतार दिये जाते हैं।

Shri S. Kunda (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:

बहु तो माना कि लगाफुल न करोगे लेकिन
जाक हो जायेंगे हव तुम को खबर 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 Bhunaeswar 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 1966-68

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.

श्री तावरकर (दुर्ग) : अध्यक्ष महोदय, यहां मैं इस लोक सभा में नया ही चुन कर आया हूं और जितना देखता और सुनता हूं उस से यह मालूम होता है कि हालांकि यहां सेंटर में कांग्रेस पक्ष की सरकार है हमारे पक्ष की सरकार है तो भी हम को अपने दुःखों को रोना पड़ता है और झगड़ा करना पड़ता है ।

आज जैसे और जगह है रेलवेज में भी एफिशिएंसी बहुत कम हो गई है । कर्मचारी लोग असन्तुष्ट हैं और उन की तिकायतें और मांगें घटती चली आ रही हैं । जिस से असन्तोष फैलता है और रेलवेज के काम में गड़बड़ी होती है । मेरी धर्ज यह है कि सरकार अपने कर्मचारियों की मांगों और वीवियमन्स को एक्जामिन करने के लिये एक कमीशन बनाये, कोई ऐसी बीड़ी कौन्सिलर कोई

[श्री तामस्कर]

ताकि सरकारी कर्मचारियों की जो भी मांगें हैं, शिकायतें हैं उन को वह एग्जांमिन करे और उसके द्वारा जो उन की मांगें 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 था कि अभी पिछले दिनों दिल्ली में पुलिस वालों ने सत्याग्रह आदि किया और यह जो बात कही गई कि जो हम से टकरायेगा वह चूर चूर हो जायेगा वह बात सामने न आती। आज जो यह असन्तोष और कलस्वरूप सरकारी कर्मचारियों द्वारा सत्याग्रह आदि किये जा रहे हैं उस से मुझे दुःख पहुंचता है। मैं को यह सब अच्छा नहीं लगता है। मैं एक पुराना कांग्रेस का काम करने वाला व्यक्ति हूँ और हम ने जो इतने कष्ट सहे हैं और ब्रिटिश शासन 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 चीज सुनने में आई वह अच्छी चीज नहीं है। आखिर देश में प्रजातांत्रिक ढंग से जनता के चुने हुए प्रतिनिधियों द्वारा शासन 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 मशीनरी व्यवस्था बौड़ी सैट अप करे जो कि उन के प्रीवियान्सीज की जांच करे और जो भी उन की मांगें जायज समझी जायें उन को सरकार माने तभी प्रशासनिक कार्य कुशलता बढ़ सकती है।

जब कि यहां पर रेलवे बजट पर ध्यान बहुत कम रही है हाउस में एक रेलवे के मंत्री के प्रस्ताव सारे मिनिस्टर्स और हाजिर हैं जो कि बाउन्सी नहीं है।

अभी मैं बिलासपुर गया था। वहां पर रेलवे कर्मचारियों की एक कांग्रेस हुई थी। टिकट बैकर्स और टिकट क्लैकर्स की मांग थी

कि उन के ठहरने की रेलवे द्वारा माफ़ूस व्यवस्था की जाये। आज उन के ठहरने का कोई इन्तजाम नहीं है। उन की मांग थी कि छब के बास्ते जगह का इन्तजाम किया जाय। रेलवे बोर्ड के पास इन लोगों ने कहा लेकिन कोई सुनवाई नहीं हुई। छब देखा यह जाता है कि चूक के लोग उपश्रव नहीं करते, चिन्ताते नहीं हैं इसलिए उन की कोई सुनवाई नहीं होती है। जैसा मैं ने कहा सरकार की ओर के कोई मशीनरी होनी चाहिये जो कि सरकारी कर्मचारियों की शिकायतों और मांगों के बारे में जांच कर के जायज मांगों को सरकार से मनवाये। मैं चाहता हूँ कि यह जो रेलवे के बेचारे टिकट क्लैकर्स और टिकट बैकर्स के ठहरने की जगह की व्यवस्था करने की डिमांड है वह रेलवेज को माननी चाहिए। टिकटलैक ट्रेबिस हर कोई जानता है कि अभी भी रेलवेज में काफी ताबाद में होती है लेकिन जैसा मैं ने कहा चूकि उन के ठहरने आदि की कोई व्यवस्था नहीं है इस बास्ते उन में यह किटलैस ट्रेबिस को बैक करने और रेलवेज की धामदनी बढ़ाने का उस्ताह नहीं है। इसलिए मेरा कहना है कि इस के लिए कोई सरकारी मशीनरी बनानी चाहिए जो कि अपने छे कर्मचारियों की मांगों और शिकायतों के बारे में जांच कर के सिफारिश करे। वह कर्मचारियों की फीडबैक आदि पर मत छोड़िये कि वह अपनी मांगों को मनवाने के लिए आन्दोलन करे और लोगों को यह मत कहने का मौका दीजिए कि बिना सड़े इस सरकार से कुछ नहीं मिलता है। कमजोर की बात कोई मानता नहीं है। हमें अपनी ताकत दिखाने के लिये कोई व्यवस्था करनी पड़े ऐसा नहीं होना चाहिए। उन को चाहिये कि जो हमारी जायज चीज हो उस को मान में और जो गजायज चीज हो उस को छोड़ दें।

दूधरी चीज में बड़े क्लेश के बारे में कहना चाहता हूँ। लीवरे वर्क में क्लेश वालों की कड़ी तकनीक है। हम सब चीज बड़े क्लेश में बंधी

वाले हैं। बोले से यहां आ गये हैं और फस्ट क्लास में चलने लगे हैं। हम जानते हैं कि बड़े क्लास में चलने वालों को क्या तकलीफ है। लेकिन आप लोग यहां आ जाने पर भूल जाते हैं कि उन की क्या हालत है। जैसे श्री पाटिल कहा करते थे कि जब मैं गाड़ी में बैठता हूं तो ऐसा लगता है जैसे मैं कोई नवाब हूं और देश के एक कोने से दूसरे कोने तक दौड़ता हूं। चूंकि वह बड़े क्लास में चलते नहीं हैं इसलिये उन को भ्रन्दाज नहीं होता है। मैं कहता हूं कि जिस जगह आप आ गये हैं उस को भूल जाइये आप इस को सोचिये कि घाम तौर से आप कैसे चलेंगे। जब तक इस तरह से सोच कर आप काम नहीं करेंगे तब तक काम नहीं चलेगा। आज जो कांग्रेस वाले हैं वह भागे पहुंच गये हैं इस लिये पहले की बातें भूल गये हैं। वे अपनी पिछली तकलीफों को भूल गये। उन को लगता है कि अब वह लोग हमारी जाति नहीं रहे और इसलिये अब हमारी सहानुभूति उन के साथ नहीं रह गई। चूंकि वह बड़े भ्राम्य हैं इस लिये उन के भ्राने पर उठना तो पड़ता ही है नहीं तो हमारे दिल में उन के लिये कोई धादर नहीं रहा है।

आप को चाहिये कि जो भी भड़कनें हैं उन को आप नोट कीजिये जैसे कि यहां नोट की जा रही है और बिना हुस्सा गुस्सा के उन को दूर कर दीजिये। अभी कुछ दिन पहले पुलिस वालों ने सत्याग्रह किया था। पहले हम ने कभी नहीं सुना था पुलिस वालों का सत्याग्रह। उन्होंने सत्याग्रह किया और कहा कि जो हम से टकरायेगा वह चूर चूर हो जायेगा। भंडेबों के वक्त में भी वही कहा जाता था लेकिन तब भी हम कभी चूर चूर नहीं हुए। दो बार शाव के लिये जल चले गये, उस के बाद फिर उठी तरह। आज जिस तरह से काम चलता है उस से पता नहीं चलता कि वह हमारी सरकार है। हमें ऐसा लगता है विरोधी पार्टियों की सरकार है, विरोधी सरकार है। हमारी जो सरकारें 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 भ्राम्य नहीं हैं। लेकिन हमें बुलाइये तो, हमारी राउंड टेबल कांफरेंस कीजिये, हम को समझाइये, आप की सारी दिक्कतें हल हो जायेंगी। आज यहां आ कर सब लोग समझने लगते हैं कि हम बड़े भ्राम्य हैं, लेकिन दरअसल यह भ्रच्छी चीज नहीं है एक बीमारी की तरह फैलती चली जा रही है। हम लोग फस्ट क्लास के पास रक्खे हुए हैं। हमें चाहिये कि सारे एम० पी० बड़े क्लास में ट्रेवल करें। लेकिन आज इस के लिये कोई तैयार नहीं होता। मेरी भ्रज यह है कि हम लोग बोलना ज्यादा सीखे हैं, करना कम सीखे हैं। गांधी जी ने करना सीखा था। वह बोलते भी थे और करते भी थे। आज बोलने और करने में बड़ा भ्रन्तर हो गया है। इसी लिये आज हमारे देश की यह हालत हो गई है।

आज हम बोलते ज्यादा हैं और गड़बड़ी मँदा करते हैं। जब प्रेजिडेंट का एल्लेक्शन हुआ तो पता नहीं किस किस तरह से लोगों ने बोलना शुरू कर दिया। लोग कहते थे कि रेबोल्शुशन हो जायेगा हिन्दुस्तान के भ्रन्तर। लोग बोलना शुरू कर देते हैं चाहे भ्रच्छी चीज हो चाहे बुरी चीज हो लेकिन लोग चाहे जो कहते रहे, हम बराबर आप आप का साथ देंगे। उस वक्त भी साथ दिया था और भाग भी देंगे। हम कभी भी भड़काने में नहीं आयेंगे।

हम लोग छत्तीस गड़ से आये हैं मैं और श्रीमंती मिनिमाता, जो कि इस समय है नहीं। हम लोगों को छत्तीस गड़ से यहां तक आने में 36 घंटे लगते हैं हम ऐसी जगह से आये हैं जहां पर कांग्रेस को हमेशा बहुमत मिलता रहा है।

[श्री तामस्कर]

लेकिन हमारे लिये डांगरगढ़ से एक टूटा फूटा डब्बा लगाया जाता है। एक गाड़ी चलती है डांगरगढ़ से बिलासपुर और उसके बाद बिलासपुर से बीना को, जिस में यह डब्बा लगाया जाता है और बीना से किसी और गाड़ी में बिपका दिया जाता है। गर्मी में इस पर चलने में बड़ी तकलीफ होती है, लेकिन हम रीयों किस से? हमारी अपनी सरकार है, हम क्या करें? हम व्यापारानुवाजी नहीं कर सकते, भ्रष्टाचार नहीं कर सकते, अगर हम पुनर्वास नाहक की बदनामी करने हैं तो हमारी बदनामी होती है। इस लिये मंत्री महोदय कृपा कर के इतना काम तो करें कि हम लोगों को आने की सहूलियत दें। खाली फर्स्ट क्लास में बैठने से क्या होता है? फर्स्ट क्लास भट्टी जमा होता है, इस का कुछ इन्तजाक कोनिए। आप भंग ही फर्स्ट क्लास बिछड़ा कर लीजिये, चार क्लास निकाल दीजिये, लेकिन आने के लिये हमारे लिये थोड़ी ठंडक दो रहे। जब यहां आते हैं तो ठंडक रहती है। बाहर जाते हैं तो सट से किसी की लू लग जाती है। यहां पर हमारे तीन नेता लोग हैं। हम चाहते हैं कि वह वह हमारी बात सुने। बिल्कुल मत समझिये कि हम कोई प्रोपेगेन्डिस्ट हैं। हमारी सरकार बैठी है, हमारे मिनिस्टर बैठे हैं। वह कुछ तो करें। चंन्ज भाफ इंडिविजुअल से काम नहीं चलता है। हमारा विभाग बदलना चाहिये। दिकान गांधी जी ने बदला था। लेकिन यह पता नहीं क्यों वह पलटा था गया है। हम लोगों को भूलिये मत। हम आप के सहायक हैं, आप का काम करते रहेंगे क्योंकि हमी विभाग ठिकाने पर है। लेकिन अगर ठिकाने पर नहीं रहा और आप लोग हमें तंग करने लगे तो हमारा विभाग भी पलटा जा सकता है। जिसने लोग छत्तीसगढ़ से खाते हैं उन को आने में

