

Fourth Series Vol. III - No. 6

**Tuesday, May 30, 1967
Jyaistha 9, 1889 (Saka)**

LOK SABHA DEBATES

(Second Session)



(Vol. III contains Nos. 1-10)

**LOK SABHA SECRETARIAT
NEW DELHI**

Price : Rs. 1.00

CONTENTS

[Fourth Series, Vol. I—Second Session, 1967]

No. 6—Tuesday, May 30, 1967/Jaistha 9, 1889 (Saka)

Oral Answers to Questions—	COLUMN
*Starred Questions Nos. 151 and 152.	1533-65
Short Notice Question No. 3.	1565-69
Written Answers to Questions:—	
Starred Questions Nos. 153, 177, 179 and 180.	1569-96
Unstarred Questions Nos. 769 to 773, 775 to 853, 855 to 859 and 861 to 959.	1596-1742
Calling Attention to Matter of Urgent Public Importance—	
Reported news about some of the Central Ministers being on the pay roll of Birlas	1743-66
Papers Laid on the Table	1766-74
Petition re. Sifting of Vehicle Research Development Establishment from Ahmednagar to Avadi	1774
Statement under Direction 115 re. foodgrains supplied to Kerala	1775-91
Elections to Committees—	
(i) Indian Council of Agricultural Research;	1791-92
(ii) National Shipping Board; and	1792-93
(iii) National Food and Agriculture Organisation Liaison Committee	1793
Railway Budget—General Discussion	1793-1882
Shri A.B. Vajpayee	1794-1808
Shri Krishna Kumar Chatterji	1808-15
Shri Ram Charan	1815-24
Shri N.K. Sanghi	1824-29
Shri Saminathan	1829-35
Shri Hem Raj	1837-45
Shri Dattatraya Kunte	1845-52
Shri Parimal Ghosh	1852-57
Shri Raghuvir Singh Shastri	1857-66
Shri Chengalraya Naidu	1866-72
Shri H. Ajmal Khan	1872-75
Shrimati Savitri Shyam	1875-82
Personal Explanations under Rule 357 re. certain allegations	1882-84
Shri Satya Narayan Sinha	1882-83
Shri K. C. Pant	1883-84

* 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.

LOK SABHA DEBATES

1533

LOK SABHA

Tuesday, May 30, 1967/Jyaishta 9, 1888
(Saka)

The Lok Sabha met at Eleven of the Clock

[Mr. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Mr. Speaker: The House will now take up Questions—Shri Shri Chand Goel—

श्री मधु सिन्घे : अध्यक्ष महोदय, यह 151 से 156 तक सारे प्रश्न बाध के बारे में हैं, कोई बाध नीति के बारे में है कोई भूख से मृत्यु के बारे में है, कोई सूखा प्रस्त लोगों के बारे में है तो कोई केन्द्र द्वारा बाधाओं की सहायता के बारे में है तो कोई सरकार की घोषणा के बारे में है इसलिये मेरा सुझाव है कि यह छहों सवाल एक साथ में ले लिये जायें और सब के जवाब या कार्य और उन पर सभी लोगों को सवालगत पूछने का मौका दिया जाय । इस तरह से एक घंटे की बहुत का समय भी बच जायेगा ।

Mr. Speaker: I have no objection. I do not know whether the House would accept it.

श्री मधु सिन्घे : अब यह छहों सवाल तो पूछे ही जायेंगे ।

श्री श्रीकार साह देरवा : सारे बाध के बारे में नहीं हैं, बलव की है जैसे प्रश्न 154 सुपर बाजार के बारे में है ।

1534

Shri P. K. Des: Sir, that will create some difficulty. Supposing I have tabled two questions, I am entitled to put four supplementaries. If all these questions are taken together, then I will be allowed to put only one supplementary.

श्री मधु सिन्घे : जी हाँ सुपर बाजार वाला सवाल प्रथम किया जाय ।

Mr. Speaker: That is true. But there is another difficulty also. About 50 hon. Members have tabled the first question. If I am to call all of them and allow even one supplementary each, that itself will take an hour. In addition to these hon. Members, others who have not tabled the question also get up and ask for supplementaries to be put. Therefore, unless I am permitted to go over to the next question after allowing two or three supplementaries, we will not be able to do any work during the Question Hour.

Shri S. M. Banerjee: Sir, the first question is very important.

Mr. Speaker: It is very important; I entirely agree with the hon. Member. But if I allow all hon. Members who have tabled the question to put at least one supplementary each, that will take one full hour. If that is the desire of the House I have absolutely no objection.

Some hon. Members: No, no, Sir; you may allow only four or five supplementaries.

Mr. Speaker: I think after allowing four or five supplementaries I will pass on to the next question. We will have to do it only that way. Now, Shri Shri Chand Goel may put the question.

Chief Ministers' and Food Ministers' Conference on Food Policy

+
 Shri Shri Chand Goel:
 Shri Mohan Swarup:
 Shri Nath Pal:
 Shri Hem Barua:
 Shri Surendranath Dwivedy:
 Shri Yashpal Singh:
 Shri V. Krishnamoorthi:
 Shri Indrajit Gupta:
 Shri Yogendra Sharma:
 Shri N. S. Sharma:
 Shri Sharda Nand:
 Shri Brij Bhushan Lal:
 Shri Kam Singh Ayarwal:
 Shri Madhu Limaye:
 Shri S. M. Banerjee:
 Dr. Ram Manohar Lohia:
 Shri George Fernandes:
 Shri Inderjit Malhotra:
 Shri Chintamani Panigrahi:
 Shri Sidheshwar Prasad:
 Shri Sradhakhar Supakar:
 Shri N. R. Laskar:
 Shri Ram Kishan Gupta:
 Shri J. B. Singh:
 Shri Ranjit Singh:
 Shrimati Tarkeshwari Sinha:
 Shri Hukam Chand Kachwal:
 Shri Jagannath Rao Joshi:
 Shri M. Sudarshanam:
 Shri F. K. Deo:
 Shri K. P. Singh Deo:
 Shri Dhirendranath:
 Shri D. N. Patodia:
 Shri Bibhuti Mishra:
 Shri K. N. Tiwary:
 Shri Prakash Vir Shastri:
 Shri P. Parthasarathy:
 Shri E. D. Reddy:
 Shri D. S. Patil:
 Shri E. Barua:
 Shri C. C. Desai:
 Shri Y. A. Prasad:
 Shri N. K. Sanghi:
 Dr. Karni Singh:
 Shrimati Nitrip Kaur:
 Shri K. Srinivasaraya:
 Shri Manibhai J. Patel:
 Shri Onkar Lal Berwa:
 Shri Moolna Lal:
 Shri Vahwa Nath Pandey:
 Shri S. K. Samundhan:

Will the Minister of Food and Agriculture be pleased to state:

(a) the details of the decisions arrived at the Chief Ministers' and Food Ministers' Conference held at New Delhi on the 8th and 9th of April, 1967 in the matter of food policy; and

(b) whether any All-India Food Policy has been worked out to solve the food problem facing the country?

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri D. Erling): (a) A statement is placed on the Table of the House.

(b) Yes, Sir.

Shri Sradhakhar Supakar: Sir, I rise to a point of order. These statements are not available even to the Members who have tabled the questions. Therefore, I would submit that in future the hon. Minister who is replying to the question may give a gist of his statement in the House so that even those Members who have not got copies of the statement may be able to ask supplementary questions.

Mr. Speaker: Everybody must get a copy of the statement. A copy of the statement must be given to every hon. Member.

श्री सौंदर लाल बेरवा : कपी नहीं मिली है ।

श्री सुकम चन्द कश्यप : बहुत कम कानियाँ निकलती हैं सब को नहीं मिलती हैं ।

Mr. Speaker: Two or three days ago the same point was raised here and then it was suggested that the Ministry concerned must supply sufficient copies so that all hon. Members may be able to have a copy.

Shri Chintamani Panigrahi: He should read out the statement.

Shri Sradhakhar Supakar: He should give at least a gist of it.

Shri Krishna Kumar Chatterji: The statement should be circulated in time.

Shri Annasaheb Shinde: We will ensure that sufficient copies are made available.

Mr. Speaker: I am told that there are copies in the Notice Office but hon. Members have not taken them.

Shri Bai Raj Madhok: I just now enquired, Sir, and it was not available.

श्री बाजीराज राज मधोक : स्टेटमेंट पढ़ कर बतलाए ।

Mr. Speaker: He may read it out.

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): The summary of the conclusions reached in the Conference of the Chief Ministers and Food Ministers held on 6th and 9th April, 1967 is given as follows:

1. It was realised that in the present context of shortage and scarcity, it would not be wise to depend upon the free market mechanism to meet the situation. It was, therefore, felt that the existing zonal restrictions under which the inter-State movement of foodgrains on private trade is banned, should continue. The movement of pulses other than gram would, however, continue to be free.

2. The present wheat zone consisting of Punjab, Haryana, U.P. and the Union Territories of Himachal Pradesh and Chandigarh and the non-rationed areas of Delhi, would be split into single-State zones. Under the revised system, U.P., Punjab, Haryana and Himachal Pradesh would form separate zones.

3. It was recognised that the tentative National Food Budget placed before the Conference had some limitations on account of the imperfect data available relating to production, consumption etc. It was, therefore, felt that in order to meet the difficult situation during the year, it would be necessary to proceed ad-hoc basis and

that efforts should be made to perfect the system of collection of data so that a proper and more accurate Food Budget could be prepared later on.

4. It was recognised that the position with regard to rice is extremely difficult. It was agreed, therefore, that every effort should be made to intensify the procurement of rice within the country both in surplus and deficit States so that sufficient quantities may become available for public distribution in the deficit States. It was agreed that Andhra Pradesh would supply to the Centre in all 6 lakh tonnes against the supply of 2 lakh tonnes of imported wheat and milo by the Centre to the State. Punjab Government agreed to make available to the Centre about 6 lakh tonnes of all foodgrains. Orissa agreed to supply 75,000 tonnes of rice to the Centre and also agreed to consider whether some more quantities could be made available in exchange for wheat supplied to the State by the Government of India.

5. With regard to procurement, it was agreed that the method of procurement in each State should be left to the State concerned but that every State should make all efforts to maximise procurement.

6. It was felt that the procurement prices for wheat recommended by the Agricultural Prices Commission were somewhat low. It was decided that the question would be discussed further with the main rabi growing States and that the level of prices for the rabi foodgrains would be announced within a few days.

7. It was agreed that the role of the Food Corporation in the procurement and purchase of foodgrains should be examined and the States should make every effort to assist the Food Corporation in fulfilling the objects with which it was set up. It was emphasised that in doing so every effort should be made to see that the Food Corporation functions efficiently and that it did not function as an addition-

al intermediary. It was also agreed that examination of the costs and margins of the Food Corporation would be looked into to ensure that the bringing in of the Food Corporation did not result in any increase in prices.

8. It was agreed that a Standing Committee of Chief Ministers consisting of some Chief Ministers of deficit as well as surplus States will be formed to deal with the various problems on food as and when they arose.

9. It was realised that in the very difficult situation in which we are this year, it was very necessary to intensify production within the country and for this purpose every effort should be made to grow short-term crops over as large area as possible in the period between the harvest of the Rabi and sowing of the kharif crops.

Shri Shri Chand Goel: The question is rather important as is indicated by the fact that there are as many questioners as there are members in the Union Ministry. I would like to know the shortfall, the difference between our food production and our food requirements. How does the Government propose to make up the shortfall during the current year?

Shri Annasaheb Shinde: The position is well known. First of all, the final estimates are not available. They would be available within a month or so. The indications are that this year the volume of production is likely to be of the tune of 76 million tons. Regarding imports, though it is also not very definite, we may be in a position to import about 7 million to 9 million tons. That would be the total availability and within that availability we will have to make our internal arrangements.

Shri Shri Chand Goel: In view of the importance of the food problem and considering that it is a national problem and that it is the duty of the Union Government to supply food to every countryman, will Government undertake equal, fair and equitable distribution of foodgrains in the entire

country, leaving the question of production to the States?

The Minister of Food and Agriculture (Shri Jagjivan Ram): I do not accept that it is the sole responsibility of the Union Government to supply food to the people. It is the joint responsibility of the Centre and the State Government concerned. The Centre tries to help the deficit States to the extent possible with the available foodgrains with the Centre whether procured within the country or imported from outside.

Shri Hem Barua: Since the Union Government has not succeeded to the desired extent in the matter of importing foodgrains for helping the different States in the country in this critical situation, may I know how far it is a fact that some of the State Governments in which non-Congress parties are in power have suggested importing of food by themselves through bi-lateral agreements with foreign countries, specially with Ceylon and Burma; if so, what is the reaction of the Union Government to this suggestion made by certain State Governments?

Shri Jagjivan Ram: No State Government has made any suggestion to this effect.

Shri Hem Barua: But it came out in the papers. If a suggestion is made, what will be your attitude?

Shri Jagjivan Ram: I do not think we answer hypothetical questions.

Shri Surendranath Dwivedy: In the statement just read out by the Minister it is said that the role of the Food Corporation is to be examined and care would be taken that it does not become an additional intermediary. I want to know whether the role of the Food Corporation has not yet been clearly stated by the Government of India. What is the attitude of the State Governments; are they prepared to help the Food Corporation to procure and purchase foodgrains in the States? If there is opposition, which States are opposing it?

Shri Annasahib Shinde: The statement does not say that the role is to be examined; what it says actually is that it was agreed that the role of the Food Corporation in the procurement and purchase of foodgrains should be examined. There were some complaints that the charges which the Food Corporation levies as an agency were on the high side and, naturally, it was indicated in the conference that this would be examined and that we shall see that the Food Corporation functions effectively as an efficient agency so that if there are any unreasonable charges our efforts should be to minimise them. But it has also been mentioned in the statement that the Food Corporation should be enabled to function so that the objective with which it was established, we shall be able to realise.

श्री यशपाल सिंह : मैं माननीय मंत्री महोदय से यह जानना चाहता हूँ कि क्या कोई भी और देश इतना समृद्ध है जहाँ पर कि किसान ने सोरघ सीजन में 65 रु० मन गेहूँ खरीदा हो और बाव में उस से 34 रु० मन गेहूँ लिया जा रहा हो ? इतनी बड़ी डिस्क्रिटी जब तक खत्म नहीं होती तब तक किस तरीके से खेती तरकी कर सकेगी और किस तरह से डेवलपमेंट होगा ? क्या मुख्य मंत्रियों के सम्मेलन में या कैबिनेट की मीटिंग में इस बारे में गौर किया गया है कि इस तरह की कोई रेस्ट्रिक्शन होनी चाहिये कि जिस रेट पर गेहूँ खरीदा जाता है उसी रेट पर किसान को बीने के लिये और सात घर खाने के लिये मिले ?

Shri Annasahib Shinde: As I have already mentioned, the Agricultural Prices Commission actually suggested prices at a lower level but it was at the initiative of the Food and Agriculture Minister, the hon. Shri Jagjiwan Ram, that higher prices for rabi foodgrains were fixed. I think, the State Governments were also satisfied with that because they were determined in consultation with the State Governments, and the interest of farmers was taken into consideration.

श्री यशपाल सिंह : कोई ऐसा स्त हो होना चाहिये कि जो इस के ऊपर मुनाफा कमायेगा उस के खिलाफ स्टैप लिया जायेगा ।

श्री जगजीवन राम : मैंने स्टेट मन्नेमेंट्स से यह कहा है कि होडिंग और प्राफिटवॉरिंग के खिलाफ यह कितने सक्त कदम उठा सकें यह उताये ।

Shri Indrajit Gupta: Is the hon. Minister aware of the fact that several eminent statisticians and economists in the country have frequently stated that the system by which data is procured regarding the actual figures of production is so faulty that there may well be a case of saying that there is absolutely no deficit at all of foodgrains? With particular reference to para 3 of the statement, I would like to know what is the present system by which the accuracy in the preparation of these estimates of actual food production and availability is ensured. It is stated here that the data is imperfect. May I know what new methods are they considering by which the accuracy can be ensured? The people say that there is no deficit actually and that a fictitious deficit is being propagated simply in order to avoid procuring of foodgrains for proper distribution.

Shri Annasahib Shinde: We have got our statistical organisation. Our effort is to strengthen it. The statistical organisation works in various States and State Governments are also cooperating with us in seeking that the statistical organisation works efficiently and that the statistics are accurate. But, obviously, the limitations are there. As has already been mentioned by the hon. Minister the other day, the availability of foodgrains in the country appears to be apparently much more than actually indicated by statistics. But some limitations are there and they have been mentioned in the House.

Shri Chintamani Panigrahi: The Orissa Government promised, originally, to export 75,000 tonnes of rice.

But by now, it has exported 95,000 tonnes of rice including 20,000 tonnes of paddy seeds. The Central Government promised to supply 10,000 tonnes of wheat but they have supplied only 3000 tonnes of wheat. There are reports of starvation deaths from different parts of the State. The food situation in the State is very difficult. May I request the Government to supply the promised quantity to the Orissa Government?

Shri Annasahib Shinde: In the Conference, the Chief Minister of Orissa suggested that it may be possible for Orissa to supply 75,000 tonnes of rice. That is the statement I have made.

Shri Jagjiwan Ram: That does not arise out of this Question. But if he gives a separate notice, all those details can be supplied.

श्री विभूति मिश्र : क्या यह सही है कि बिहार के लोग, चाहे वह ट्रेडर्स हों या कोई धीर, बिटिश डेज में पंजाब से गेहूँ खरीदते थे और जब से इंडियेन्स हुई है, जब से जोन बन गये, बिहार के पंजाब से गेहूँ खरीदने पर रोक लग गई ? क्या यह भी सही है कि इस रोक की वजह से बिहार में यह टेन्डेन्सी बढ़ रही है कि वहाँ पर जो मिमरल्स होते हैं वह दूसरी जगह न जायें और इस तरह से देश की एकता टूट रही है ।

श्री जगजीवन राम : यह तो जोनय सिस्टम का प्रश्न है । जैसा फैसला इस सम्बन्ध में किया गया है वह बतला दिया गया । यह फैसला इस लिये लेना पड़ा कि कई एक प्रान्तों में भनाज की जितनी आवश्यकता है उतना भनाज नहीं है । अगर इस व्यापार को खुला छोड़ दिया जाता है तो सरकार के लिये जानकारी हासिल करने की कोई मुंजाइश नहीं रहती है कि किस प्रान्त में कितना गया, और जहाँ पर जकड़त है वहाँ गया या जहाँ सबसे ज्यादा बाम मिलते हैं वहाँ गया, व्यापार के माध्यम से भनाज चलता है तो क्यामारी लोगों का मनोबुति यह होती है कि जहाँ अधिक के

अधिक ऊँचे बाम मिल सकें वहाँ वे उस को ले जायें न कि जहाँ सबसे ज्यादा जकड़त है वहाँ ले जायें । जब तक हमारे पास गन्ने का कोई भंडार नहीं रहेगा तब तक इस बीच को बचाने का कोई उपाय हमारे पास नहीं रहेगा । इस लिये यह आवश्यक समझा गया कि अलग अलग प्रदेशों में जोन बना कर के वहाँ से सरकार गल्ला हासिल करे और जिस प्रान्त में गन्ने का अभाव हो वहाँ भेजें ।

Shri P. K. Deo: I cannot understand how Shri Panigrahi's supplementary does not arise out of the statement made here. It is a very relevant supplementary. It arises from para 4 of the statement where the Government has stated that Orissa Government has agreed to supply 75,000 tonnes of rice in exchange for wheat. So far as Andhra Pradesh is concerned, it is 6 lakh tonnes of rice in place of 2 lakh tonnes of wheat. If it is 3:1, Orissa is entitled to 25,000 tonnes of wheat. We are getting telegrams from all over the State that there is acute shortage of wheat and atta. In view of the acute shortage of wheat and atta, may I know if this much quantity of wheat is going to be supplied to Orissa immediately?

Shri Jagjiwan Ram: The hon. Member has not properly listened to the statement that has been made here. The statement says that Orissa has offered to supply 75,000 tonnes of rice. Then we made a request to the Chief Minister of Orissa to supply some more rice and he replied that he would consider that if an equal quantity of wheat was given to him. Certainly I will look into it; what is the shortfall in the supply of wheat, certainly I will try to send.

Shri R. Barua: From the statement it appears that a Standing Committee consisting of Chief Ministers from deficit States and surplus States would be formed. Is it to look into the problems that may arise in connection with food from time to time?

Shri Annasaheb Shinde: It has been indicated that the Chief Ministers of Andhra Pradesh, Bihar, Kerala, Madras, Maharashtra, U.P. and West Bengal would be members of this Standing Committee. This has been indicated.