36 घंटे लगते हैं। वहां से हमारे आने की कुछ सहूलियत कर दें और वहां से कोई गाड़ियां निकालिये। वहां पर कुल डेढ़ रेलवे लाइनें हैं। एक लाइन तो रायपुर से चमतरी तक है और दूसरी चमतरी भद्रनपुर तक है जो कि सिर्फ भद्रनगर मील का टुकड़ा है हमारे इलाके में। इस के बाद वह दूसरे इलाके में चली जाती है। उस के जो डब्बे हैं उन के अन्दर छत से पानी आता है।

उपाध्यक्ष महोदय : अब आप का समय समाप्त हो गया। श्री बाल गोविन्द वर्मा।

डा० महादेव प्रसाद (महाराजगंज) : उपाध्यक्ष महोदय, जो लोग बैठे हुए हैं जिन को आप जानते तक नहीं हैं उन को बुला रहे हैं, लेकिन जो लोग खड़े होते हैं उन को नहीं बुलाते हैं।

उपाध्यक्ष महोदय : मैं ने जिन का नाम लिया था वह खड़े थे।

डा० महादेव प्रसाद : आप तो उन को पहचानते भी नहीं थे। आप लिस्ट से बुला रहे हैं। जो खड़े होते हैं आप को उन को बुलाना चाहिये।

श्री बालगोविन्द वर्मा (खेरी) : उपाध्यक्ष महोदय, रेलवे मंत्री जी ने जो बजट पेश किया है मैं उस का समर्थन करता हूं। केवल कुछ बातों में मुझे ऐतराज है विशेष रूप से जो बड़े क्लास का किराया बढ़ाया गया है उस के सम्बन्ध में। मैं समझता हूं कि मैं ही इस बीच के खिलाफ नहीं हूं बल्कि जो लोग भी बोले हैं उन सभी ने इस की मुखालिफत की है। बड़े क्लास का किराया बढ़ाने की जरूरत इस लिये महसूस हुई कि उन्होंने चांदे का बजट पेश किया था। सभी लोगों ने यह

बतलाया है कि उन्होंने बड़ा हुआ घाटा विवक्षित किया है। मैं भी समझता हूँ कि अगर जरा सा प्रयास किया जाता तो यह घाटा दूर हो सकता था। आज पता नहीं कितनी चोरी रेलों में होती है जिस के बारे में यहां कई साधियों ने बतलाया है। सीकेजे, पिल्फारेज नहीं मालूम कितनी चोरी होती है। यहां पर चेन्नई में महोदय बैठे हुए हैं। वह जानते हैं और खुद महसूस करते हैं कि रेलवे में कितना कर्प्शन है। उन्होंने इस के लिये कुछ प्रयास भी शुरू किये हैं और आज है कि उन को इस में सफलता मिलेगी। यह चीज जरूर है कि यदि जरा सी मतकता बरती जाती थोड़ी सी मितव्ययिता खर्च में बरती जाती, काम की अच्छी व्यवस्था की जाती, जो चोरी आज रेलवे में होती है टिकटलेस ट्रेवल के रूप में, उस को रोका जाता और जो गृहस्त हमारे जाते हैं उन में थोड़ा सा इम्प्रूवमेंट लाया जाता तो हमारा घाटा पूरा हो सकता था।

आज सब लोग यह जानते हैं, कम से कम व्यावसायिक वर्ग जानता है कि कोई भी सामान आज भेजा जाये, वह सुरक्षित नहीं पहुंच सकता है उस में गड़बड़ी जरूर होती है। सब से बड़ा कम्पटीशन आज रेलवे को रोडवेज से करना पड़ रहा है। हर एक आदमी यह सोचता है कि रोडवेज से भेजने पर हमारा सामान जल्दी पहुंचेगा और सुरक्षित पहुंचेगा। यह एक बहुत बड़ी कमजोरी है। रेलवे को बेचना चाहिये जितना सामान हमारी रोडवेज से जाता है उस को हम से में।

मुझे पता चला है कि हमारे चेन्नई महोदय ट्रांसी सर्विस और कंटेनर सर्विस बनाने जा रहे हैं। यह बड़ी अच्छी बात है। जिस तरह से रोडवेज में वह सर्विस चल रही है अगर उसी तरह से रेलवे में वह चल जायेगी तो मैं कल्पना करता हूँ कि जो भी हमारा सामान

रोडवेज से जाता है वह सब रेलवे को मिल जायेगा। आज यह देखना बहुत जरूरी है कि ज्यादातर सामान जो आज जा रहा है वह रोडवेज से जा रहा है रेलवे से नहीं जा रहा है। इसके ऊपर चेन्नई महोदय और मंत्री महोदय को ध्यान देने की जरूरत है ताकि रेलों का फायदा हो।

15 hrs.

आपने करप्शन को रूट 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 करप्शन बहुत ज्यादा है। रेलों में तो यह और भी ज्यादा है। मैं नहीं समझा हूँ कि रेल विभाग क्यों आज तक इस की ओर ध्यान नहीं दे पा रहा है। इस ओर विशेष पग उठाने की आवश्यकता है। इस बीच में शायद जनरल मैनेजर तथा कुछ लोगों को आपने मुश्किल भी किया, हटाया भी है। लेकिन मैं समझता हूँ कि आप जरा और सतर्कता बरते तो करप्शन को और भी कम किया जा सकता है।

रेलों में एक्सीडेंट भी बहुत हो रहे हैं, उनकी संख्या भी बढ़ रही है। गवर्नमेंट कहती है कि कम हो रहे हैं लेकिन प्रखबारों में हमें रोज पढ़ने को मिल जाता है कि कलां जगह एक्सीडेंट हो गया है। इन एक्सीडेंट्स की वजह से रेल में सफर करने से पहले तबीयत कापने लगती है। एक बात जरूर है। ईमानदार आदमियों की बीसे ही कमी है और जो ईमानदार आदमी हैं भी उनका भी रेलवे में रहना मुश्किल हो जाता है। डिवाला में जो रेल एक्सीडेंट हुआ उसके बारे में मुझे मालूम हुआ है कि ईब ट्रेन एम्बे-मिनर ने ठीक गवाही दी और इस कारण से उसको अब विफिटमाइज किया जा रहा है। उसको ट्रांसफर कर दिया गया है।

[श्री बासगोविन्द वर्मा]

यह चीज नहीं होनी चाहिये। आप अगर यह चाहते हैं कि ईमानदार धादमी रेल विभाग में रहें और बाकई में वे हमारे लिए एसेट हों तो बच तरह की चीजों की तरफ आपको जरूर ध्यान देना पड़ेगा साथ ही मैंने यह भी देखा है कि जो बदमाश धादमी होते हैं, जो निकम्मे धादमी होते हैं, जो दूसरे धफसरो को खिला पिला सकते हैं वे पनपते हैं। ईमानदार धादमी तो मारे जाते हैं, लेकिन ये पनपते हैं। मैं इसका एक उदाहरण भी आपको देना चाहता हूं। कुरा स्टेशन पर एक, घस्सिस्टेंट स्टेशन मास्टर हैं जिन का नाम श्री संखवाल है। वह बहुत ही कुरप्ट है। वह बहुत सामान आदि की चोरियां करवाते हैं। उन्होंने वहां पर गैंग पाल रखे हैं। उस घस्सिस्टेंट स्टेशन मास्टर के बारे में जनरल मैनेजर को भी मैंने लिखा है। वह तो वहां पर धाराम से रह रहे हैं लेकिन जो वहां पर भला धादमी था, जो स्टेशन मास्टर था उसको वहां से ट्रांसफर कर दिया गया। मैं चाहता हूं कि मंत्री महोदय इसको देखें। जो धादमी कुरप्ट है, जो गलत धादमी है उनको दण्ड मिलना चाहिये। मजे की बात यह है कि हम लोग जो लिखते हैं उस पर कोई ध्यान नहीं दिया जाता है और ध्यान ही नहीं दिया जाता है बल्कि यह भी होता है कि कुरप्ट कर्मचारियों को शोल्ड किया जाता है। उनको शोल्ड करने की कोशिश की जाती है। अगर हम कहते हैं कि यह आप ठीक नहीं कर रहे हैं तो कहा जाता है कि नबिग हैज बीन सर्वस्टैंडिंगेंटिड प्रॉवेंस्ट दी परसंड कंसर्ब। यह जो प्रेक्टिस है यह अच्छी नहीं है। हमारा आप कोओ-प्रेसन लीजिये। हम जो मैम्बर हैं आपको ज्यादा सहायता कर सकते हैं और आपको काम धण्डा हो सकता है। हम आपको हतिला दे सकते हैं। अगर आप मलत धादमियों को बचाने की कोशिश करेंगे, उनके काने कारनामों को छिपाने की कोशिश करेंगे तो फिर कोई फायदा होने वाला नहीं है।

अब मैं रेलवे पोर्टल और डेडलॉ के बारे में कुछ कहना चाहता हूं। इनकी भी काफी बात चला करती है। यहां भी बड़ा अफ़्टाचार चलता है। यहां भी वैसे लिये जाते हैं। यह कोई नई बात नहीं है। दिल्ली की बात ही मैं आपको बतलाता हूं। अगर कोई बंदर बनना चाहता है तो अगर वह हिन्दू है तो उससे 800 से 1000 रुपये और अगर मुसलमान है तो 1500 रुपये तक मांगे जाते हैं। अगर 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 हूं कि अगर कुलियों को भी क्लास फोर के एम्प्लायी मान लिया जाए और जनको स्लिप्स दे दी जायें तो उससे बहुत सा सामान जो इधर उधर हो जाता है, वह नहीं होगा। अगर उनको बालीस वैसे या साठ वैसे की फेरा दे दिया जाए और उसकी स्लिप्स उनको दे दी जायें तो आपको बहुत फायदा हो सकता है और अगर आप चाहें तो इसके बारे में मैं आपको स्कीम बना कर भी दे सकता हूं। अगर उनकी सविस को आप नेशनलाइज कर दें और उनको क्लास फोर के एम्प्लायी मान लें तो जितना सामान इधर उधर चला जाता है वह नहीं जायेगा, वह बैंक हो जाएगा। यात्री जिस सामान को मलत ले जाते हैं, जो उनको ले जाना चाहिये, उसको ले जाते हैं और चूंकि इनको ज्यादा पैसा मिलता है इस वास्ते आप से इसको ये लोग छिपाते हैं। अगर आपने इनकी सविस को नेशनलाइज कर दिया और इनको क्लास फोर के रूप में मान लिया तो मुझे पूरा विश्वास है कि आपको इससे फायदा ही होगा, नुक्सान नहीं होगा।

अब मैं अपने लेस की दो तीन रेल लाइनों के बारे में कुछ कहना चाहता हूं। एक ट्रेन के बारे में मैंने कई बार लिखा है। अब डाउन टेबल बच रहा था तब भी लिखा था। लेकिन कोई ध्यान नहीं दिया गया है। 63 अक्ष और 64 डाउन की चोकि बैकली पीलीपीच

घटन संबंधित है, इसको मैं चाहता हूँ कि लखीमपुर या सीतापुर तक बढ़ा दिया जाए। यह मैं इसलिए कहता हूँ कि शाम तीन बजे से सुबह तीन बजे तक कोई भी ट्रेन घाप साइड से नहीं मिलती है। इसी तरह से डाउन साइड से 11 बजे रात से बारह बजे दिन तक कोई ट्रेन नहीं मिलती है। इससे मुसाफिरों को बहुत असुविधा होती है। मैं प्रार्थना करता हूँ कि आप इस घोर अवश्य ध्यान दें।

इसी तरह से मैं यह भी चाहता हूँ कि मुजबा-सीतापुर, 149 घाप और 150 डाउन ट्रेन को कोडयालाघाट तक बढ़ा दिया जाए। बारिश के दिनों में, बरसात के दिनों में कोडयालाघाट कट भाफ हो जाता है और छः महीने तक कट भाफ रहता है और इस बीच जिले के हैडक्वार्टर तक नहीं पहुंचा जा सकता है। रोड से ही लोगों को जाना पड़ता है, रेल को सुविधा उनको नहीं मिलती है। साथ ही मैं यह भी चाहता हूँ कि फस्ट और मैकिड क्लास के डिब्बे जो कोडयालाघाट से आते हैं और जिन को हटा दिया गया है उनको फिर से घापको लगा देना चाहिये। इस से इन क्लासिज में यात्रा करने वाले यात्रियों को सुविधा हो जाएगी।

मैं यह भी चाहता हूँ कि कोडयालाघाट और कटरनियाघाट को मिला देना चाहिये, जो बहराइच जिले में है। इसका कारण यह है कि बंगाल साइड से जो गुड्ड पश्चिम को जाती हैं वे धाज मखनऊ से गुजरती हैं और वहाँ पर ट्रेफिक जाम हो जाता है, रोलिंग स्टॉक रुक जाता है। अगर यह लाइन बन जाए तो माल कटरनियाघाट हो कर, बीसानी हो कर भारत के पश्चिमी जिलों में चार सकता है। मैं धाजा करता हूँ कि इस और भी ध्या ध्यान देंगे।

मैं बहुत दिनों से पलियाकलां और शकनपुर-कटीनी की रेलवे लाइन की मांग करता चला आ रहा हूँ। यह लाइन घाप की पार्सलें से चल करेगी। मैं चाहता हूँ कि इस लाइन की वरक भी ध्या ध्यान दें।

उपाध्यक्ष महोदय : श्री रामजी राम।

श्री भीलानाथ (धनवर) : उपाध्यक्ष महोदय, कल घापने फरमाया था कि जिन प्रान्तों से कोई नहीं बोले हैं, उनको मौका दिया जाएगा। कुछ प्रान्त हैं जिन से कई माननीय सदस्य बोल चुके हैं लेकिन.....