श्री जटल बिहारी बाबूदेवी : क्या यह सच है कि मुख्य मंत्रियों और खाद्य मंत्रियों के सम्मेलन में मध्य प्रदेश के मुख्य मंत्री न अपने प्रदेश की बिगड़ती हुई खाद्य स्थिति की घोर समीक्षण का ध्यान कीया था? क्या उन्होंने यह बताया था कि मध्य प्रदेश के कुछ जिलों में भूकाल की स्थिति है, लोग पैदलों की पत्तियां और अर्धे खा रहे हैं और क्या उन्होंने यह भी बताया था कि सरगुजा जिले के हजारों लोग बिहार के पानामऊ जिले में चले गये हैं जहां सहायता कार्य प्रच्छन्न चल रहा है? यदि मुख्य मंत्री महोदय ने नहीं बताया तो क्या मंत्री महोदय के पास मध्य प्रदेश की खाद्य स्थिति के बारे में कोई अपनी जानकारी है और यदि है तो उस के आधार पर अब तक क्या कार्यवाही की गई है?

श्री जगजीवन राय : सदस्य महोदय ने जो बातें कही हैं उन बातों को कहने का तब अवसर नहीं था। सरगुजा की खाद्य स्थिति बाद में बिगड़ी है। वहां जो हालत पैदा हुई वह बाद में हुई। लेकिन वह उन्होंने जकर कहा कि मध्य प्रदेश जो पहले एक ऐसा प्रदेश था जहां उस की प्रावश्यकताओं से अधिक भनाज होता था और भनाज बाहर बेचा जाता था। आज वैसी स्थिति नहीं रही। भनाज के कारण कि अब उस को जितने भनाज की आवश्यकता है उतना भनाज भी उस के पास नहीं है और उस को बाहर से भनाज मंगाने की आवश्यकता होगी। यह उन्होंने कहा था और हम लोग कुछ आज मध्य प्रदेश को बे भी रहे हैं। वहां तक सरगुजा की हालत का सम्बन्ध है उस की जानकारी हम को हुई है और वहां पर कुछ कार्रवाई प्रारम्भ भी की गई है। केयर की माफ़त कुछ बच्चों और महिलाओं को बिलाने

का काम प्रारम्भ हुआ है। कुछ किचन भी प्रारम्भ किए गए हैं वहां लोगों को बिलाने का इंतजाम किया गया है और कुछ रिक्तों के लिए हार्ड मैनूअल वर्क भी जारी हुआ है। लेकिन मैं मानता हूँ कि जितना काम हो रहा है वह नाकाफ़ी है और और अधिक करने की आवश्यकता है।

Shri Inderjit Malhotra: In view of the past experience and the difficulties faced in procuring sufficient quantities of foodgrains, may I know if the Central Government is suggesting to the State Government State trading in foodgrains?

Shri Annasaheb Shinde: Yes, Sir. In fact, this subject matter was discussed at length. Of course, the method of procurement has been left to the discretion of the State Government. But all the Chief Ministers assured us that they would try their level best to see that procurement is done.

Shri J. B. Kripalani: I would like to know what the Food Minister would do in the case of a State which is a surplus State but which has areas which are in famine. Because it is a surplus State and through neurotic obstinacy, the Government of that State does not call for help from the Centre and within the State there are restrictions as between one tehsil and another tehsil. So, what is to be done in regard to those people who are living in those deficit areas and who cannot get food from the surplus area in the same State? In their neurotic pride, the Government of the State do not call for help from the Centre. How are these pockets to be fed? I know that in Madhya Pradesh there are at least three to five areas where famine conditions exist, and in one area even the district magistrate had declared that there was famine condition but nothing is being done, because the foodgrains cannot move in the same State not only from district to district but from tehsil to tehsil.

Shri Jagjiwan Ram: I shall not accept this presumption on the part of the hon. Member that any responsible state Government will neglect certain areas and ignore them and it will be necessary for the Centre to come to the rescue of that area.

Shri A. B. Vajpayee: That is what is happening. (Interruptions).

Shri Jagjiwan Ram: My hon. friends are free to make any insinuations that they choose.

Shri A. B. Vajpayee: It is a question of fact. Let the hon. Minister visit these areas himself.

Shri Jagjiwan Ram: We should not forget that in the State also, there are responsible legislators and representatives of the people as we here are. So long as the State Governments are functioning, and so long as there are representatives of the people in the State Legislatures and so long as the State Legislatures are functioning....

श्री मधु सिन्हा : भवन इस बात कि धान सभा नहीं चल रही है। कई विधायकों ने कहा है। धान ने सायद पड़ा नहीं है। धान स्टेट्समें में एक लम्बा आर्टिकल आया है। उसको पढ़ें।

Shri Jagjiwan Ram: I have not finished my answer yet.... (Interruptions). Therefore, it shall be the duty.... (Interruptions).

Mr. Speaker: May I request hon. Members to allow the hon. Minister to finish his reply?

Shri Jagjiwan Ram: I am saying that so long as the constitutionally State Governments are functioning there, so long as the responsibility of the State Governments to look after these areas is there and so long as the legislatures are functioning there, I should not presume that they are oblivious of the conditions in the State.

So far as the Centre is concerned, I have said that in certain areas of Madhya Pradesh there is acute distress and certain actions have been taken. But as I have said, all of them are not adequate. We are sending, to the extent of availability of foodgrains, that is, nearly 35,000 to 40,000 tonnes of foodgrains to Madhya Pradesh. As a matter of fact, I may inform the House that I have ordered 2000 tonnes of wheat to be moved to Madhya Pradesh for free distribution in the distress areas.

Shrimati Sushila Bhatnagar: In order that the States may ultimately become self-sufficient and in order that we may reduce our dependence on foreign imports, may I know whether the Food Minister has enquired of the Chief Ministers what the annual requirements of the various States are in the matter of fertilisers, money and machinery, apart from foodgrains, and if so, whether the Food Minister would consider the advisability of asking the Food Ministers in the States to see that these requirements are provided and also enough incentives are provided to the farmers so that production can be boosted up so as to make the country self-sufficient?

Shri Annasahib Shinde: All these requirements of the various State Governments are looked into. As far as the fertiliser requirement is concerned, for instance, the fertiliser distribution policy has been formulated in consultation with the State Governments.

श्री जर्ज करमंडीज : जो बयान यहां पर मंत्री महोदय ने देना किया है, उसमें उन्होंने कहा है :

"It was, therefore, felt that the existing zonal restrictions under which the inter-State movement of foodgrains to private trade is banned, should continue."

मेरा पहला प्रश्न यह कि क्या किसी मुख्य मंत्री ने इस बैठक में ऐसी बिगड़ी की थी कि जोनल रेस्ट्रिक्शंस को खत्म किया जाए

धीर एक सूबे से दूसरे सूबे में हर किसम के अनाज को बेचने की व्यवस्था हो ? इस स्टेटमेंट पर एक तो मेरा यह प्रश्न है।

मेरा दूसरा प्रश्न यह है कि . . .

एक मासवीय सत्रस्थ : अध्यक्ष महोदय, क्या एक से अधिक प्रश्न पूछने की इजाजत है ?

श्री जार्ज करनैडीश : मेरा प्रश्न इस स्टेटमेंट से सम्बन्धित है।

Shri Hem Barua: Let him be allowed to complete his question.

Mr. Speaker: He is putting parts (a), (b) and (c) of the question.

श्री जार्ज करनैडीश : इस स्टेटमेंट के पैराग्राफ 8 में कहा गया है :

"It was agreed that every effort should be made to grow short-term crops over as large an area as possible in the period between the harvest period and sowing of kharif crops."

Mr. Speaker: The hon. Member must come straight to his question. I am not going to allow speeches like this. He is taking away the time of the whole House.

श्री जार्ज करनैडीश : मैं यह जानना चाहता हूँ कि क्या इस बारे में कोई ठोस निर्णय हुआ है और क्या इस को प्रमत्त में लाने के लिये कोई कार्यवाही की गई है। इस स्टेटमेंट में एक बात का जिक्र नहीं किया गया है। 26 जनवरी को भूतपूर्व राष्ट्रपति ने खा-इंडिया रेडियो से तक्रार करते हुए कहा था कि हमारे अनाज की पैदावार का एक-तिहाई हिस्सा बेस्ट होता है। मैं यह जानना चाहता हूँ कि क्या बीकमिनिस्टर्ड कॉमिटी ने इस बारे में कोई बहस की गई और इस बेस्टेज को रोकने के लिये क्या फैसला किया गया।

Mr. Speaker: The reply need only be short. It need not be so long as the question.

Shri Jagjivan Ram: Some of the Chief Ministers were in favour of removing zonal restrictions. (Inter-ruptions). A few Chief Ministers were in favour of removing zonal restrictions.

श्री जगु किशोर : कौन से ? उन के नाम बताने चाहिये।

Shri Jagjivan Ram: I am not going to answer that. That was not part of the question.

The second question was about short-term crops. Positive action has been taken and perhaps the House will be very happy to learn that nearly 11 lakhs acres have been brought under short-duration crops.

So far as the question of wastage is concerned, that was not considered at the Chief Ministers' conference but positive steps are being taken.

In fact, I am going to circulate a report from the Food and Agriculture Ministry wherein all the details will be given showing what actions have been taken to avoid wastage of food-grains.

श्री प्रकाशवीर शास्त्री : क्या बाघ मंडी के कारों तक ये समाचार पहुँचे हैं कि जिस प्रकार मरवाजा के कुछ निवासी बिहार के पालामऊ जिले में जा कर भूख से निष्पत्ति की अपनी इच्छा की पूर्ति कर रहे हैं, उन्हीं प्रकार उत्तर प्रदेश में मिर्जापुर, इलाहाबाद और बनारस जिलों के निवासी भी भूख से निष्पत्ति पाने के लिये बिहार जा रहे हैं, क्योंकि वहाँ पर अधिक घन्टी धीर पर्याप्त मुविझाएँ उपलब्ध हैं। यदि हाँ, तो उत्तर प्रदेश सरकार से इस बारे में जानकारी ले कर इन जिलों की आवश्यकताओं की पूर्ति के लिये क्या कुछ विभाग उपाय लिये जा रहे हैं ?

श्री जगदीश्वर राम : जहाँ तक उत्तर प्रदेश का सम्बन्ध है, धारमिक व्यवस्था

में गिरजापुर में काफी इन्तजाम नहीं था, लेकिन अब वहाँ इन्तजाम पर्याप्त हो गया है और काम भी धन्डा हो रहा है। जहाँ तक मेरी जानकारी है, वहाँ पर उत्तर प्रदेश गवर्नमेंट और रूर-सरकारी संस्थाओं के द्वारा धन्डा काम हो रहा है।

श्री प्रकाशचौर शास्त्री : वहाँ से भारत सेवा समाज को तो वापस बुला लिया जाये।

श्री मनुभाई पटेल : भारत सरकार ने यह एलान किया था कि हम 1971 तक सारे देश में ग्रन्थ-स्वावलम्बन हासिल कर लेंगे। क्या चीफ मिनिस्टर्स कांफरेंस में इस बदली हुई परिस्थिति में इस लक्ष्य की प्राप्ति के लिये विचार-विमर्श किया गया था; क्या अब भी सरकार का यह विचार है कि हम 1971 तक ग्रन्थ-स्वावलम्बन हासिल कर सकेंगे, यदि हाँ, तो इस के लिए क्या उस कार्यक्रम बनाया गया है?

श्री जगजीवन राम : पहले के सम्मेलन में इस पर विचार हुआ था और उस के हिसाब से कार्यवाही हो रही है।

Mr. Speaker: Shri Berwa:

Shri Nath Pal: We are also on the list of questioners.

Mr. Speaker: But I called the hon. Member; he was not here. He has not come. There are fifty questioners in the list.

Shri Nath Pal: I have the same list which you have.

Mr. Speaker: I called the hon. Member in the beginning.

Shri Nath Pal: Is that the punishment for coming late?

Mr. Speaker: No. But before I come back to him for a second time, I should call the others at least once.

श्री बोंकार लाल बेरवा : आज राजस्थान की सबा दो करोड़ जनता में से तेरह लाख ग्रामीण मुख के भिकार हैं। हाल ही में बाघ मंत्रियों और मुख्य मंत्रियों के जो सम्मेलन हुए, उन में राजस्थान का प्रतिनिधित्व किसी ने नहीं किया। मैं यह जानना चाहता हूँ कि उन सम्मेलनों में राजस्थान के बारे में क्या चर्चा हुई, राजस्थान का प्रतिनिधित्व किस ने किया और राजस्थान को क्या सहायता देने की योजना है।

श्री जगजीवन राम : राजस्थान का प्रतिनिधित्व था।

श्री बोंकार लाल बेरवा : किस ने किया ?

श्री जगजीवन राम : राजस्थान के एडवाइजर ने प्रतिनिधित्व किया। जहाँ तक सहायता का सम्बन्ध है, हम राजस्थान को चालीस हजार टन प्रति-मास दे रहे हैं।

श्री बोंकार लाल बेरवा : नवा दो करोड़ लोगों के लिये केवल चालीस हजार टन ?

Mr. Speaker: I find so many hon. Members rising in their seats. We have already spent over 35 minutes on this question. If it is the desire of the House that we should take one hour on this question, I do not mind.

श्री बच्चू लिसवै : अध्यक्ष महोदय, अगर मेरे मुद्दा को मान कर प्रश्न संख्या 151, 152, 153, 155 और 156 को एक-साथ ले लिया जाता, तो पांच प्रश्न भी निपट जाते और सब भाननीय सदस्यों को योका भी मिल जाता।

Shri K. Suryanarayana: May I know whether the Government is aware that the Food Corporation is charging more to the consumer than the ordinary dealers in surplus areas like the West Godavari district for the same quality of rice?

Mr. Speaker: We are going into details that are not covered by this question.

Shri Nath Pal: In reply to my question in the last session of the Lok Sabha, Shri Jagjivan Ram answered to the effect that he was expecting that the preparation of a national food budget would be finalised at the Chief Ministers' conference. The meeting has taken place but the reason for the non-preparation of the budget that is now given is that sufficient data was not available. Is it the reason for not producing a national budget or is it the even more dangerous reason—the decline of the authority of the central leadership to take any kind of lead or to take any initiative; and (b) I want to know whether any State Chief Minister made a suggestion that he should be allowed to import food directly and, if so, which were those States. You have given a sort of a reply to my friend Mr. Barua in your letter. I want to get an answer to this question because we keep on hearing that some State Chief Ministers are in a position to import directly and the Central Government is coming in the way. Has the Government considered this question of policy?

Shri Jagjivan Ram: (a) Of course some sort of a national budget was circulated to the various States and at the Chief Ministers' conference, it was felt that the data obtained therein was not acceptable to all the States: No question of the authority of the Central Government vis-a-vis the State Government was involved. We do not have any constitutional authority in this matter. Food and Agriculture is a State subject and it is only with the goodwill of the State Governments that we can function.

Shri Nath Pal: A national budget is a necessity to save the nation. It was felt, and I personally feel, that the formulation of a national food budget will require thorough investigation into the production figures of the various States and also the consumption pattern in the various States and different areas in the same State. Therefore, that question does not arise.

Shri Hem Barua: What about the erosion of leadership?

Shri Jagjivan Ram: When Shri Hem Barua gets corroded and eroded, he thinks of erosion.

श्री मधु सिन्हा: घावग्रयता इरोजन की नहीं है, घोर-घरो की है।

श्री डा० ना० तिवारी: विनम्र विनियोग है।

Shri Jagjivan Ram: (B) No proposal to that extent has been made by any State Government.

Shri Nath Pal: What is your attitude?

Shri Jagjivan Ram: I am not going to answer any hypothetical question.

Shri N. K. Sanghi: It has been admitted that there is a growing shortage of food in the country. May I know from the hon Minister if a national policy for destroying pests and sparrows is under contemplation of the Government?

Shri Annasahib Shinde: How does this arise from the main question, Sir?

Mr. Speaker: Shri Kachavalya

श्री हुकम चन्द कच्छवाल: माननीय मंत्री जी ने मध्य प्रदेश के पूर्वी जिलों के बारे में बताया कि इतना घनाज उन्हें भेजा है। मैंने 29 अप्रैल से 4 मई तक राहडोल जिले का दौरा किया, इतने दिनों में वहाँ पर पीपल की पत्ती और बांस की पत्ती मैंने स्वयं खाई, वहाँ पर कहीं भी घास खाने की नहीं मिली। एक बटना जो मैंने वहाँ पर देखी घासको सुनाता हूँ—एक व्यक्ति का बंस मर गया, उसका मांस खोरों की तरह लूट कर ले जाते हैं, क्या सरकार बतावेगी कि उस जिले में जो घनाज भेजा है, वह बराबर लोगों को बटा है? मध्य प्रदेश सरकार ने क्या दिया था कि 5 लाख किन्टन गेहूँ

7 लाख क्वॉन्टल प्यार वीर 29 लाख क्वॉन्टल पने की बसूनी की है, मैं जानना चाहता हूँ कि इस बसूनी में से उन जिलों को कितना धनाश्रय भेजा गया है तथा वहाँ पर बसूनी की है—क्या उन लोगों को लेवी देने बाद इस बात की छुट्टी दे दी गई है कि वे खुले मार्केट में बचे? यदि हाँ, तो केंद्रीय सरकार इस सम्बन्ध में क्या करने जा रही है?

श्री जगजीवन राम : ये सब प्रश्न राज्य की सरकार से पूछने चाहिये, इस से मेरा कोई सम्बन्ध नहीं है।

श्री हुकूम चाव कछवाय : उन्होंने बताया था कि हम ने इतना धनाश्रय भेजा है—जित जिले का, मैंने उल्लेख दिया है, क्या सरकार ने जांच की है कि उस जिले में बहुत धनाश्रय बराबर बंट रहा है—क्या सरकार इस बारे में कोई जानकारी दे सकती है?

श्री जगजीवन राम : That is none of the responsibility of the Central Government. So far as the distribution inside the States is concerned, the State Governments are quite competent to do that.

श्री मधु सिन्घे : बिलाना तो पापकी थी जिम्मेदारी है।

श्री जगजीवन राम : हम हर जिले में जा कर क्वॉन्टल कर सकते हैं।

श्री शिवाजीराव S. Deshpande : Against the background of the hon. Food Minister's own statement, that the formation of State food zones has reduced the situation to this level, namely, it is now easier to import food from the United States to the deficit States than procuring foodgrains from the surplus States to the deficit States, and the question of procurement has come to this, namely, that it is easier to purchase food in the United States than to procure it locally, and on the insistence of

the Chief Minister of Uttar Pradesh, they are paying Rs. 90 per quintal as the cost of procurement, does the Food Minister propose to have any semblance of similarity in the procurement prices and the restriction on the State food zones?

श्री जगजीवन राम : I do not think there can be any similarity between states in and the procurement prices. Various factors as given by the States have to be taken into consideration, and on the request of the State Governments who, having taken all these factors into consideration, approached the Central Government and, by and large, we have accepted the recommendations of the State Governments so far as food procurement prices are concerned.

श्री Kanwar Lal Gupta : One question about Delhi.

Mr. Speaker : I am calling the hon. Member Shri Xavier. Why don't we give him a chance? He is also rising.

श्री S. Xavier : Mr. Speaker, Sir, for procurement and distribution of foodgrains in every district, there are the District Supply Officers and their staff, and Taluk Supply Officers and their staff and the village officers. In the State capitals, there are the Civil Supplies Commissioners. In view of all these establishments, will the hon. Minister be pleased to state whether he will consider the expediency of abolishing the Food Corporation as an unnecessary and superfluous body and divert the expenditure to other schemes for food?

Mr. Speaker : Shri Jyotirmoy Basu.

श्री Jyotirmoy Basu : In case the State Governments apply for a licence for importation of foodgrains from abroad, will he be prepared to grant a licence, as in the case of private individuals?

श्री जगजीवन राम : It is a hypothetical question.

Shri Jyotirmay Bham: It is not a hypothetical question at all. This has been mentioned by the Chief Ministers a number of times that they want to import foodgrains.

Shri F. Venkatasubrahmaniam: In para 4 of his statement, the Minister says:

"Every effort should be made to intensify the procurement of rice within the country both in surplus and deficit States...."

The tendency has been that the deficit States have been exaggerating the deficit and the surplus States have been minimising their surplus. In certain cases, the deficit States have been exaggerating their deficit and blaming the Centre and the other surplus States. In view of this, may I know what efforts the Ministry are proposing to take to get at the real figures of production?

Shri Anasahib Shinde: In fact, all these matters—a national food policy and other issues—were discussed in the Chief Ministers' conference. The local situation differs from State to State. We are trying to understand each other's difficulties. (Interruptions).

Shri Trilok Kumar Chaudhary: The hon. Minister took shelter.....

Mr. Speaker: Some members say I should go on to the next question. I wish the leaders do not get up so frequently, so that I can look behind and give opportunities to the back-benchers.