उपाध्यक्ष महोदय : मैं कोशिश कर रहा हूँ।

श्री म० प्र० बाबब (सीतामढ़ी) : घाबादी के लिहाज से बिहार का दूसरा नम्बर है। उत्तर प्रदेश का पहला नम्बर है। बिहार के यहां 53 सदस्य हैं। बिहार वालों की तरफ ध्या ध्यान नहीं दे रहे हैं। हमको भी मौका दीजिये। अगर समय नहीं है तो मैं सुझाव देता हूँ कि जो समय इसके लिए निर्धारित किया गया है, उसको एक घंटा बढ़ा दिया जाए ताकि हम लोग भी बोल सकें।

श्री हुकम चन्द कल्लाय (उज्जैन) : यह बहुत महत्व का विषय है और हम को भी मौका मिलना चाहिये।

श्री रामजी राम (धनवरपुर) : रेल बजट पर बहस मुवाहिसे में मुसजिब सदस्यों ने मुकतलिफ नुक्तों और मुकतलिफ पहलुओं पर घापने सुझाव पेश किए हैं। इस बजट को देख कर कांग्रेसी भाइयों का समाजवाद का जो नशा है उसका प्रक्स देखने को मिल जाता है। किस तरह का समाजवाद वह लाना चाहते हैं, उसकी एक सलक देखने को मिल जाती है।

मैं घापका ध्यान घयोध्या जो हिन्दुस्तान का सब से मुतबरक स्टेसन है उसकी तरफ दिलाना चाहता हूँ। उसी के साथ साथ उस जिले के एक कसबे जिसका नाम टोंडा है वोकि न सिर्फ हिन्दुस्तान का बल्कि दुनिया की मान का बाहिब कसबा है उसकी तरफ ध्यान

[श्री रामजी राम]

चाहता हूँ। टांडा एक ऐसा कसबा है जहाँ का ग्राम बानी न सिर्फ हिन्दुस्तान में बल्कि दुनिया में मशहूर है। वहाँ पर कपड़े का बहुत बड़ा व्यापार होता है। उसको रेलवे से एकदम कट कर दिया गया है। एक छोटी सी लाइन बारह मील की जोकि दो मील पहले है स्टेशन से टांडा को छोड़ देती है। वह वहाँ पर घाघ घंटे, एक घंटे और डेढ़ घंटे में पहुँचा सकती है। दो और कसबे गोसाईगंज और जलानपुर उधर ऐसे हैं जोकि कपड़े के लिहाज से तीन चार जिलों में अपनी शान में अकेले हैं। लेकिन उनका टांडा होकर कोई ताल्लुक नहीं है। मैं मधुजिह्व रेलवे मिनिस्टर साहब से दरब्यास्त करूँगा कि वह इस बात पर गौर करें कि अगर गोसाईगंज से टांडा होते हुए जलालपुर और ब्राजमगढ़ की तरफ एक लाइन बना दीजिये। अगर आपने इसकी कर दिया तो कन की बहस में हमारे बस्ती के माथी शिव नारायण जी और सुलतानपुर के एक माननीय सदस्य ने जो अपनी राय दी है, उनको संतोष हो जाएगा। इसको अगर बस्ती और सुलतानपुर से जोड़ दिया जाए तो बहुत ज्यादा ग्रामवनी रेलवे को हो सकती है। इसकी वजह यह है कि गोरखपुर से बस्ती होते हुए टांडा और सुलतानपुर होते हुए इलाहाबाद में उसका सीधा ताल्लुक है। इस लिये यह जरूरी है कि इन स्टेशनों को जोड़ दिया जाये।

उस इलाके से लोगों की तरफ से यह दरब्यास्ते भाई हैं कि चूँकि जलालपुर और गोसाईगंज बड़े कारोबारी स्थान हैं, इसलिये सियालदह एक्सप्रेस को गोसाईगंज और मालीपुर पर रोक जाये। मैं मिनिस्टर साहब से यह दरब्यास्त करूँगा कि वह इस तरफ ध्यान दें।

इसके अलावा मैं यह भी चाहता हूँ कि मालीपुर में ओवरब्रिज और अकबर-

पुर स्टेशन पर एक अंडरब्रिज बनाया जाये, जो कि एक जंक्शन है, जहाँ हर बस भीड़ रहती है और पास करने के लिये घंटों 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 अफमोस हुआ कि रेलवे विभाग में पहले दर्जे के अफसरों में शिड्यूल्ड कास्ट्स (अनुसूचित जातियों) के केवल 84 अफसर और शिड्यूल्ड ट्राइब्स (अनुसूचित आदिम जातियों) के केवल 15 अफसर हैं। दूसरे दर्जे के अफसरों में अनुसूचित जातियों के केवल 69 अफसर और अनुसूचित आदिम जातियों के केवल 10 अफसर हैं। हम देखते हैं कि हुक्माम अनुसूचित जातियों और अनुसूचित आदिम जातियों के रिजर्वेशन का इयाल न करते हुए बड़ी जिम्मेदारी की पोस्ट्स के चुनाव में अपने ढंग के आदमियों को रख लेते हैं। मेरी मांग है कि मिनिस्टर साहब इस मामले की जांच करें।

मैं आपके सामने 2 जून के मधुबायल टाइम्स में प्रकाशित एक समाचार को रखना चाहता हूँ, जो इस तरह है:

“मन्गोला के आचन की जांच कराने की मांग। महानगर परिसर के एक प्रमुख कांग्रेस क्लब की बोसप्रकाश बहल के उपराज्यपाल को एक पत्र लिखकर मांग की है कि वह मुख्य कार्यकारी पार्षद द्वारा हरिद्वार में मृत 1 बच्चे को दिये गये उचित श्रावक की जांच करावें, जिसके

श्री बहल के अनुसार श्री मनहोत्रा ने यह कहा कि हरिजनों तथा मुसलमानों को ऊँचे पद नहीं दिये जाने चाहिए।

पत्र में कहा गया है कि श्री मनहोत्रा का उक्त भाषण संविधान के मौलिक सिद्धांतों के विपरीत है और क्योंकि उन्होंने संविधान के प्रति वफादारी की शपथ ली थी, अतः उन्होंने उस शपथ का हनन किया है।

हमें शक है कि कहीं ऐसा तां नहीं है कि किसी माननीय सदस्य के जरिये से एक ऐसी माजिज का भंडाफोड़ हुआ है, जिसके मुताबिक जिह्युस्ट कास्टम और जिह्युस्ट ट्राइज को संविधान में दिये गये अधिकारों और रियायतों में बँचित किया जा रहा है और उनको रिजर्वेशन के हिसाब से सरकारी नोकरीया नहीं दी जा रही है।

Shri Shinkre (Panjim): Began his speech in Marathi.

Shri S. Kunda (Balasore): I just want to know in which language the hon. Member is speaking.

Mr. Deputy-Speaker: Marathi. I have permitted him.

Shri Sinkre: * * 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 seashore from Goa, there is situated one of the best ports in the world, namely, Mormagao, 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 Marmagao. 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 12½ 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 bonafide 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 gatesman and the guards and the drivers. Such attempts to apportion the blame will not solve the problem. There is a saying in Assamese:

সেই যদি করে অপকার, ছোবে অপায় স্বামীক
তা।

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 4 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 Tinsukhia is necessary. The existing metre-gauge line which runs from Gauhati to Tinsukhia 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 महोदय, रेलवेज के जनरल डिस्कशन के लिए दो घंटे का समय बढ़ाया जाय।

श्री हुकम चन्द कछवाय : इस पर दो घंटे का समय बढ़ाया जाय और सोमवार को रेलवे मिनिस्टर के बोलने से पहले मेम्बर्स को बोलने का अवसर दिया जाय।

श्री न० प्र० यादव : उपाध्यक्ष महोदय, मेरा एक निवेदन है और वह यह कि जहाँ तक मेरे बिहार राज्य का सम्बन्ध है, उत्तर प्रदेश के बाद बिहार के संसद सदस्यों की संख्या यहाँ पर औरों से अधिक है। बिहार से यहाँ 53 भादसी आते हैं। मैं जानना चाहता हूँ कि बिहार के संसद सदस्यों को आपने कितना समय दिया है? मैं तो देखता हूँ कि जो हाँहूला करते हैं उनको तो आप टाइम दे देते हैं और हमारे जैसे लोग जो कि बोलने की प्रतीक्षा में बैठे रहते हैं

और बाहर भाग से आपकी ओर टकटकी लगाये देखते 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 बढ़ा सकते तो दूसरे दिन अर्थात् सोमवार को समय बढ़ाइये। दो घंटे का समय हम पर बढ़ाइये। आप के महज यह कहने में कि प्लीज रिज्यूम दी सीट, हम मानने वाले नहीं हैं।

श्री स० सि० सहगल : (बिलासपुर) इस पर हाउस का संस ले लिया जाय कि समय बढ़ाया जाय अथवा नहीं।

कई माननीय सदस्य : दो घंटे का समय इस पर बढ़ाया जाये।

श्री हुकम चन्द कछवाय : बहुत से माननीय सदस्य ऐसे हैं जिनके कि थोले में रेलों की समस्या है और अभी उनको बोलने का चांस नहीं मिल पाया है। कई प्रांतों 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 कि बोलना चाहते हैं उनके नाम नोट कर लिये जाय और मिनिस्टर साहब के जबाब देने से पहले उन लोगों को बुला लिया जाय। जैसे कि मध्य प्रदेश से कोई नहीं बोला है और और बिहार से बहुत कम बोले हैं तो उनके वहाँ 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 न० 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 न० प्र० यादव : मैं स्पीकर साहब से टाइम बढ़वाने के लिये मिलने गया था तो उन्होंने कहा कि आप इसके लिये उपाध्यक्ष 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 न० प्र० यादव : आप इस समय स्पीकर की कुर्सी पर हैं इस लिये आप को हाउस का सेंस लेना चाहिये । जिनने भी सदस्य यहां पर इस समय बैठे हैं, सबों की राय है कि इस पर दो घंटे समय अवश्य बढ़ाया जाय ।

श्री हुकम चन्द कछवाय : मैं प्रस्ताव करता हूँ कि इस पर दो घंटे का समय बढ़ाया जाय ।

श्री न० प्र० यादव : मैं इन का समर्थन करता हूँ ।

उपाध्यक्ष महोदय : मैं अभी नहीं बढ़ा सकता । सीमर को जब मिनिस्टर साहब रिप्लाय देने वाले हों उस के पहले आप लोग स्पीकर से समय बढ़ाने का अनुरोध कर सकते हैं कि समय बढ़ाया जाय । मैं अभी नहीं बढ़ा सकता हूँ ।

श्री न० प्र० यादव : आप स्पीकर के कहान पर बैठे हुए हैं इस लिये समय बढ़ाने

के लिय हाउस का सेंस लेते हुए आप को इसका निर्णय करना है । जब तक आप टाइम नहीं बढ़ायेगे तब तक मैं आप से आग्रह करता रहूंगा ।

श्री हुकम चन्द कछवाय : आप घोषणा कर दीजिये कि समय बढ़ा दिया गया है और हम उसके लिये आज 6 की जगह 8 बजे तक रेलवे बजट पर बहस करने के लिये बैठने को तैयार हैं ।

उपाध्यक्ष महोदय : आज दो घंटे नहीं होसकता ।

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 per cent of

the looms in India are automatic and more than one-fourth of the spindleage 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) relief 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 MANOHARAN 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 PL-550

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 prices 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.