बी बचन बच कबचन : कितने लोग
बरे हैं इतना तो बतला दें।

बचन बहोचन : आप बचन करने
के बाद बोल रहे हैं, यदि ऐसा होना तो मैं
दूसरा बचन बचने से नृणा। इस से क्या फायदा
होगा।

Shri Trilok Kumar Chaudhary: The hon. Minister took shelter under the plea that under the Constitution, food

and agriculture is a State subject. May I remind him that production and distribution of foodstuffs and price control thereof is a concurrent subject? May I know whether the Central Government, who have proceeded with making legislation and formulation of policies so far as concurrent subjects are concerned have on their own accord thought of a national food budget and considered the question of abolition of food zones and creating a national food zone consisting of the whole of India or they have gone on surrendering to the States?

Shri Jagjwan Ram: I do not know how the hon. member has presumed that I have taken shelter under that plea. I am not trying to take shelter under that plea. I have stated the facts of the situation as it is in the Chief Ministers' conference and I have said that we will have to carry the Chief Ministers with us in the common endeavour and the responsibility will have to be discharged jointly by the Central Government and the State Governments. That is the effort that we are making. Certainly, at times, the question of removing all the zones has been considered by the Central Government, but it has been found that in the context of the present food situation it will be advisable to continue the food zones (Interruption).

Mr. Speaker: Order, order. From tomorrow I am going to make it a point, however, much the leaders might get angry, since they are not able to help me, to call the back-benchers. The leaders get up every time and the moment I do not call them, Shri Nath Pal, Shri Barua and others, they get wild. But from tomorrow I will be looking behind and call only the back-benchers.

Shri Hem Barua: Sir, you have set up two records today. One is that only one question has been covered in one hour and the other is your decision that from tomorrow you are going to call only the back-benchers.

Mr. Speaker: What to do; I am not able to help it (Interruptions).

Shri Shri Chand Goel: Could you tell us where the front ends and from where the back benches start?

Shri S. Kunda: Sir, I rise to a point of order. Those who sit in the back would definitely not like to be called back-benchers. It would be better if you call us "those who sit slightly behind from the front".

Mr. Speaker: All right.

श्री रामावतार शास्त्री : चीफ़ मिनिस्टर्स और फूड मिनिस्टर्स की काफ़ेस में जिस नेज़नल फूड बजट की चर्चा की गई थी—वया उस फूड बजट के तहत एक मादमी को एक साल में 128 किलोग्राम मोसल भनात्र देने की बात तय की गई है; यदि हां तो बिहार और केरल के लिये 110 किलोग्राम प्रति व्यक्ति प्रति साल क्यों रखा गया है ? उन को इतना कम देने की क्या वजह है ? क्या हां के गांव छोटी नुबों की उपेक्षा कम खाता खाते हैं ?

श्री जगजीवन राम : उस राष्ट्रीय खाद्य बजट को स्वीकार नहीं किया गया है इसलिये उसके आंकड़े यहां पर कोट करने से कोई लाभ नहीं निकलने वाला है।

श्री बाल्मोकी चौधरी : क्या मंत्री गहोदय यह बतान की कृपा करेंगे कि उन में प्रान्तों के खाद्य मंत्रियों घषया मुख्य मंत्रियों से खाद्य सम्बन्धी बातचीत हुई है तो क्या वह प्राप की बातचीत से संतुष्ट होते हैं ? यदि हां तो फिर उन का वक्तव्य विपरीत क्यों होता है ? वैसे वक्तव्य के आंकड़न का कोई तरीका दिया नहीं ?

Shri Annamali Shinde: The policy is evolved as a result of the general consensus out of the discussions.

Some hon. Members rose—

Mr. Speaker: We shall go to the next question now.

नूतन से नूतन

* 152. श्री ओंकार लाल बेरवा :

श्री मोहन लक्ष्मण :

श्री बीरेंद्र नाथ :

श्री प्र० के० देव :

श्री क० प्र० सिंह देव :

श्री अद्वैतार त्रुपकार :

श्री जितानाथ वाणिज्यी :

श्री यशपाल सिंह :

श्री न० कु० सांवी :

श्री पी० गोपालन :

श्री सुरेंद्र नाथ द्विवेदी :

श्री हेम बघना :

श्री प्रभातम :

श्री विजनाथ मेनन :

श्री उचानाथ :

श्री एस्पोस :

श्री कंवर लाल मुत्त :

श्री रा० रव० जिधायी :

श्री बेणीशंकर शर्मा :

श्री बीरेंद्र कुमार शाह :

श्री स० सी० बनर्जी :

श्री नमु लिये :

डा० राम मनोहर लोहिया :

श्री आर्जुन करमोदी :

श्री मांगभाई जे० पटेल :

श्री सिद्धेश्वर प्रसाद :

श्री वी० चं० शर्मा :

श्री ईश्वर देहड़ी :

श्री यशवन्त सिंह कुशवाह :

श्री जगन्नाथ राव जोशी :

श्री हुकम नाथ कश्यप :

श्री राम सिंह अवरवाल :

श्री शारदा नाथ :

श्री भारत सिंह चौहान :

श्री रणवीर सिंह :

श्री ओंकार सिंह :

श्री रामलक्ष्मण शर्मा :

श्री य० च० प्रसाद :

श्री मधुन सिंह भवौरिया :
श्री देवकीनन्दन पटोविया :
श्री मोक्ष लाल :
श्रीमती उषासना शर्मा :
श्री रा० बहवा :
श्री ब० नु० देसाई :
श्री विश्वनाथ पाण्डेय :
श्री नानुराम प्रहल्लाद :
श्री काशीनाथ पांडे :

क्या खास तबू कृषि मंत्री यह बताते
की कृपा करें कि :

(क) जनबरो से अप्रैल 1967 तक
देश में राज्यवार कितने व्यक्ति के कहां
कहां भूख से मरने के तबाबारीमि है ?

(ख) क्या सरकार द्वारा कोई उपाय
किये गये हैं जिस से इस प्रकार मौतें न हों ;
और

(ग) यदि हां तो उनकी क्रियान्विति
के लिये क्या कार्यवाही की गई है ? -

The Deputy Minister in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri D. Ering): (a) to (c). Statement is placed on the Table of the House.

STATEMENT

(a) All reports about starvation deaths whether appearing in newspapers or brought to the notice of the Government of India otherwise are referred by them to the State Governments for investigation and report. None of the reported starvation deaths has so far been confirmed by any of the State Governments.

(b) and (c). The State Governments have organised a large number of relief works in the affected areas in order to provide purchasing power for the people. For those unable to do hard manual work, light Manual schemes have also been organised. For old and infirm persons and others who cannot work to earn their livelihood,

480 (AI) LS D-3

arrangements have been made to provide gratuitous relief in the form of cash and free supply of foodgrain and free kitchens are also being run by voluntary organisations to provide free food to such people. A large emergency feeding programme to cover vulnerable sections of the population namely children, expectant and nursing mothers has been organised by CARE. 23,500 tonnes of gift wheat and 12,000 tonnes of gift milk powder have so far been allotted to the affected States for gratuitous relief and for milk feeding programmes. 4,787 tonnes of wheat placed at the disposal of the Prime Minister's Drought Relief and 1,617 tonnes of wheat from Government stocks have been released to voluntary organisations for running free kitchens.

Government of India are extending necessary financial assistance to the State Governments for organising as many relief programmes as may be necessary. No ceiling has been laid for organising relief programmes. Allotment of allocations of foodgrains to the effected States has been increased to the extent possible in order to provide sufficient foodgrains in the fair price shops in the effected areas.

श्री श्रीकार लाल नेरवा : बहु स्टेटमेंट
हमें नहीं मिला है इसलिए उमें पड़ कर यहाँ
सुनाया जाय ।

श्री जिय नारायण : प्रोन ए प्वाएंट
प्रोड प्रार्डर सर, स्टेटमेंट बेरवा साहब के
हाथ में है इसलिए हाउस में कहना कि स्टेटमेंट
नहीं मिला है ऐसा उनका कहना कहां तक
जस्टिफाइड है ?

Mr. Speaker: In the previous question also this point was raised. But the statement laid on the Table in reply to this question has been received by several hon. Members. Others who have not got it may go and get it from the Table Office. What is the point of order in this? There is no point of order.

Shri Pileo Moody: Sir, I want to make one suggestion. Why not we do away with the lunch hour and convert the lunch hour also into a Question Hour so that we may have two hours?

Mr. Speaker: I have no objection... (Interruptions).

श्री श्रींकार लाल बेरवा : इस स्टेटमेंट को देखने से ऐसा मालूम पड़ता है कि भारत सरकार पत्रकारों पर भी विज्ञापन नहीं करती और वहाँ की जो नीति कांग्रेस गवर्नमेंट्स हैं उन के मंत्रियों पर भी विज्ञापन नहीं करती लेकिन इस इन्तजार में है कि कांग्रेसी सज्जन रिपोर्ट सेजें कि को? भूख से मर गया तो उसे सब मानेंगे बरना कह देंगे कि भूख से कोई नहीं मरा। लेकिन मैं बतलाना चाहता हूँ कि हिन्दुस्तान के समाचार पत्रों के लोग इस बारे में उत्तर प्रदेश, बिहार, और राजस्थान सब करने गये थे और वहाँ पर उन्होंने भुखमरी और भूखमरी से हुई मौतों के बारे में जानकारी प्राप्त की भूख से मरने वालों के आंकड़े जो राजस्थान, बिहार, उत्तर प्रदेश और मध्यप्रदेश की विधान सभाओं में बतलाये गये हैं वह आंकड़े न वहाँ पर बतलाना चाहता हूँ। मध्यप्रदेश में भूख से 39 मरे, बिहार में 119 मरे, उत्तर प्रदेश में 65 मरे और राजस्थान में भूख से मरने वालों की संख्या 9 है। विज्ञान भवन में भी जो एक चो हुआ था उस में भी मरने वालों की संख्या को बतलाया गया था। ऐसी हालत में मैं यह जानना चाहता हूँ कि आखिर भारत सरकार किस पर विश्वास करती है? जब उन विधान सभाओं में यह आंकड़े दे दिये गये हैं तो फिर आप को उनको स्वीकार करने में क्या आपत्ति है और क्या उन राज्यों ने अभी तक आप के पास वह रिपोर्ट्स नहीं भेजी हैं और क्या आप ग्रैंड बालों पर विश्वास करते हैं या नहीं करते हैं?

जगजीवन राम (बी जगजीवन राम): जैसा कि प्रश्न के उत्तर में कहा गया है सरकारों में जो इस तरह के बयानात

निकलते हैं कि वहाँ पर इतनी मृत्युएं हुईं भूखवा जो कुछ भी समाचार हमारे मंत्रालय में आते हैं का जिन जिन राज्यों से सम्बन्ध होता है उन उन राज्यों को हम भेज देते हैं वह इस का पता लगा कर हमें सूचित करें कि सत्य क्या है और सम्बद्ध राज्य सरकारों से रिपोर्ट आती है उसी के आधार पर हम आप को सूचना दे सकते हैं। हमारी कोई अपनी एजेंसी नहीं इस बात की छानबीन करने की और जैसा कि विवरण में कहा गया है किसी भी राज्य सरकार ने अब तक भूख से हुई कथित मौत के बारे में पुष्टि नहीं की है।

श्री श्रींकार लाल बेरवा : जैसा कि अभी व्याख्य मंत्री महोदय ने कहा कि उन की अपनी कोई इस के लिए प्रमाण एजेंसी नहीं है और वह राज्य सरकारों से उस की जांच कराते हैं तो मैं पूछना चाहता हूँ कि जब उन विधान सभाओं में भूख से मरने वालों के आंकड़े दिये गये हैं और जब प्रधान मंत्री गईं तो उन को भी वहाँ पर दिखाया गया था और सब बतलाया गया था तब फिर इस चीज को हमें स्वीकार करने में क्या आपत्ति है? अब सिनेमा नी जूटे, पत्रकार भी जूटे और वहाँ की विधान सभाओं भी जूटी तो सच की बात आखिर वह किस को मानते हैं?

श्री जगजीवन राम : राज्य सरकार से हम जांच कराते हैं और अगर वह उस को सही मानती है और हमें सूचित करती है तो उसको हम सच्ची बात मानते हैं।

श्री श्रींकार लाल बेरवा : व्याख्य मंत्री महोदय विधान सभाओं की बात क्यों नहीं मान रहे हैं? उन्होंने कबूल किया है कि वहाँ इतने इतने आदमी भूख से मरे हैं।

श्री जगजीवन राम : जैसा मैंने पहले कहा अगर राज्य सरकार हमें जांच करने के बाद यह निष्कर्ष कर भेज दे कि उन के वहाँ भूख से मौतें हुईं तो हम उस को मान लेते हैं।

Shri Virendrakumar Shah: I believe the Government is concerned

not only with starvation deaths but the likelihood of starvation deaths and so should take steps to avoid that. Is the Minister aware that the situation in Gujarat State in the districts of Panch Mahal, Chota Udaipur and Junagadh is such to lead to starvation deaths on a large scale? If so, what steps are the Government taking to see that adequate quantities of foodgrains are rushed to these areas in time?

Shri Jagjivan Ram: Yes, in certain areas of Gujarat there was failure of rain and drought conditions were prevailing. We released some foodgrains for free distribution in that area. Recently, the Chief Minister of Gujarat met me and requested me whether I will give him some more foodgrains for free distribution in the affected area. I am going to release 1,000 tons of wheat for free distribution among the adibasis.

Shri Sridhakar Supakar: Certain deaths on account of starvation were published in statements of some Ministers. Has the Government verified whether the Ministers actually made the statement or not?

Shri Annasaheb Shinde: As already mentioned by the hon. Minister, we referred the statements to the various State Governments but no State Government has so far submitted any information which indicates that there have been deaths due to starvation.

12.00 hrs.

SHORT NOTICE QUESTIONS

Non-Payment of Money Orders

S.N.Q. No. 3. **Shri K. N. Tiwary:**

Shri Kartik Oraon:

Shri P. K. Ghosh:

Will the Minister of Communications be pleased to state:

(a) whether a large number of complaints were received in respect of non-payment of Money Orders throughout the country; and

(b) if so, how many have been paid and how many are still to be paid?

संसद-कार्य तथा संचार मंत्री (डा० राम सुभग सिंह): (क) प्रॉर (ख) 15 मार्च से 15 मई, 1967 तक मनीग्रार्डर और तार मनीग्रार्डरों की प्रदायगी न होने के बारे में मुझे 92 शिकायतें मिली थीं। इनमें से 32 की प्रदायगी पहले ही की जा चुकी है। शेष मनीग्रार्डरों और तार मनीग्रार्डरों की प्रदायगी की कार्यवाही की जा रही है। 1966 में 3,95, 071 शिकायतें मिली थीं। इनमें से वर्ष के अन्त में केवल 40,586 शिकायतें अनिर्णीत रह गई थीं।

श्री क० ना० तिवारी: मैं जानना चाहता हूँ कि जो बाकी शिकायतें हैं उन की जांच हो रही है या नहीं, और उन का निर्णय कब तक हो जायगा और पेमेंट कब तक हो जायेगा।

डा० राम सुभग सिंह: यह आदेश जारी किये जा रहे हैं कि जल्दाई के अन्त तक निश्चित वर्ष जितने मनी ग्रार्डरों की प्रदायगी नहीं हुई है उन की प्रदायगी जल्द कर दी जाये।

श्री क० ना० तिवारी: जितने मनीग्रार्डर लोगों ने किये उन की रकम क्या थी और उस में से कितने रूपयों का पेमेंट हुआ है और कितने का नहीं हुआ है?

डा० राम सुभग सिंह: अन्त में वर्ष भर में करीब 9 करोड़ 20 लाख मनीग्रार्डर भाले जाते हैं जिन के लिये 4,420 मिलियन रूपयों का एक्चेंज है। यह बड़ी रकम है, लेकिन जो शिकायतें मिली हैं उन की एक्चेंज 3,47,500 है जो कि .4 परसेंट होता है।

Shri Kartik Oraon: I would like to know from the Minister the number of money orders and the amount involved in them in respect of Bihar,

Chhota Nagpur, Ranchi and Palamau District separately.

Dr. Ram Subhag Singh: I will find out the information and let him know.

Shri P. K. Ghosh: In view of the fact that there have been complaints regarding late delivery and sometimes non-delivery of not only money orders but also letters and telegrams, I would like to know what steps the Minister proposes to take in order to ensure quicker and sure delivery.

Dr. Ram Subhag Singh: It was in pursuance of that that I said that we are going to launch a special drive with a view to having all the money order complaints settled within three months, that is, by the end of July, and nothing will be left over.

Shri P. K. Ghosh: What about letters and telegrams?

Dr. Ram Subhag Singh: That is another thing.

Shri S. Kandappan: In spite of the proliferation of the department personnel they were not able to deliver money orders and other things in time. I would like to know whether Government has made any effort to find out the reasons for this undue delay in delivery of money orders and whether they have taken any action to rectify this.

Dr. Ram Subhag Singh: Yes, Sir; As I have said, we are going to make a drive to prevent this and within three months we will get all the complaints settled. For that I have put the target of July 1967.

Shri Krishna Kumar Chatterjee: May I know whether it is a fact that thousands of illiterate persons in different States of the country who have to send money orders have to depend on a class of professional money-order writers who make entries in the most haphazard manner and, if so, what steps the hon. Minister proposes to take to improve the situation.

Dr. Ram Subhag Singh: That is also correct. In Calcutta and other places the illiterate people engage other persons to write letters and money orders and sometimes wrong entries might be made by those writers. I would, therefore, try to evolve a new code that if there is any illiterate person, particularly an illiterate woman, the post office people might give help.

Shri S. M. Banerjee: I would like to know whether it has been brought to the notice of the hon. Minister that the payment of money orders is abnormally delayed especially in the rural areas, not entirely by the Department employees but by the extra-department workers, and, if so, what steps have been taken to see that proper post offices are set up in the rural areas so that money orders are delivered in time.

Dr. Ram Subhag Singh: That is a suggestion for action. Regarding the first part of the question, I want to inform the House that we are going to issue instructions that it will be the responsibility of the post office concerned and that if the payment is not made within a month, then, on receipt of a complaint, that particular post office will send a reply in ten days and if the reply to that is not received in ten days, the duplicate money order will be paid.

श्री नारायण अग्रिवार : जो मनीऑर्डर इजरा किए जाने हैं वह एकमुद्रा कवर में बन्द करके रजिस्टर्ड पत्रों के साथ भेजे जाते हैं । जब वह एकमुद्रा कवर में भेज जाते हैं तो मैं जानना चाहता हूँ कि उन के खो जाने का कारण है ।

डा० राम सुभग सिंह : घसल में कहीं कहीं मिस्प्रीप्रेशन भी होता है । इसी लिये यह ड्राइव चालू किया जा रहा है । वास्तव में कमी नहीं होनी चाहिये लेकिन अगर कमी होती है तो उस की तलाश का प्रयास किया जायेगा और उस को बन्द किया जायेगा ।

Shri G. Viswanathan: In the case of non-payment of money order, may I know from the hon. Minister whether the Government would first make the payment to the person concerned and then prosecute the person held responsible and recover the money from him?

Dr. Ram Subhag Singh: As I said, we are issuing the instructions that if the payment is not made within a month, then, after receipt of the complaint, the post office should send a registered letter within ten days and if the reply is not received within 10 days, the duplicate money order may be paid.

श्री शिव नारायण : मैं सरकार से यह जानना चाहता हूँ कि कुल कितनी रकम बाकी है और जिन व्यक्तियों और कर्मचारियों ने गसती की है उन के खिलाफ कोई एक्शन लिया गया है या नहीं। जो कम्प्लेंट्स आई हैं उन के सम्बन्ध में किसी व्यक्तीर कोई सस्पेन्ड या डिमिशन किया गया है या नहीं ?

डा० राम सुभग सिंह : कई केसेज में डिमिशनरी एक्शन के प्रादेश दे दिये गये हैं। जहाँ सम्मे भवसर तक पेमेन्ट नहीं हुआ है उन में अनुवासनात्मक कार्रवाई की जा रही है, जैसा मैंने मूल प्रश्न के उत्तर में बताया 40 586 केसेज पेन्डिंग हैं। कानून सक्त्य को मैं यह धारणा देना चाहता हूँ कि अगर किसी की गसती साबित होगी तो कहीं पर डिमिशनरी एक्शन देने में कोई दिक्कत नहीं होगी।

WRITTEN ANSWERS TO QUESTIONS

Migrations from drought-hit Areas

*153. **Shri D. N. Patodia:**
Shri Madan Limaye:
Dr. Ram Manohar Lohia:
Shri George Fernandes:
Shri S. M. Nanavjee:
Shri Mohan Mishra:

Shri K. N. Tiwary:
Shri K. Barua:
Shri G. S. Mishra:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a large number of people have migrated from drought-hit areas of the country to neighbouring regions in search of food and living during the last one year;

(b) if so, the total number of people estimated to have migrated during the above period and the names of places from where the migration has taken place; and

(c) whether Government have taken any steps to dissuade people from migration by providing them adequate food and other means in those areas?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). The Government of India have not received any reports of large-scale migration of people as a result of drought of last year. All the State Governments affected by drought of 1965-66 and 1966-67 were addressed to find out the facts. The States of Uttar Pradesh, Gujarat, Orissa, Mysore, Andhra Pradesh and Maharashtra have reported no large-scale migration due to drought. Information from the States of Bihar, Madhya Pradesh and Rajasthan is awaited and will be placed on the table of the Sabha.