281 (A) 13-2.

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. Taparia (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 हुकम चन्द कश्यप : (उज्जैन) :
सच्चापति महोदय, मैं आपकी ध्येयस्था चाहता हूँ। जब एक महत्व का मासक हो रहा है और माननीय सदस्य अपने विचार मदन 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 महत्व का उत्तर नहीं देते ?

श्री सु० सु० तापड़िया : मंत्री महोदय श्री शिवनारायण से बात कर रहे हैं और श्री शिवनारायण श्री चन्द महेशचरण नहीं हैं।

Mr. Chairman: Without taking notes, he is understanding the position. (Interruption).

He may continue his speech.

Shri S. K. Tapuria: The import content in the cotton textiles exported from the country during 1964 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 40-60 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. Tapuriah]

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.

श्री हुकम चन्द कदवाय : सभापति महोदय, इस सदन के सामने यह प्रस्ताव है कि कपड़ा उद्योग पर जो संकट आया है, उसको दृष्टि में रख कर सरकार सब बन्द कपड़ा मिलों को अपने हाथ में ले ले। मेरा दस इस बात

का विरोध करता है कि सरकार इन मिलों को अपने हाथ में ले, क्योंकि उसने जो भी कारखाने अपने हाथ में लिये हैं, उन की बका सारे देश को पता है। उनमें से कोई भी कारखाना मुनाफ़े में नहीं चल रहा है। सब घाटे में चल रहे हैं।

जिन कपड़ा मिलों की आर्थिक स्थिति ठीक नहीं है और जिन को मालिक चलाने के लिए तैयार नहीं हैं, उन मिलों को सरकार को बहाल के मजदूरों के सुपुर्द कर देना चाहिए, मजदूरों को उन मिलों का स्वामी घोषित कर देना चाहिए और प्रोविडेंट फण्ड की पूंजी ग्रेजुस के रूप में लगानी चाहिए। सरकार के द्वारा उनको हर सम्भव 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 द्वारा हर एक कारखाने का संचालन किया जाना चाहिए। इससे सरकार का बोझ भी हल्का होगा, क्योंकि आखिर सरकार किन किन का कामों को देखेगी? इससे मालिकों का बोझ भी हल्का होगा। जब मजदूर को पता लगेगा कि जितना उत्पादन होगा, जितना अक्छा माल तैयार होगा, उसका मुनाफ़ा उसको मिलेगा, तो उस की काम करने की क्षमता बढ़ेगी और वह लगन और उत्साह से काम करेगा। चूंकि मैं स्वयं एक कपड़ा मिल का मजदूर हूँ, इसलिए मुझे इन बातों का अनुभव है।

प्रश्न यह है कि इन मिलों में भी संकट है, उसका कारण क्या है? हम बोझ इस पर विचार कर, कहा जाता है कि कपास की बहुत कम पैदावार हमारे देश में हुई, इस कारण से ये मिलें बन्द रहीं। ठीक है—परन्तु हमारी सरकार विदेशों से कितनी कई मंगाली है, उसका हल कितना कपड़ा बनाते हैं उस कपड़े को बना कर हम कितना अन्व देशों को बेचते 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 मिलों में लगानी चाहिये, कौनसी मिलें प्रगतिशील हैं, कौन से कारखाने उन्नति करने में अग्रसर हैं, इन सारी बातों पर निर्णय कर के, उन्हें जितनी सहायता बन सके, केन्द्र के द्वारा देकर अच्छी मशीनरी उपलब्ध करनी चाहिये। इससे हमारी इज्जत बढ़ेगी, विदेशों में जहाँ भी हमारा माल जायेगा, उसकी माँग बढ़ेगी तथा अधिक विदेशी मुद्रा प्राप्त होगी।

मैं कुछ घटनाएँ 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 छार जिलों में बबनाबर एक जगह है, वहाँ राम लाल जबाहर लाल एम्ब कम्पनी नाम की एक फर्म है, जिसकी जिनिंग फैक्टरी है। ऐसे संकट के समय में उस व्यक्ति ने पैसा कमाने के लिये चार लाख रुपये की रूई में भाग लगा दी और इन्फोरेन्स के काफ़ी बड़ी तादाद में ब्लैम लिया। माननीय मन्त्री जी ने धाम्नासन दिया था कि वे उसकी जाँच करेंगे। लेकिन मुझे ऐसा लगता है कि आज तक उस धोर कुछ नहीं किया गया। यदि सरकार जाँच करना चाहे तो बहुत से सध्य सामने आयेंगे। इस व्यक्ति ने इतना बड़ा अपराध किया है, संकट के समय में जबकि देश में रूई का संकट है, उसने चार लाख रुपये की रूई को जला कर 17 लाख रुपये की ब्लैम इन्फोरेन्स से लिया है, उसने देश को घोखा 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 मोर्चों की प्रोत्साहन देना चाहिये, उनका उत्साह बढ़ाना चाहिये। कपास की कमी के कारण जिलों में जो सूत बचता था, वह सूत भाज नहीं

बन रहा है और इसके कारण छोटे छोटे जो हथकरघे वाले लोग हैं, वे बहुत परेशानी में हैं उनका घंघा चौपट होता जा रहा है। बावज़िर इसका कारण क्या है? इसका कारण यह है कि इस सरकार ने इतनी बड़ी एक्साइज ड्यूटी पावर लूम पर लगा दी है कि वे उसको बर नहीं पाते हैं। मेरे क्षेत्र में काफ़ी पावर लूम हैं, उनकी भाज क्या दसा है? वे अपने पैसे के सूत लेकर उन को नहीं चला सकते हैं। कुछ लोग ठेकेदार होते हैं जो उन को सूत का बंडल देकर कपड़ा तैयार करवाते हैं, तीन महीने के लिये उन को काम देते हैं और दो महीने काम नहीं देते हैं, इस तरह से हथकरघा उद्योग पर जो अत्यन्त संकट आया हुआ है, कपड़ा उद्योग मजदूरों पर जो संकट आया है उसकी तरफ हमें गम्भीरता से सोचना, चाहिये। हमें इस बात पर विचार करना होगा कि कौनसा उद्योग भाज संकट में है और संकट में आने का प्रमुख कारण क्या है?

हमारे सामने यह भी प्रश्न है कि जो उद्योग सरकार ने अपने हाथ में लिये हैं, कुछ दिन चलाने के बाद सरकार उनको नहीं चला पाती है। उदाहरण के लिये भोपाल की कपड़ा मील सरकार ने अपने हाथ में ली थी, लेकिन सरकार उसको चलाने में फेल हो गई। इसी तरह से बाकी जो उद्योग हैं, यदि सरकार अपने हाथ में लेगी तो जिस प्रकार से भोपाल में सरकार चलाने 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 मजदूरों को उत्साह देकर, उन्हें उनका स्वामी बना कर, ऐसी योजना करके कि तुम यहाँ के स्वामी हो, उनका जो प्रावीलेज्ड फण्ड का पैसा है, उसको सरकार गेजट के रूप में लगावें तथा जितने धन की उनको आवश्यकता है, वह सरकार उन को देवे, तब इसमें सफलता मिल सकती है।

[श्री हुकम चन्द कछवाय]

जहां तक मिलों के प्राविडेंट फण्ड की बात है, हालांकि इस विषय से इसका सम्बन्ध नहीं है, फिर भी यह प्रश्न हम से जुड़ा हुआ है। जो कपड़ा उद्योग बन्द हुए हैं, वहां के लोगों को प्राविडेंट फण्ड से लोन नहीं दिया जा रहा है, उन को पैसा नहीं दिया जा रहा है, इस के कारण वहां की मिलों की हालत ठीक नहीं है। मैं एक बात आपको और बतलाता हूँ कि इन कपड़ा उद्योगों के भन्दर जो राज्य के मुख्य मंत्री होते हैं, वे किस प्रकार पक्षपात करते हैं, किस प्रकार से हस्तक्षेप करते हैं मैं इस का एक उदाहरण आपको देना चाहता हूँ। इन्दौर के भन्दर स्वदेशी कपड़ा मिल है, उसके मालिक पर तीन लाख रुपया प्राविडेंट फण्ड भरना बाकी था, मध्य प्रदेश शासन के मिश्र सरकार ने उस पर कानूनी कार्यवाही कर के, उस के मालिक को हथकड़ियां डलवा कर उस का जलूस निकलवाया और उस पैसे को वसूल करने की कोशिश की, लेकिन वही का एक दूसरा उदाहरण भी आपके सामने है— भीपाल की जो कपड़े की मिल है, उस कपड़ा मिल के मालिक ने मध्य प्रदेश के मुख्य मंत्री श्री द्वारिका प्रसाद मिश्र को एक धच्छा फ्री बंगला रहने के लिये दिया, रिश्तत में दिया, उस मालिक पर जजूरों की प्रोबीडेंट फंड की रकम जो सात लाख रुपया बनती थी, उसके कारण आज तक कोई कार्यवाही उस केस में नहीं की गई। यह पक्षपात क्यों 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 गड़बड़ियां होती हैं, सरकार के ध्यान में यदि ऐसी गड़बड़ी आती है, तो तुरन्त उस पर कार्यवाही करनी चाहिये, ताकि इस प्रकार की बात न होने पावे।

अब प्रश्न यह आता है कि कपड़ा मंहगा क्यों हो रहा है। क्या सरकार ने इस और

विस्तार से देखा है? जब दसहूरा या दिवाली आती है, उस समय जब मजदूर कपड़ा खरीदने के लिये मार्केट में पहुंचता है, तब कपड़े के दाम भयंकर 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 कपड़े पर लगाई जाती है, जिस के कारण मिल 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 कपड़ा 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 मिलों ने तरबकी की है या जिन मिलों ने अपने को चाटे में पहुंचाया है इन में आपको काफ़ी अन्तर देखने में मिलेगा। जो व्यक्ति या जो उद्योगपति अपनी मिल को चाटे में पहुंचाता है वह उद्योगपति उस मिल की पूंजी को धीरे धीरे बहा से खींच कर कहीं दूसरी जगह किसी दूसरे उद्योग में लगाता है उस मिल की पूंजी से वह दूसरे प्रकार के कारखाने खोलता है दूसरी जगह सारा पैसा लगाता है और इस बात का रास्ता देखता है कि कब सरकार आकर उस चाटे के काम को सम्भाले। वह मजदूरों को धोस देता है कि मिल चाट में चल रही है मैं कारखाने को बन्द करता हूँ इसमें मजदूर बेकार होंगे और इस तरह से मजदूरों में उत्तेजना फैलती है कि हमारी मिल बन्द हो रही है हम बेरोजगार होंगे। सरकार को इस ओर ध्यान देना चाहिये। मेरे सामने ऐसी अनेकों बटनायें हैं इस प्रकार की सारे देश में और भी बहुत सी बटनायें होंगी जहां उद्योगपतियों ने मिल की पूंजी को दूसरे क्षेत्र में डाल दिया है।

जो उद्योग अच्छे ढंग से तरबकी कर रहे हैं जो अच्छा कपड़ा निकालते हैं सरकार

को ऐसे उद्योगों को प्रोत्साहन देना चाहिये। ज्वाहरण के लिये उज्जैन में एक विनोद मिल है, विमल मिल है, दीपचन्द मिल है, मध्य प्रदेश में ऐसी धनेकों मिलें हैं, जिन्होंने काफ़ी सरकारी की है लेकिन सरकार द्वारा उन्हें कभी प्रोत्साहन नहीं दिया गया। अगर सरकार ने इस धीरे हाथ बंटाया जो उद्योग अच्छा कपड़ा निकालेंगे और जो दुनिया के देशों में जायेगा और जिससे हमारे देश की रोजगार बढ़ेगी ऐसे उद्योगों को यदि सरकार ने प्रोत्साहन देना शुरू किया तो मैं समझता हूँ कि हम अच्छे ढंग में तरक्की 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 टैरिलोन कहते हैं नाइलीन कहते हैं इस धीरे लोगों का ध्यान बढ़ने लगा है यह हमारे देश में कपड़ा उद्योग के लिये बड़ी हानिकारक चीज 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 लालसा लोगों में बढ़ती जा रही है पढ़ा-लिखा वर्ग इस धीरे काफ़ी बढ़ता जा रहा है सरकार को चाहिये कि इस धीरे ठीक ढंग से ध्यान दे, ताकि लोगों का ध्यान सूती कपड़े की ओर आकर्षित हो सके और लोग सूती कपड़ा पहनने की ओर अधिक उत्सुक हो सकें।