(c) Migration normally takes place due to lack of money and food. In drought affected areas the State Governments have opened up sufficient number of relief works to provide purchasing power to the affected population. Foodgrains, to the maximum extent possible considering the total availability and the need of other States have been allotted to the various drought affected States. A sufficient number of fair price shops are functioning in the drought affected areas.

सुपर बाजार, नई दिल्ली

* 154. श्री राम गोपाल शास्त्राणि :

श्री श्रींकार लाल बेरवा

श्री वी० चं० शर्मा :

श्री प्र० के० देव :

श्री क० प्र० सिंह देव :

श्री सु० चं० नायक :

श्री प्र० दीपा :

श्री रा० रव० विट्ठाली :

श्री शारदा गन्द :

श्री भारत सिंह चौहान :

श्री रणजीत सिंह :

श्री राम किशन गुप्त :

श्री स० चं० सामन्त :

श्री प्र० कु० किष्कु :

श्री श० ना० मंत्री :

श्री विजिब कुमार चौधरी :

श्री यशपाल सिंह :

श्री मोहन स्वरूप :

श्री मधु सिमर :

डा० राम मनोहर लोहिया :

श्री एस० एम० ओशी :

श्री जाम करमचौध :

श्री प्रकाश बोर शास्त्री :

श्री रघुबीर सिंह शास्त्री :

श्री सिद्धेश्वर प्रसाद :

श्री काशीनाथ पाण्डेय :

श्री धीरेन्द्र नाथ :

श्री सु० कु० तापड़िया :

श्री देवकीनन्दन पटोविया :

श्री मुन्मथ इमाथ :

श्री गाडिलिग्न गौड :

श्रीमती शारदा मुखर्जी :

क्या खाद्य तथा कृषि मंत्री यह बताये
की कृपा करेंगे कि :

(क) क्या यह सच है कि नई दिल्ली
का सुपर बाजार घाटे में चल रहा है;

(ख) यदि हां तो इसके क्या कारण
हैं;

(ग) प्रत्येक विभाग को पुरक-पुषक
कितना घाटा हुआ है; और

(घ) इस मामले में क्या कार्यवाही
की गई है या करने का बखिर है ?

साहू, कृषि, सामुदायिक विकास तथा
सहकार मंत्रालय में राज्य मंत्री (श्री
प्रभातसिंह शिंदे) : (क) सहकारी
ग्रन्थार के लाभ तथा हानि का सही लेखा
सहकारी वर्ष की समाप्ति अर्थात् 30 जून
के बाद उगके लेखा-परीक्षित
तुलन-पत्र से देखा जा सकता है।
तथापि 31 दिसम्बर, 1966 की समाप्त
होने वाली अवधि में सुपर बाजार के
अस्थायी वित्तीय विवरणों से 4.30 लाख
रुपए का घाटा प्रतीत होता है। ये विवरण
प्रबन्ध समिति को प्रस्तुत किए गए थे।

(ख) घाटा पड़ने के निम्नलिखित
कारण हैं :—

- (1) शीघ्रता से एक बड़ा ग्रन्थार
स्थापित करने में प्रारम्भिक
विकास सम्बन्धी खर्च।
- (2) निरिहंग का बहुत अधिक
किराया।
- (3) बिपार्टमेण्टल स्टोर के लिए
निरिहंग का असन्तोषजनक
बिज्ञान जिसके कारण बहुत
अधिक स्टाफ रबना पड़ा।
- (4) लिफ्टें लगाने में विलम्ब—
लिफ्टें न होने के कारण ऊपरी
मंजिलों पर माल को मजदूरों
से चिजवाना पड़ा।

(ग) हिसाब-किताब बिपार्टमेण्ट के
अनुसार नहीं रखा गया है।

1 (घ) बिभी बड़ाकरबिकी खर्च अनुपात में कमी करने और अधिकतम सम्भव सीमा तक प्रशासनिक तथा अन्य खर्च अर्थात् स्टाफ, विज्ञापन, लेखन सामग्री, पैक करने की सामग्री आदि पर खर्च में कमी करने के प्रयत्न किए जा रहे हैं। सुपर बाजार की प्रबन्ध समिति ने डा० पी० एम० लोकनाथन की अध्यक्षता में एक उपसमिति स्थापित की है। यह उपसमिति भण्डार के कार्य-चालन की जांच करेगी और उसमें सुधार लाने के लिए सुझाव देगी। समिति की रिपोर्ट अगस्त, 1967 तक प्राप्त होने की सम्भावना है।

केन्द्र द्वारा उत्तर प्रदेश को व्यापार की सहायता

*155. श्री मोहन स्वकृपः

श्री स० पी० बनर्जी :
श्री मधु लिमये :
श्री प्रकाशबोर शास्त्री :
श्री स० पी० सामन्त :
श्री प्र० कु० किस्तु :
श्री श० न० मंत्री :
श्री त्रिविध कुमार चौधरी :
श्री यशपाल सिंह :
श्री विश्वनाथ पाण्डेय :
श्री काशीनाथ पाण्डेय :
श्री न० कु० साँधी :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश सरकार ने केन्द्रीय सरकार से प्रार्थना की है कि वह मिरजापुर तथा अन्य सूबाग्रस्त क्षेत्रों को सप्लाई करने के लिये राज्य के लिये और अधिक खाद्यान्न उपलब्ध करे;

(ख) यदि हाँ, तो सरकार की इस बारे में क्या प्रतिक्रिया है; और

(ग) उत्तर प्रदेश में सूखे की स्थिति का सामना करने के लिये और क्या कार्य-वाही की गई है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्नासाहेब शिंदे) (क) और (ख). फरवरी, मार्च और अप्रैल, 1967 का उत्तर प्रदेश का मासिक कोटा 1,25,000 मीटरी टन था और उन्हें निम्नलिखित मात्राएं भेजी गयी थी :—

फरवरी, 1967	95,000 मीटरी टन
मार्च, 1967	1,45,000 मीटरी टन
अप्रैल, 1967	1,12,600 मीटरी टन

रबी की फसल अच्छी होने से यह कोटा कम करके मई 1967 मास के लिए 1,10,000 मीटरी टन कर दिया गया है। उत्तर प्रदेश के खाद्य मंत्री हाल ही में केन्द्रीय खाद्य तथा कृषि मंत्री से मिले थे और यह अनुरोध किया कि कोटे की मात्रा में कुछ वृद्धि की जाए अथवा कम से कम पूर्ववत स्तर अर्थात् 1,25,000 मीटरी टन ही रहने दिया जाए। भारत सरकार के पास खाद्यान्नों की उपलब्ध मात्रा और अन्य कमी वाले राज्यों की न्यूनतम मांगें पूरी करने की आवश्यकता को ध्यान में रखकर उत्तर प्रदेश के खाद्य मंत्री की प्रार्थना पर विचार किया जाएगा।

(ग) उत्तर प्रदेश की मुपत बांटने के लिए 8,000 मीटरी टन उपहार गेहूं का आवंटन किया गया है। इस मात्रा में से 1,000 मीटरी टन की मात्रा राज्य सरकार को इस मुद्दा के साथ दी गयी थी कि इस मात्रा का प्रयोग पूर्वतया मिरजापुर जिले में किया जाए। बच्चों

घोर गम्भीरी तथा दूध पिलाने वाली महिलाओं के लाभ के लिए मूल कोडिंग कार्यक्रमों हेतु राज्य को 3,444 मीटरी टन उपहार दुग्ध-पूर्ण का आवंटन किया गया है। 70 मीटरी टन बिस्कुट और 12 मीटरी टन सूखी किसान-मिश्र का आवंटन किया गया है।

स्वास्थ्य तथा परिवार नियोजन मन्त्रालय ने कमी की स्थिति से उत्पन्न होने वाली बीमारियों को रोकने अथवा उनका मुकाबला करने के लिए पर्याप्त मात्रा में विटामिन की गोतियां, बेबी खाद्य, दवाइयां आदि भी भंडार की हैं।

372 करोड़ रुपये की धनमानित लागत की पीने के पानी की योजनाएं मंजूर की गयी हैं। यूनियन ने कुएँ खोदने के लिए 4 रिग भी दान रूप में दिए हैं। वित्त मन्त्रालय ने सहायता कार्यों के लिए 90 लाख रुपये का एक ऋण मंजूर किया है। खाद्य तथा कृषि मन्त्रालय ने उर्वरक, कीटनाशक दवाइयां तथा बीजों जैसे इनपुट खरीदने के लिए 628.52 लाख रुपये का अल्पकालीन ऋण स्वीकार किया है।

कुछेक स्वीडिज संयुक्त राज्य में मूलतः बम्बारे चला रहे हैं। उनकी मदद करने के लिए अब तक उन्हें लगभग 281 मीटरी टन बाहु अनामिक कीमत पर दी गयी है। प्रधान मन्त्री सूखा सहायता निधि से उत्तर प्रदेश में स्वीडिज संयुक्तों को मूलतः बम्बारे चलाने के लिए अब तक 651 मीटरी टन गेहूँ भी गयी है। खाद्य विभाग ने सेना में 6 बीघे और 4 टुक खरीदे हैं और वे उत्तर प्रदेश सूखा सहायता समिति को चलाने के लिए दिए गए हैं। राजकृष्ण विधान को एक बीघ भी गयी है और उन्हें एक बीघ जीप भी दी गयी है। उत्तर प्रदेश सरकार को बिदेसों से सहायता कार्यों के लिये उपहार रूप में प्राप्त ट्रकों में से 10 टुक वापसिद किए गये हैं।

Declaration of Famine in Bihar

- *156. Shri K. Anuradham:
Shri Vishwanath Manna:
Shri K. M. Abraham:

Shrimati Suseela Gopalan:

Shri Umanath:

Shri P. P. Esthose:

Shri Madhu Limaye:

Dr. Ram Manohar Lohia:

Shri S. M. Banerjee:

Shri George Fernandes:

Shri Yashpal Singh:

Shri S. C. Samanta:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government were not in favour of some Districts of Bihar being declared as famine areas by the State Government; and

(b) if so, the reasons therefor?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). The declaration of any area in the State as famine area is entirely within the competence of the State Government and it is not necessary for them to consult the Government of India before the issue of declaration of this type. The Bihar Government, however, consulted the Govt. of India informally in the matter and were advised that everything possible was being done both by the State and Central Governments to relieve distress and that there was little advantage in declaring famine at that stage. They were also told that on the other hand, there was danger that such a declaration might create a psychology of greater scarcity, might lead to a rise in the prices of foodgrains in the open market and might send the foodgrains underground.