जहां तक मिल मालिक और सरकार का सम्बन्ध है क्योंकि मैं प्रारम्भ में बतला चुका हूँ कि सरकार इस बात का इरादा जिसकुल 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 ले। मैं मानवीय दृष्टि से बड़ी नम्रता के साथ विवेचन करूंगा कि वह इस विचार को कतई कम में न लालें। बसिष्ठ में इस बात को कम में न लालें कि हम इन्हें अपने हाथ में ले लें क्योंकि जो जो कारखाने धाप के हाथ में हैं, जो जो कारखाने चलाने बलाये हैं उनकी

दशा अच्छी नहीं है और आज प्रस्तोत काल के समय बतलाया गया कि वह धीरे धीरे करोड़ों रुपयों के घाटे में चल रहे हैं। जो भी कारखाने सरकार अपने प्रबन्ध में लेती हैं वह घाटे में चलते हैं। स्वतन्त्र पार्टी के एक माननीय सदस्य ने ठीक ही तो बतलाया कि सरकार ने जिन जिन चीजों को अपने हाथ में लिया है वह चीजें गायब हो गईं। यदि सरकार यह कपड़ा उद्योग अपने हाथ में लेगी तो इस देश से कपड़ा उद्योग ही गायब हो जायेगा। हमारी हालत बड़ी खराब हो जायेगी और उस हालत में हमें दूसरे देशों का मुँह 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 ध्यान लगने की घटना बतलाई उस की इनकवायरी करावेगे और अपने जवाबी भाषण में मेरे प्रश्नों 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 pulls and restrictions on our exports and also on the

[Shri Bedabrata Barua]

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 un-economic 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 sub-

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 अम्बुल गनी बार (गुडगांव) : मैं इस रेजोल्यूशन को मपोर्ट करने के लिए खड़ा हुआ हूँ। हमारी सरकार के पास काम बहुत थोड़ा रह गया है। कुछ न कुछ इसको काम मिलना चाहिये मैंने तीन प्लान चलते देखे हैं। खरबों नहीं तो घरबों रुपया जकर हमने उन पर खर्च किया है। लेकिन इतना होने पर भी हमारी जो खाद्य स्थिति है वह पहले से कहीं ज्यादा खराब हुई है। जहाँ तक इंडस्ट्री का तात्त्विक है बन्द ही खानदान है जैसे बिड़ला का, टाटा का, जैन का जो बन्द रहे हैं। हमारे डीवर बार्ड ने जो कि कांसेस के प्रेजिडेंट रह चुके हैं और कभी मुख्य मंत्री भी रहे हैं कहा है कि जो अमीर हैं वे और भी ज्यादा अमीर हो गए हैं और जो गरीब हैं, वे और भी ज्यादा गरीब हो गए हैं।

सरकार ने जब महसूस किया कि कहीं कहीं अमीरों के भी नाशिक हैं, राजा हों, नवाब हों, पंडितार हों, बीरबार्ड हों वे

जमीनों से पूरी उपज नहीं करते हैं तो उसने उन से जमीन छीनी और छीन कर मुजावरों को उसने जमीनों को दे दिया। हरिजननों को और टैनेट्स को उसने उन जमीनों को दे दिया। लेकिन उनको कोई साधन नहीं दिये, उनको प्लाउइंग की फैसिलिटीज नहीं दी। अगर ये फैसिलिटीज दी गई होती तो उपज बहुत बढ़ सकती थी। जैसे उधर टैनेट्स को जमीनें दी गई है उसी तरह से मैं चाहता हूँ कि इधर सरकार मिनों को मजदूरों के हवाले कर दे।

आप किसी बड़े कारखानेदार से पूछिये कि क्या नतीजा रहा तो वह आपको कहेगा कि तीन लाख घट गया है। मजदूर कहता है कैसे घट गया है तो कहता है कि पिछले साल चौदह लाख फायदा हुआ था, इस साल ग्यारह लाख हुआ है। जब वह चाहता है मिल को बन्द कर देता है और यह कह कर देता है कि काम नहीं चलता है। मैं चाहता हूँ कि मिलों को सरकार जरूर ले 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 मौका दिया जाए। आज होता यह है कि इनकम टैक्स की ठगी करने के लिए, सेल्स टैक्स की ठगी करने के लिए ब्लैक में माल को बेचते हैं। आज एक ही घादमी होता है जो चालाकी करता है और एक घादमी के लिए चालाकी करना घासान होता है। मजदूर हजारों होंगे और उनके लिये चालाकी करना मुश्किल होगा। ये नहीं कर पायेंगे। लेकिन टैनेट की तरह यहां भी मजदूरों को बर्बाद आप न करें। मजदूरों को आप साधन भी दें ताकि ये ज्यादा की ज्यादा कपड़ा तैयार कर सकें। साथ ही सरकार उनके जरिये बनाये गये कपड़े को ही बाहर के मुल्कों में भेजे।

ई सरकार की बड़ी तारीफ करता हूँ।
संवेदनशील होती जांच करती है। लेकिन आप

हालत क्या है? हमने घरों में क्या डिफेंस पर खर्च किया है और अपने बजट का एक बहुत बड़ा हिस्सा डिफेंस पर हम खर्च करते हैं। तीन प्लान पूरे हो चुके हैं। इतना डिफेंस पर खर्च करने के बावजूद भी हमारी सरकार आजाद काश्मीर को जो कि भारत का एक हिस्सा है वापिस लेने का यत्न तो क्या, बात भी नहीं करती है।

इसी तरह से यहां क्या हालत है। बिड़ला जी को दिल खोल कर मदद दी जाती है। बिड़ला जी क्या करने हैं? जिस काम को उन्हें फेल करना होता है उसका अपना कारखाना लगा कर नई मशीनें मंगा लेते 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 बिड़ला जी की मोनापोली है उनकी मर्जी है जिस रेट पर चाहें दें। आज मुंबई श्री धार० के० बिड़ला को मेरे एक सवाल करने पर गुस्सा आ गया। वह कहने लगे कि वह उसकें मैनेजिंग डायरेक्टर हैं। जरूर होंगे चूंकि बिड़ला खानदान से ताल्लुक रखते हैं और बिड़ला खानदान को खुदा ने खास तौर पर मामूर करके भेजा है कि हिन्दुस्तान में वह बादशाह बन कर रहे और हिन्दुस्तान की इकोनोमी को जिस तरह से बाढ़े चलाये। बाका यह है कि टैक्सटाइल कमीशनर ने फैसला किया था कि कौन कौन सी मूलन स्पिननिंग मिल कितना कितना धागा तैयार करे, बस्टिड यार्न तैयार करे, हीबरी यार्न तैयार करे। ऐसा करते बसत उन्होंने पिछले रिकार्ड को देखा। बिड़ला जी के रिकार्ड को भी उन्होंने देखा। जामनगर जिस का उन्होंने थिक किया है, उसके रिकार्ड को भी देखा। यहां अस्सी परसेंट बस्टिड यार्न बीब होता था। उनको इजाजत दे दी कि सो परसेंट बीब करें। जो मिलें सेंट परसेंट करती थीं, उनको कहा कि कुछ बीस परसेंट तैयार करो। इस तरह की

[श्री अश्वत्थ गनी दार]

मैं आपके सामने बसियों मिसालें देकर कर सकता हूँ। लेकिन इसको आप छोड़ें। आप यह भी देखें कि उसको यह भी इजाजत दें दी गई कि जितना जामनगर के बिड़ला साहब बस्टिबं याने तैयार करें उसने से कुछ उसका कपड़ा भी बुनें। अब यह बस्टिबं याने बाजार में कैसे बिक सकता है, ब्लैक में कैसे मिल सकता है? क्यों और कहाँ से वह घाटा है। इस बास्ते घाटा है कि वह कपड़ा बनाने की जरूरत नहीं समझते हैं। इसका नतीजा यह होता है कि मजदूर बेकार हो जाते हैं। इस बास्ते इन सब को सरकार ने ले। क्या इससे फायदा होगा। हजारों कॉलेज सरकार को की बसाने वाले नेतागण और लाखों नहीं तो हजारों कमावेंगे, एक बिड़ला साहब या मुट्ठी भर कारखानेदारों के बचाव, कई लोग बचावेंगे। न कर सरकार इन को मजदूरों के हवाले कर दे। तब मजदूर जिन को लायक समझते हैं या जो नए नए नौजवान उठ रहे हैं उनको मुलाजिम बना कर, बफसर बना कर—ऐसे बफसर नहीं कि वह हुकम बसायें, बल्कि ऐसे बफसर जो कि मजदूरों की मदद करें—इन मिलों को बसा सकते हैं। मैं समझता हूँ कि इससे देश का बसला हल होगा।

16.46 hrs.

[Mr. DEPUTY-SPEAKER in the Chair.]

आज आप एक गलत माहौल में देश की इकोनोमी को तबाह करते जा रहे हैं। मैं इस लिए यह कहता हूँ कि हम सोचते हैं कि हम किस तरह से सारी दुनिया को नैशनलाइज करें। आप नैशनलाइज कीजिये। खुदा करे कि आप इस में कामयाब भी हों। मैं तो कहूँगा कि कि सरकार यह भी तय कर दे कि हिन्दुस्तान को किसी घर में खाना नहीं बनेगा और सरकार खाने को भी नैशनलाइज करे। लेकिन जितने हजारों को इन्होंने नैशनलाइज किया है, उन में से कितने कामयाबी के साथ चल रहे हैं। पिछले दिनों भी मोरारजी देसाई ने बड़े जोरों से कहा था कि 31 हजार कामयाबी के साथ चल रहे हैं। वह जो बड़ी बात हुई जैसे कहा जाए कि तीन

ही कैलिस में से 275 में हमने सचाई मिलाई है। ये सचाई किन को मिलीं। कपड़ाही, क्लर्क, पटवारी, कास्टेबल की मिलीं। लेकिन अब कभी बीजू पटनायक, बीरेन मिश्र, टी० टी० कृष्णनाथारी या गया या श्री अर्जुन घोषा के कहने के मुताबिक भी सत्य नारायण सिंह और भी के० सी० पन्त, बिड़ला जीसे तन-क्याह...

एक जाननीय तथ्य : उन्होंने नाम नहीं किये हैं।

श्री अश्वत्थ गनी दार : नक्क कुक, कुक न बासद। मैं नहीं कहता हूँ। अर्जुन घोषा साहब ने कहा है। इस पर यहां चर्चा भी हुआ है। ब्राह्म मिनिस्टर साहिबा ने कहा है कि ऐसा हलचाल लगाया गया है कि कुछ मन्त्रि-मण्डल के लोग बिड़ला जी से तनक्याह लेते हैं। यह घोषा साहब ने कहा है। मैं ऐसा नहीं कहता हूँ। मेरा जो कहना है वह मैं आप को बता देता हूँ। नन्दा जी ने कहा है कि 45 मैन्यूर पॉलिमेंट ऐसे हैं जो बिड़ला जी की जेब में हैं और तीस मैन्यूर प्रमीचन्द प्यारे लाल जी की जेब में हैं। इन सब बातों का धूप को ध्यान रखना चाहिये। इन मिलों को, इन कारखानों की आपको नैशनलाइज कर देना चाहिये। लेकिन ऐसा करते वक्त इसका भी आपको खयाल करना चाहिये कि सारे हिन्दुस्तान में सिर्फ एक बिड़ला साहब ही नहीं हैं जिन को खुदा ने पैदा करके भजा है और बड़ी प्रकृति नहीं हैं जो कि छोटी कार बना सकते हैं और कोई दूसरा नहीं बना सकता है या उन्हीं को घाट सिक्क बार्न तैयार करने की मोनोपोली दी जा सकती है और दूसरे लोगों को उसको तैयार करने की इजाजत नहीं दी जा सकती है। उसकी वह अधिकार है कि वह बड़ी बड़ी मिलों और नवीनों को इम्पोर्ट करे और कर के जिस इन्फ्लैट्री को चाहे तबाह न करवाए करे।

मेरी हाथ जोड़ कर आप से यह प्रार्थना है कि यह देशीयतावादी की सरकार बफसर न बनाए

[شری مہدالغلی ڈار]

ہمارے بھائی نے کہا ہے کہ وہ دھوا
مل میں مزدور تھا - میں چاہتا
ہوں کہ ان کو مزدوروں کے حوالے کر
دیا جائے اور ان کو چلانے کا موقعہ دیا
جائے - آج ہوتا یہ ہے کہ انکم ٹیکس
کی ٹھکی کرنے کے لئے - سیلز ٹیکس
کی ٹھکی کرنے کے لئے بھٹک میں
مال بھجوتے ہیں - آج ایک ہی
آدمی ہوتا ہے جو چالاکی کرتا ہے اور
ایک آدمی کے لئے چالاکی کرنا آسان
ہوتا ہے - مزدور ہزاروں ہونگے اور ان کے
لئے چالاکی کرنا مشکل ہوگا وہ نہیں
کر پائیں گے - لیکن تھلٹ کی طرح
یہاں بھی مزدور کو برباد آپ نہ
کریں - مزدور کو آپ سامان بھی
دیں تاکہ وہ زیادہ سے زیادہ کھوا تھار
کر سکے - ساتھ ہی سڑاکر ان کے ذریعے
بلائے گئے کھڑے کو ہی باہر کے ملکوں
میں بھیجتے -

میں سڑاکر کی بڑی تعریف کرتا
ہوں - سڑاکر بڑی کوشش کرتی ہے -
لیکن آج حالت کیا ہے - ہم نے
ادبوں روپیہ تھلٹس پر خرچ کیا ہے
اور اچے بحث کا ایک بہت بڑا حصہ
تھلٹس پر ہم خرچ کرتے ہیں - تھن
پلان پورے ہو چکے ہیں - اتنا تھلٹس
پر خرچ کرنے کے باوجود بھی ہماری
سڑاکر آزاد کشمیر کو جو کہ بھارت کا
ایک حصہ ہے واپس لانے کا یقین تو
کیا بات بھی نہیں کرتی ہے -

اس طرح سے یہاں کیا حالت
ہے - بڑا جی کو دل کھول کر مدد
دی جاتی ہے - بڑا جی کہا کرتے
ہیں - جس کام کو انہیں فہل کرنا
ہوتا ہے اسکا ایڈا کارخانہ لگا کر نئی
مشینیں ملتا دیتے ہیں اور بالکل
کولڈ سٹوریج میں ڈال دیتے
ہیں - اور تھوڑا سا کام کرتے ہیں -
آرت سلک یارن کو آپ لیں - سلک
یارن کے جڑے لارخانے ہیں ان میں
بڑا جی کی سو ویلی ہے - ان کی
سرفی ہے جس ریت پر چاہیں
دیں - آج صبح شری آر - کے - بڑا
کو سہوے ایک سوال کرنے پر غصہ
آگیا - وہ کہتے تھے کہ وہ اس کے
مہسجنگ ڈائریکٹر ہیں - ضرور ہونگے
چونکہ بڑا خاندان سے تعلق رکھتے
ہیں - اور بڑا خاندان کو خدا نے
خاص طور پر مامور کر کے بھیجا ہے
کہ ہندوستان میں وہ بادشاہ بن کر
رہے اور ہندوستان کی اکونومی کو
جس طرح چاہے چلائے - واقعہ یہ
ہے کہ تھکسٹائل کمپنری نے فیصلہ کیا
تھا کون - کون سی وولن سہلنگ مل
کٹلا - کٹلا دھاگا تھار کرے - ووٹنگ
یارن تھار کرے - ہوزی یارن تھار
کرے - ایسا کرتے وقت انہوں نے
بھٹکے ریکارڈ کو دیکھا - بڑا جی کے
ریکارڈ کو بھی انہوں نے دیکھا - جام تکر
جس کا انہوں نے ذکر کیا ہے اس
کے ریکارڈ کو بھی دیکھا - وہاں پر

اسی پرسہٹ ورگڈ یارن دے ہوتا تھا۔ ان کو اجازت دے دی کہ سو پرسہٹ دے کر دیں۔ جو ملوں سہٹ پرسہٹ کرتی تھیں ان کو کہا کہ تم ہوس پرسہٹ نہار کرو۔ اس طرح کی میں آپ کے سامنے دسہوں مثالیں پیش کر سکتا ہوں۔ لیکن اس کو آپ چھوڑ دیں۔ آپ یہ بھی دیکھیں کہ اس کو یہ بھی اجازت دے دی گئی کہ چننا جام نگر کے بڑا صاحب ورگڈ یارن نہار کریں اتنے کا خود اس کا کھوا بھی ملے۔ اب یہ ورگڈ یارن ہزاروں ملوں کہے ہوئے ہو سکتا ہے۔ ہلکے میں کہے ہوئے ہو سکتا ہے۔ کہیں اور کہیں سے وہ آتا ہے۔ اس واسطے آتا ہے کہ وہ کھوا بلانے کی ضرورت نہیں سمجھتے ہیں۔ اس کا نتیجہ یہ ہوتا ہے کہ مزدور بھرت ہو جاتے ہیں۔ اس واسطے ان سب کو سرکار نے لے لیا۔ اس سے فائدہ ہوا۔ ہزاروں کانگریس سرکار کو چلانے والے نہتے کن اور لاکھوں نہیں تو ہزاروں کسانوں نے۔ ایک بڑا صاحب یا مٹھی بھر کارخانداروں کے بچائے گئی لوگ کھائیں گے۔ لے کر سرکار ان کو مزدوروں کے حوالے کو دے۔ تب مزدور جن کو لائق سمجھتے ہیں یا نئے نئے نوجوان اٹھ رہے ہیں ان کو ملازم بلانے کے واسطے بلانے کے۔ ایسا اسر نہیں کہ وہ حکم چلائیں۔ بلکہ اسے اسر جو کہ

مزدوروں کی مدد کریں۔ ان ملوں کو چلا سکتے ہیں۔ میں سمجھتا ہوں کہ اس سے دیہی کا مسئلہ حل ہوگا۔

آج آپ ایک غلط ماحول میں دیہی کی اکنومی کو تباہ کرتے جا رہے ہیں۔ میں اس لئے یہ کہتا ہوں کہ ہم سوچتے ہیں کہ ہم کس طرح ساری دنیا کو نمٹلائیں کریں۔ آپ نمٹلائیں کھجے خدا کرے کہ آپ اس میں کامیاب ہی ہوں۔ میں تو کہونگا کہ سرکار یہ بھی طے کر دے کہ ہلدومتان کے کسی گھر میں کھانا نہیں ملے گا اور سرکار کھانے کو بھی نمٹلائیں کر دے۔ لیکن چلتے اداروں کو انہوں نے نمٹلائیں کھا رہے ہیں۔ ان میں سے کئی کامیابی کے ساتھ چل رہے ہیں۔ پچھلے دنوں شری سرور جی دیپالی نے بڑے زوروں سے کہا تھا کہ ۳۱ ادارے کامیابی کے ساتھ چل رہے ہیں۔ یہ تو وہی مہات ہوئی جسے کہا جائے کہ تین سو گھڑوں میں سے ۲۷۵ میں ہم نے سوائیں دلائیں۔ وہ سوائیں کن کو ماہیں۔ چھوڑا۔ کلرک۔ پتواری۔ کانستبل۔ کو ملوں۔ لیکن جب کبھی ہوجوئیٹلیک۔ ہرن مٹر۔ ٹی۔ ٹی۔ کرشنا چاری آگیا یا شری لرجن اورزا کے کہنے کے مطابق شری ستھ ناراین سنگھ اور شری کے۔ سی۔ پلس۔ چھوڑا جی سے تلمذ۔۔۔

ایک ماہیہ سندھ - انہوں نے

نام نہیں لگے ہیں -

شری عبدالغنی قار: نقل قلم -

قلم نہ بدشد - میں نہیں کہتا ہوں -
ارجن ارزا صاحب نے کہا ہے - اس پر
میں یہاں چڑھا بھی ہوا ہے ، پرائم
مستور صاحب نے کہا ہے کہ ایسا
الزام لگایا گیا ہے کہ کچھ ملتری
ملنگ کے لوگ بولا جی سے تلخووا
لہتے ہیں - وہ ارزا صاحب نے کہا
ہے - میں ایسا نہیں کہتا ہوں -
میرا جو کہنا ہے - وہ میں آپ کو
بلا دیتا ہوں - نلدا جی نے کہا ہے
کہ ۲۵ ممبر پارلیمنٹ ایسے ہیں
جو بولا جی کی جانب سے ہیں
اور ۳۰ ممبر ایسے ہیں جو اسوں چلند
بھارے لال کی جانب سے ہیں -
ان سب باتوں کا آپ کو دھیان رکھنا
چاہئے - اب ملوں کو - ان کاو خانوں
کو آپ کو نیشنلائز کو دینا چاہئے -
لیکن ایسا کونے وقت اس کا بھی آپ
کو خیال رکھنا چاہئے کہ سارے
ہندوستان میں صرف ایک بڑا صاحب
ہی نہیں ہیں جن کو خدا نے پیدا
کرتے بھیجا ہے اور وہی اکلے نہیں
ہیں جو کہ چھوٹی کار بلا سکتے
ہیں اور کوئی دوسرا نہیں بلا سکا
ہے - یا انہیں کو آرٹ ملک یارن
تیار کرنے کی موتیہلی دی جا سکتی
ہے اور دوسرے لوگوں کو اس کو تیار کرنے
کی اجازت نہیں دی جا سکتی ہے -
اسکو یہ اندھکڑ ہے کہ وہ بڑی بڑی ملوں
اور مشینوں کو امپورٹ کرے اور
امپورٹ کرتے جس انڈسٹری کو چاہے
نہاؤ و بہاؤ کرے -

میری ہاتھ جو کر آپ سے یہ
عرض ہے کہ یہ ریپوزیشن تو سولگر

فروری قبول کرے - مجھے اس سے
کوئی چھکوا نہیں ہے - لیکن سراجی
بھائی کی طرح نہیں - جیسا انہوں
نے صبح کہا تھا کہ آپ کہیں گھبراتے
ہیں ہم یہ سارے ملازمین کو ایک
فروری سے دینگے - جو سہولتیں بہتہ
ہمیں دیلا ہے اسکے لئے گھبراتے کہوں
ہیں ایک فروری سے دیا جائگا -
اپادھیگھ سہوئے - اب تک جو انکے
بچوں کی صحت پر اثر پڑا ہے یا
انکی اپنی صحت پر اثر پڑا ہے اسکا کہا
خسارہ دینگے - اسکو کھسے کمپنسٹ
کریلگے - یہ سراجی جی بھائی نے
نہیں کہا - اگر سراجی اسکو ساظور
کرے کہونکہ سولگر نیشنلائزیشن کی
بڑی ہاسی ہے - تو میں چاہونگا کہ
اسکو سولگریوں کے لئے کرے - اپنے لئے
نہ کرے -]

Shri Narendra Singh Mahida
(Anand): Mr. Deputy-Speaker, Sir,
the idea of the mover of the Resolu-
tion is to focus attention on the pre-
sent 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 Govern-
ment 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 tex-
tile 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

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 कृष्ण चन्द कछवाय : महीदा जी, कांग्रेस में जाने के बाद से भाषा बंद हो गई क्या ? यहाँ से जब बोलते थे, तब भाषा अच्छी थी। वहाँ जाने पर उन को प्रगति दिखने लगी, पहले प्रगति नहीं दिखती थी।
(हस-वसान)

Mr. Deputy-Speaker: He is giving his own experience. What is wrong in that?

Shri Narendra Singh Mahida: The suggestion of Mr. Kachhavaia 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. Tapuria 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 Shariff 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. Vidyathan in charge of the LIC 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. Taparia: 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 Lakshmiratan 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 immovable, 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.

श्री जार्ज फर्नेन्डीज (बम्बई-दक्षिण):
उपाध्यक्ष महोदय, मैं इस प्रस्ताव का समर्थन करने के लिए खड़ा हुआ हूँ। आज सुबह जब प्रश्न चल रहे थे तब मंत्री साहब ने इस बात का ऐलान किया था कि जिन मिलों को अभी तक सरकार चला रही है उन मिलों को धागे चलाने के वास्ते सरकार का धोर से एक कारपोरेशन बनाया जायगा। मैं सरकार के उस ऐलान का स्वागत करता हूँ और यह बीमार पड़ी हुई मिलों का धागे कुछ न कुछ इंतजाम हमेशा के लिए उनके तौर पर होने जाना है ऐसी उम्मीद मैं रखता हूँ और इस लिए एक, दो चीजों का यहां पर मैं जिक्र करना इस प्रस्ताव के मामले में मैं आवश्यक समझता हूँ।

जब इंडिया यूनाइटेड मिल्स बम्बई को सरकार ने चलाने के लिये अपने हाथ में लिया तो एक अनुभव वह मिल चलाने 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। मजदूर मेहनत करते रहे, कपड़ा बुनते रहे मगर वह कपड़ा मिलों के गोदामों में ही पड़ा रहा। वहां से उठने का काम नहीं हो पाया। जो निजी क्षेत्र के मिल मालिक हैं उन लोगों को साजिश थी और उस में कामवादी उन

लोगों ने पाई कि सरकार जो भी मिल चलाने को लेती है उस मिल 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 इंसेंटिव दिया जाता है प्राइस दिया जाता है दूसरे तरीकों से उन को खरीदा जाता है। उन को कहा जाता है कि अगर कपड़ा कम भी हो तो कुछ दिनों तक इंतजार करो लेकिन सरकार की धोर से चलाई जा रही मिलों के कपड़े को किसी भी हालत में मत उठाना।

सरकार जब धाज कारपोरेशन की बात करती है और यह बीमार मिलों को हमेशा के लिए ठोक ढंग में चलाने की भी बात करती है तो यह जो दिक्कत इंडिया यूनाइटेड मिल्स के बारे में या दूसरी मिलों में सरकार की धोर चल रही मिलों के बारे में धाज हमारे सामने आ रही है इस बीमारी को या इस तकलीफ को कैसे सरकार हल करेगी इस के बारे में अभी तक कुछ सरकार को धोर में नहीं सुनने में आया है। धमली तकलीफ वहीं पर आ जाती है। धाप की कारपोरेशन बनेगी और वही मिलों को जैसे धाज धाप ने कहा कि 8 मिलों को पिछले दो सालों में ले लिया, कई मिलें बंद पड़ी हैं और कई मिलें बंद होने के रास्ते पर पड़ी हुई हैं, यह बीमार मिलों को अपने हाथ में लेगी मगर उस में जो बना हुआ मान है उस को बाहर बेचने के बारे में धाप क्या इंतजाम करेगी यह धमली मवाल है। अगर सरकार के पास महीने, दो महीने बाद या 6-8 महीने में कोई रास्ता निकलने वाला हो तो हमारी यह प्रार्थना है कि उस रास्ते का इस्तेमाल वह तत्काल शुरू करें। अगर यह नहीं किया जायेगा तो मैं समझता हूँ कि कारपोरेशन बनने तक और कारपोरेशन चलने तक कई और मिलें बन्द हो सकती हैं और सरकार की धोर से चलने वाली मिलें काफी संकट में आ सकती हैं।

भाज सुबह इसी सदन के अन्दर मैंने एक सुझाव दिया था, जिस पर मंत्री साहब ने कोई ठीक जवाब नहीं दिया। मैंने यह कहा था कि सब से पहले आप एक बात ध्यान में ले आइये कि जहाँ तक एक्साइज ड्यूटी वगैरह का सवाल है, सरकार की ओर से जो मिलें चलती हैं, उन में बने हुए कपड़े पर आप इतने बड़े परिमाण में एक्साइज ड्यूटी मत नौजिये जितनी निजी क्षेत्र की मिलों पर लगाते हैं। आप इस लिये उन मिलों को ले रहे हैं कि जो निजी क्षेत्र के मालिक थे उन से उस के चलाने का काम ठीक ढंग से नहीं होता था। मैं इस चीज को नहीं मानता हूँ कि मजदूरों की घड़बघ की वजह से या किसी और वजह से, मशीनें प्रादि पुरानी होने की वजह से मिलों का हालत बुरी हुई है। यह एक बहुत पुराना षड्यन्त्र है सरकार और मिल मालिकों का। मिलों तो घाटे में चलें लेकिन मिल मालिक हमेशा के लिये नफ़े में रहें। जब ऐसी परिस्थिति है और सरकार मिलों को अपने हाथ में लेती है तो कम से कम उन मिलों के कपड़े पर आप को एक्साइज ड्यूटी माफ़ करनी चाहिये या कम से कम कुछ कम करनी चाहिये।

इस के सिवा सरकारी मिलों में बना हुआ कपड़ा जो बाजार में बिकने के लिये जाता है, उस के सम्बन्ध में एक इलाज सरकार के सामने तत्काल आ सकता है। मैं समझता हूँ कि लाखों नहीं करोड़ों गज कपड़ा सरकार की ओर से आज धलंग धलंग मिलों में खरीदा जाता है हिन्दुस्तान के कपड़ा बाजार में। अगर निजी क्षेत्र की मिलों में यह कपड़ा न खरीद कर सरकार यह फँसला कर ले कि अपनी मिलों का बना हुआ कपड़ा मिनिस्ट्री के काम के लिये, रेलों के काम के लिये, कचहरीयों के काम के लिये, पलटन के काम के लिए या दूसरे सरकारी काम के लिये खरीदेगी, तो उस को काफी खपत हो सकती है। मैं यह मानता हूँ कि जो स्टोर्स के पर्चेज का काम करने वाले लोग हैं, डाइरेक्टर जनरल आफ

सप्लाइज हैं, उन की कमाई कम हो ज़रूरी, लेकिन जो मिलें हैं, जिन में हजारों की तादाद में मजदूर काम करते हैं जिन के जीवन में हम किसी प्रकार की खुशी नहीं दे सकते हैं, उन में काम करने वालों को एक सहारा मिलेगा, जिन के हमारे आज तक के रबबे के कारण बहुत तकलीफ़ में पड़ने की इम्कान है। इस तरह से हम उन लोगों को कुछ बचा पायेंगे।

माननीय मंत्री जी मैं मेरा एक और निवेदन है कि आज वह बीमार मिलों को लेकर चलाने की बात छाड़ दें। मैं मानता हूँ कि अगर हम वक्त सरकार उनको चलाने के लिये तैयार है तो सरकार ऐसा ज़रूर कर लेगी लेकिन निजी क्षेत्र को रिजर्व बैंक से पैसा देना, कहीं इन्स्टीट्यूट डेवलपमेंट बैंक से पैसा देना, एन० आई० सी० से पैसा देना यूनिट ट्रस्ट से पैसा देना, निजी क्षेत्र की मिलों को नफ़े में चलाने के लिये, जब कि मिल मालिक उस पैसे को लेकर भी घाटे में चलाने हैं, बीमार मिलों को अपने कपड़े पर उठा कर मालिकों का सहारा देना, यह काम बहुत दिनों तक नहीं चल सकता। ऐसी हालत में पूरे मिल के धन्धे का राष्ट्रीयकरण करके ही यह समस्या हल हो सकती है, और मंत्री महोदय को इसके बारे में सोचना चाहिये। जो मिलें आज घाटे में चलती हैं और जो मिलें नफ़े में चलती हैं उन के घाटे और नफ़े बाँटों को मिला कर हिस्सा बराबर किया जा सकता है। बूँक घाटे की मिलों का सरकार लेना चाहती है इस लिये उस के पास एक ही रास्ता है कि वह सारे उद्योग का राष्ट्रीयकरण करे। मंत्री जी मैंने इस सुझाव पर विचार करेंगे यह सोच कर मैं इस प्रस्ताव का समर्थन करता हूँ।

श्री रमबीर सिंह (रोहतक) : उपाध्यक्ष महोदय, आप के सामने जो समस्या है वह बड़ा बुनियादी मसला है। एक प्रोग्रेसिव मेम्बर के नाते जो मेरी पार्टी का नजरिया है उसे मैं पेश करता हूँ। कांग्रेस का नजरिया

[श्री रणधीर सिंह]

सोशलिज्म का, जम्हूरियत का नजरिया है।
यह नहीं, कांग्रेस बैंकिंग कमेटी की मीटिंग
सात दिन चली

Shri S. Kandappan (Mettur): Is
there any socialism left in your party?

श्री रणधीर सिंह: आप ठेका न उठाइये।
आप समझते हैं कि आप ने ही ठेका उठा रक्खा
है। मेरी पार्टी का एक इनिशियटिव नजरिया
है और मैं उस नजरिये को पेश करता हूँ।
यह कोई 27 मिलों का सवाल नहीं है।
यह सहुलमन्द 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 धमती जामा पहनाने
चली है। यह बहुत ही बड़ा है उसके लिए।
इसके लिए जो रेजोल्यूशन पेश किया गया
है मैं न सिर्फ उस के लिये पार्लियामेंट
को मुशरकबाद देता हूँ बल्कि उस की पुर्ण
हिमायत करता हूँ।

यह सवाल सिर्फ मिलों का नहीं है।
जमीन पर सालिग लगाई है हमारी अपनी
कांग्रेस गवर्नमेंट ने बड़ा प्रच्छा किया।
किसान भी उसे बुरा नहीं समझता। किसान
को शिकायत यह है कि कारखानेदार बचा
हुआ है, बड़े बैंकों का मालिक बचा हुआ है,
बड़ी-बड़ी इन्डस्ट्रियल कम्पनी बचा बचा
हुआ है

Shri S. Kandappan: It has never
been implemented anywhere. It is
only on paper.

श्री रणधीर सिंह: मैं सारी बातों में
इस बात नहीं जाना चाहता। सीधा सवाल
यह है कि कुछ मिलें हैं। वह लूनी लंगड़ी हैं,
बाधमल हैं, काम करती हैं, बीमार हैं या प्रच्छा
है, यह सवाल नहीं है। सवाल यह है
कि उन को ज़िम्मा तौर पर लिया जाये
या रेजोल्यूशन से लिया जाये। मैं तारीफ
करता हूँ मिनिस्टर साहब की कि उन्होंने
आठमिलों को टेक घोष कर लिया। बात-

लाया गया कि कारपोरेशन बनायेगा।
मैं नहीं समझता कि कारपोरेशन बना पायेगा।
सीधी बात यह है कि धाबिर पानी डबाव
को ही जायेगा। कोमी मिलियत बनाने
या बोर्लाइजेशन करने की बात आई। हर
मिल के लिये एक ह्यूबन्दी सुकरर करनी
पड़गी जैसे सहरी जायदाद के लिये है कि
इस से ऊपर कोई मिल मालिक नहीं रखेगा।
मिल टाटा की या बिड़ला की है, मुझे मालूम
नहीं। अगर सारी मिलें टाटा बिड़ला की
हैं तो एक को छोड़ कर सारी की सारी ले लें मैं
उन धादमियों में से हूँ जो सोचते हैं कि
एक किसान के साथ एक बात हो तो दूसरे के
साथ इम्प्रायज क्यों किया जाये। इस में एक
एकलाकी बात है। हमारा मजदूर है जो कि
बैठे हैं, साबों बच्चे उन के कुम्बे में हैं।
कितने दिनों से मिलें बन्द हैं, उन के बच्चों
का क्या बनता होगा। 50, 60 ४० की
नौकरी करने वाले यह लोग, वह सारे के सारे
काटन मिला में हैं। काटन खाती है किसान से,
किसान जो उसको बेचता है उस का क्या
होगा? उस का माल बेकार पड़ा रहेगा,
उसका मान बिकता नहीं है तो उस की कीमत
ख़ाउन जायेगी और उन के ऊपर भी उसका
भरत पड़ेगा। अगर पैदावार बढ़ती नहीं है,
उस की किल्लत होती है तो भाव भी बढ़ेगा।
फिर यहां ही नहीं, मुक के घन्दर डिफेन्स
के लिये जो खेपे और छज़रियां बनती हैं उन
का क्या होगा? मैं मुक के मुकाद के
लिये भी चाहता हूँ, फौज के मुकाद के लिये
चाहता हूँ, मजदूरों के मुकाद के लिये चाहता हूँ,
देश के मुकाद के लिये भी चाहता हूँ और
किसान के मुकाद के लिये भी चाहता हूँ।
कि मिलों को लिया जाये।

जो रेजोल्यूशन पेश किया गया है उस
में मिलों को मेमनलाइज करने की बात मेरी
पार्टी के नजरिये की बात है। मिनिस्टर साहब
ने पहले कह दिया कि 8 मिलें ले ली हैं और
41 बाकी हैं। जिन को मिल भाले चला ही

नहीं सकते उन को सरकार से रही है। कोई स्कूल और कालेज चल नहीं सकता तो गवर्नमेंट कहे कि हम उन को चलाना नहीं चाहते, गांव वाले भाड़ में जायें, शहर वाले भाड़ में जायें, तो यह तो ठीक बात नहीं है। अगर वह रजमन्दी से देते हैं तो ठीक बात है, अगर नहीं देते तो उन से जबरदस्ती लिया जाये। वह देश की कौमी नितिक्यत है। इस काल से मैं इस रेबोल्शन की पुरजोर 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 provident 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—is 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. Kandappa]

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 profits 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 अम्बुल गनी वार : आप उन को सबमिटो दे दें ।

[श्री عبدالغنی ذار : تب ان کو

—سبمی دے دیں —]

श्री विनेश सिंह : सबमिटो तो आप जितना चाहें दे सकते हैं वह तो वैया आप के हाथ में है । पैदा यहां से मंजूर करते हैं और इनलिए जितना भी यहां हाउस से मंजूर करतें हैं वह सबमिटो आप उन्हें दे सकते हैं

डा० राम मनोहर लोहिया (कन्नौज) : मैं कई मां मोल से दौड़ करके घाप से कुछ कहने के लिये आया हूं । 700 मील से घकाल के इनके से होकर घा रहा हूं । घकाल के इनके में घाप कपड़ा मुक्त बाट दीजिये । घकाल के इनके में घाज भी कपड़ा काफी इम्पूटा हो गया है और इसे घाप मुक्त बाट दें तो यह मिलें डूब घांटे तरीके से खलती रहेगी ।

श्री विनेश सिंह : 600 मील से माननीय डा० साहब इस के लिये यहां बैकार आये, मैं मुझे इस के लिये तार दे देते तो वह उनसे जल्दी पहुंच जाता । यह तो एक छोटी सी बात थी जिसके लिए उन्हें खुद घाने की कोई खास जरूरत नहीं थी

डा० राम मनोहर लोहिया : घाने का ज्यादा धमर पड़ा है । मान गये, धन्यवाद ।

Shri Dinesh Singh: The hon. Member, Shri Tapuriah, 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 कछवाय ने कुछ बातें कही थीं । एक तो उन्होंने मध्य प्रदेश के मुख्य मंत्री जी के बारे में कुछ बातें कहीं । मैंने सुनह भी उन से निवेदन किया था कि जब वहां मुख्य मंत्री 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. Tapuriah: 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. Taparia: We are appreciating it.

Shri Dinesh Singh: I am very grateful to the hon. Member for his appreciation.

Shri Nambiar: 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 मुख्य मंत्री के बारे में श्री कछवाय ने कुछ बातें कही। वह यहाँ पर है नहीं जिस से कि वह जवाब दे सकें। मैं नहीं समझता हूँ कि इस मदन के लिये यह एक अच्छी बात होगी कि जो लोग यहाँ नहीं हैं जवाब देने के लिये, या जिन की ओर मैं हम लोग यहाँ पर जवाब न दे सकें, उन के बारे में कुछ इस तरह के आरोप लगाये जायें। आरोप सत्य है या नहीं, यह धन्य बात है, लेकिन उन का लगाना.....

श्री हुकम चन्द कछवाय (उम्मेद): उन से पूछ कर जवाब दीजिए कि उन्होंने ऐसा किया है या नहीं।

श्री विनेश सिंह: आप वहाँ के किसी अपने साथी से पूछवा सकते हैं जिस में कि वह खुद वहाँ जवाब दे सकें। मैं यहाँ पर हूँ। अगर ऐसी कोई बात कही जाती है तो हमारे लिये यह कठिनाई होती है कि हम उस को चुपचाप सुन भी नहीं सकते हैं और उसका पूरा जवाब भी नहीं दे सकते। लेकिन अगर वह बात कही जाय कि मुख्य मंत्री किसी मिन मालिक की नज़र है इसलिये उन्होंने उनको मकान मुफ्त रहने के लिये दिया है, तो यह कोई बाम अच्छी बात नहीं लगती।

श्री हुकम चन्द कछवाय: मकान दिया जाये, यह बाम बात नहीं है?

श्री लालि जूषन बाबखेरी (बारगोन): मध्य प्रदेश सरकार की तरफ से बहुत ज्यादा किराया दिया जाता है।

श्री विनेश सिंह: मुख्य मंत्री को मुफ्त रहने की कोई जरूरत नहीं है क्योंकि सब मुख्य मंत्रियों को जिस मकान में वह रहते हैं उस के लिये सरकार की तरफ से किराया दिया जाता है। इस लिए वह किसी मकान में मुफ्त रहना चाहें या न रहना चाहें, इस का कोई नाजायज फायदा उठाये, वह बात ठीक नहीं मान्य होती।

श्री कछवाय ने कहा कि सरकार जो मिलें लेना है या जो कारखाने सरकार चलाती है, वह फायदे पर नहीं चलते हैं। उन्होंने यह कह कर, यह बात कहने की कोशिश की कि जो मिलें इस बका ठीक नहीं चल रही है उन्हें हम न दें। लेकिन सरकार इस से सहमत नहीं है। जो मिलें ठीक नहीं चल रही हैं, मैं नहीं कहना कि हम उन सब का ले लेंगे, लेकिन जिन को ले सकते हैं उनके बारे में हमें जरूर देखना पड़ेगा। श्री कछवाय ने एक और बात कही। एक तरफ उन्होंने कहा कि सरकार किसी मिल को चला नहीं सकती, लेकिन दूसरी तरफ कहा कि जो मिलें हम में उन के मजदूरों का हिस्सेदार बनाना चाहिये। तीसरी बात उन्होंने कही कि मालिक, सरकार और मजदूर, इन तीनों का मिन कर उन का चलाना चाहिये। उन्होंने तीनों बातें अलग-अलग कहीं, जिन के बारे में मैं सक्षम नहीं कि तीनों में से उनका खास सुझाव क्या है। मिलें लां जायें या नहीं तो जायें और तो जायें तो क्या उन को मजदूर ही चलायें। अगर मिलें ले लां गईं तो मालिक फिर बांब में कहाँ जाता है? जब सरकार ले लेगी तो सरकार मालिक हो जायेगी। उन को बातों में यह कठिनाई आ जाती है।

डा० राम मनोहर लोहिया: उपनीकता +

श्री विमेश सिंह : डाक्टर साहब इतनी दूर में धाये हैं, कुछ दिन सदन में नहीं धाये, इस लिये चाहते हैं कि अपनी सब बातें कह कर खत्म कर लें। मैं निवेदन करूंगा कि मैं अभी अपनी बात कह कर बैठ जाऊंगा उस के बाद वह जितनी देर चाहें बोचें, मैं बड़ी खुशी से सुनूंगा।

डा० राम मनोहर लोहिया : धाप खूब बोलें, लेकिन धाप के बोलने के बाद उपाध्यक्ष महोदय मुझे बोलने कहां देंगे ?

श्री विमेश सिंह : श्री बनर्जी ने नम्रमो रतन काटन मिल के बारे में कहा। उस के बारे में मुझ जबाब दे चुका हूँ और मैं समझता हूँ कि कार्पा जबाब

श्री स० मो० बनर्जी : 50 परसेंट।

श्री हुकम चन्द कछवाय : 4 लाख ५० की ऊई जला दा है उस का कोई जिक्र नहीं किया गया।

श्री विमेश सिंह : इसके लिये तो माननीय मद्रस्य जानते हैं कि मैं मुबह ही कह चुका हूँ कि जांच कराएँ।

जहां तक लक्ष्मी रतन काटन मिल का मवाल है मैंने मुबह इस को वाफा साफ कर दिया था। इस वकन जा ।। मिलें हमारे पास हैं उन में मे श्री केन्द्रीय सरकार मिर्फ दो या तीन मिलों को कुछ मदद देती है। बाकी जो हैं उन को राज्य सरकारें ही हमारी रजामन्दी से लेती हैं और उनको चलाती हैं। जो हम ने उत्तर प्रदेश सरकार से कहा कि अगर वह लेकर चलाना चाहे तो हम इस की इजाजत दे देंगे वह कोई नई चीज नहीं है। यह हम ने कोई ऐसी चीज नहीं कही है जो और जगह नहीं हो रहा है। और प्रदेशों में भी ज्यादातर मिलों को वहां की सरकारों से कर चला रही हैं।

जहां तक 50 परसेंट का सवाल है हमारे पास उत्तर प्रदेश सरकार की तरफ से जो

लिख कर आया है उस में वह चाहते हैं कि पूरा खर्च हम दे। हम ने उन्हें लिखा है कि हम पूरा खर्च नहीं दे सकते हैं। जो सुझाव माननीय सदस्य बतला रहे हैं वह अभी हमारे पास नहीं आया है लेकिन हमारी जो कठिनाई है वह हमने ने उन में बतलाई। मुबह भी बतलाई थी कि चूक हम अपना एक नया कारपोरेशन बनाना चाहते हैं और उस के लिये विधेयक लाने वाले हैं इस लिये अभी हमारे लिये नई मिल्नों को लेना सम्भव नहीं है। जब यह विधेयक धायेगा तब उस के बाद जैसी आवश्यकता होगी हम उस को देखेंगे।

श्री रामाबतार शास्त्री (पटना) : फुलवारी और गया के बारे में धाप ने कुछ नहीं कहा कि वहां की मिलें कब तक बन्द रहेंगी? कुल दो ही तो मिलें हैं बिहार में और वे भी बन्द पड़ी हैं।

एक माननीय सदस्य : मो रहें वे मालूम होता है।

श्री रामाबतार शास्त्री : बिहार के बारे में नहीं कहा। धाप सां रहे थे मैं जगा हुआ हूँ, बिल्कुल धाप के मामले में।

श्री विमेश सिंह : जितनी बातें मेरी मसल में आई मैंने उन से कहीं। उन माननीय सदस्य से जिन्होंने यह रेजोल्यूशन रक्खा है मैं कहूंगा कि जो उन की खास बातें हैं वह इस में पूरी होती है। यह विधेयक आ जाये, यह कारपोरेशन बन जाय, उस को वे देख लें, उसके बाद अगर और कोई नई बात वह कहना चाहे तो कह सकते हैं। इस लिये आज मुझे इस रेजोल्यूशन की कोई जरूरत दिखाई नहीं देती।

श्री रामाबतार शास्त्री : वे मिलें जो हमारे यहां हैं कब तक बन्द रहेंगी, इस का तो जबाब हमें दिलवाइये। दो ही तो मिलें हैं जो कि दो तीन साल से बन्द हैं। क्या वे मिलें बन्द रहेंगी ?

श्री कृष्ण लाल शर्मा : सिबा बिड़मा जी
के, उन की नहीं ली ।

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 va-
luable 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 Namblar: 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.

श्री तुलशी दास जाधव (बारामनी) :
उपाध्यक्ष 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 Namblar: This is....

Mr. Deputy-Speaker: He will get
the time to move his Resolution.

Shri Namblar: 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 un-
animous acceptance. Let them ac-
cept 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 Namblar (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 opportu-
nity 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 चन्द कछवाय (उज्जैन) :

उपाध्यक्ष 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 चन्द कछवाय : उपाध्यक्ष महोदय, मेरा निवेदन सुन लीजिये। पिछली लोकसभा में जब सरकार हुकम सिंह जी अध्यक्ष थे, उन्होंने निर्णय दिया था कि सदन में कैबिनेट स्तर का मंत्री अध्यक्ष 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 अध्यक्ष 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 चन्द कछवाय : आप रिकार्ड निकलवा कर देखेंगे तो आपको मान्य होगा या आप सेक्रेटरी साहब से पूछिये 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 Khadiolkar 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 Khadiolkar 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, 1967/Jyaishta 15, 1889 (Saka).