Election Petitions

- *157. Shri S. R. Damani:
Shri Bihari Mishra:
Shri K. N. Tiwary:
Shri Sradhakur Sapkar:
Shri Chhannani Pasigrahi:
Shri Sharda Nand:
Shri Sharda Singh Chahann:
Shri Kanti Singh:
Shri Yashpal Singh:

Shri R. S. Vidyarthi:
Shri Rane:
Shri Ram Kishan Gupta:
Shri Mohsin:
Shri Sezhiyan:

Will the Minister of Law be pleased to state:

(a) the number of Election Petitions which have been filed with reference to the recent General Elections against candidates elected to Lok Sabha and State Assemblies respectively;

(b) how the number compares with the Election Petitions filed after the First, Second and Third General Elections; and

(c) the time likely to be taken for their disposal?

The Deputy Minister in the Ministry of Law (Shri D. R. Chavan): (a) 314 election petitions have been filed before the High Courts out of which 268 relate to Assembly elections and 46 to Lok Sabha elections. 56 petitions relating to elections to Jammu & Kashmir Legislative Assembly have been filed before the Election Commission in accordance with Jammu & Kashmir Representation of the People Act.

(b) The number of election petitions filed in the 1st, 2nd and 3rd General Elections is as follows:—

House of the People	Legislative Assembly	Total
1952	39	286
1957	59	413
1962	46	298
		344

(c) It is not possible to give any estimate of the time likely to be taken by the High Courts in disposing of the petitions filed before them.

Famine Code

*158. Shri P. K. Deo:
Shri K. P. Singh Deo:
Shri Dhirendranath:
Shri Sidheshwar Prasad:

Shri Hem Raj:
Shri Sradhakar Supakar:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Famine Code has lately been revised in the context of the present conditions in the country; and

(b) if so, the salient features thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). Certain provisions of the State Famine|Scarcity Codes|Manuals were modified by the concerned State Governments in the context of the post-Independence conditions. Two notes bringing out the salient differences between the old codes and the position obtaining last year, were placed on the Table of the Sabha on 9th August, 1966 and 7th April, 1967.

Road Transport Taxation Inquiry Committee's Report

*159. Shri Ram Kishan Gupta:
Dr. Ranen Sen:
Shri D. C. Sharma:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri Heerji Bhai:
Shri K. Pradhani:

Will the Minister of Transport and Shipping be pleased to refer to the reply given to Unstarred Question No. 478 on the 4th April, 1967 and state:

(a) whether Government have since considered the report of the Road Transport Taxation Inquiry Committee;

(b) if so, the result thereof; and

(c) the decisions taken thereon?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) The Committee's interim report is still under consideration.

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

River Steamer Services in Assam

*100. Shri E. Barua:
 Shri Yashpal Singh:
 Shri Madhu Limaye:
 Shri S. M. Banerjee:
 Dr. Ram Manohar Lohia:
 Shri George Fernandes:
 Shri Indrajit Gupta:
 Shri K. N. Pandey:
 Shri Hem Barua:
 Shri Nath Pal:
 Shri Surendranath Dwivedy:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether the River Steam Navigation Co. Ltd. and Indian General Navigation and Railway Co. Ltd. of Assam plying their steamer services have handed over the management to the new unit;

(b) whether the security of services of the existing workers is ensured and if so, the broad outlines thereof;

(c) whether the closure of ghats on the Brahmaputra one after another is going to be stopped; and

(d) the steps Government are taking to arrest the all-round deterioration in this water transport system?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) to (d). A statement containing the required information is laid on the Table of the House. [Placed in Library. See No. LT-429/67].

I.A.C. Aircraft Engineers

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

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that the Aircraft Engineers of the I.A.C., Calcutta resorted to work-to-rule and work-to-trade practice in April, 1967;

(b) if so, the reasons therefor;

(c) whether it caused disruption of the I.A.C.'s services; and

(d) whether a settlement has since been reached between the management and the engineers?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir.

(b) The Aircraft Engineers of the IAC, Calcutta, resorted to work-to-rule and work-to-trade practice from 8th April to 12th April, 1967 because of alleged delay in implementing the Agreement dated 26-12-66 entered into between the Management of IAC and the All India Aircraft Engineers Association regarding revision of pay scales, allowances and other service conditions.

(c) Yes, Sir.

(d) Yes, Sir. The agreement has since been implemented.

Research and Education in Agriculture

*162. Shri N. R. Laskar:
 Shri Lildhar Kotoki:
 Shri Mohan Swarup:
 Shri Shri Gopal Saboo:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether any policy has been adopted for strengthening the post-Graduate Centres of research and education in agriculture in the country;

(b) if so, the details thereof; and

(c) the other measures which have been adopted to bring improvement in agriculture?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes.

(b) and (c). A statement giving the information required is laid on the Table of the Sabha. [Placed in Library. See No. LT-430/67].

Drought-affected areas in Rajasthan

*163. Shri B. S. Sharma:
Shri R. K. Shrivastava:
Shri P. L. Barupal:
Shri Onkar Lal Barwa:

Will the Minister of Food and Agriculture be pleased to state:

(a) the names of the drought-affected areas in Rajasthan where famine or near-famine conditions prevail;

(b) whether the Government of Rajasthan have approached the Central Government for necessary help to meet the situation; and

(c) if so, the steps taken by Government in the matter?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) Except for the districts of Alwar, Ganganagar and Bharatpur, all other districts of Rajasthan have been affected by drought and scarcity.

(b) and (c). During 1986-87 Government of Rajasthan have so far Annasaheb Shinde: (a) Except for relief operations totalling Rs. 11.50 crores. Short term loans for purchase of inputs like seeds, fertilizers and pesticides to the extent of Rs. 3.48 crores were also advanced. An accelerated loan assistance of Rs. 45.91 lakhs was also sanctioned to the State Government for energisation of tube-wells for relieving shortage of drinking water.

To meet the present drought conditions in the State the Government of India have allotted 1,500 tonnes of gift wheat for free distribution.

Modern Transport Aircraft Used by I.A.C. and Air-India

*164. Dr. Karni Singh: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether modern transport aircraft used by the I.A.C. and Air-India are adequately bonded against danger of lightning hazards while flying in monsoon; and

(b) the name and type of aircraft in use in India which are not so bonded?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir.

(b) All aircraft operating in India are suitably bonded.

Code of Conduct for Legislators

*165. Shri Inderjit Malhotra:
Shri D. C. Sharma:
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri Hem Barua:
Shri Surendranath Dwivedy:
Shri Ram Kishan Gupta:
Shri V. Krishnamoorthi:
Shri George Fernandes:
Shri J. H. Patel:
Shri Madhu Limaye:
Shri A. B. Vajpayee:
Shri Kanwar Lal Gupta:

Will the Minister of Law be pleased to state:

(a) whether there is any proposal before the Election Commission to lay down a Code of Conduct for the Legislators (State and Central) for crossing of floor after they get elected; and

(b) if so, the details thereof?

The Deputy Minister in the Ministry of Law (Shri D. R. Chavan): (a) No, Sir.

(b) Does not arise.

Tourism in Orissa

*166. Shri Gadghakar Supakar:
Shri N. R. Laskar:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) the total amount spent on promoting tourist traffic to the places of tourist interest in Orissa during the last five years; and

(b) the steps taken to attract more tourists to places of architectural beauty in Orissa during the current year?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). A statement is placed on the Table of the House. [Placed in Library. See No. LT-431/67].

Rabi Crop Production

- *167. Shri Abdul Ghani Dar:
 Shri Prakash Vir Shastri:
 Shri Madhu Limaye:
 Shri S. M. Banerjee:
 Dr. Ram Manohar Lohia:
 Shri George Fernandes:
 Dr. Karni Singh:
 Shrimati Nirlep Kaur:
 Shri Sidheshwar Prasad:
 Shrimati Tarkeshwari Sinha:
 Shri Parthasarathy:
 Shri R. K. Birla:
 Shri D. N. Patodia:
 Shri D. C. Sharma:
 Shri S. E. Damani:
 Shri V. Krishnamoorthi:
 Dr. Ranen Sen:
 Shri Dhirewar Kalita:
 Shri Jyotirmoy Basu:
 Shri Yashpal Singh:
 Shri A. C. Samanta:
 Shri E. Barua:
 Shri Ramachandra Ulaka:
 Shri Dhuleshwar Meena:
 Shri Heerji Bhal:
 Shri K. Pradhan:
 Shri Swell:
 Shri Barrow:
 Shri Kofai Birua:
 Shri Kikar Singh:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have received any reports from the State Governments regarding the recent rabi crop production;

(b) if so, the details of the reports, State-wise, in respect of the different varieties of Rabi Crop;

(c) whether the harvest has been below the normal level of production;

(d) the food requirements of each State during the current year;

(e) whether the Central Government have issued any instructions to the surplus States to help the deficit States in food supplies; and

(f) if so, what is the response of the surplus States?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Only qualitative reports have been received so far; firm estimates based on actual area enumeration and crop-cutting surveys are expected to become available after the close of the current Agricultural Year i.e. in July, 1967.

(b) and (c). According to tentative indications, production of wheat is expected to be higher than last year, while production of gram is likely to be considerably less than last year. Production of barley is expected to be about the same level as last year. Production of rabi crops is expected to be above normal in Haryana, Punjab, and U.P. nearly normal in Rajasthan, Gujarat and Maharashtra and below normal in Bihar and Madhya Pradesh. Production of gram is likely to be below normal in almost all the major rabi growing States.

(d) Requirements of foodgrains in a State depend upon a number of factors including the level of production and prices of these grains, availability and prices of other food, purchasing power of the people, consumer's preference, pattern of consumption, growth of population, pace of urbanisation, etc. Information on a number of these items is not readily available. As such, it is not possible to indicate precisely the requirements of foodgrains of different States for the current year.

(e) and (f). Surplus foodgrains available with the surplus States are obtained from them either for the Central Pool or allotted by the Central Government to deficit States for direct movement on State to State basis. Periodical meetings

are held with the surplus States and they are urged to make available to the Centre as much foodgrains as they can spare even by making some sacrifice. Some of the surplus States made specific offers for supply to the Central Pool during the current year at the Chief Ministers meeting held on 8th and 9th April, 1967.

Release of Impounded Vessels by Pakistan

*163. Shri Surendranath Dwivedy:
Shri Hem Barua:
Shri Hukam Chand Kachwal:
Shri Jagannath Rao Joshi:
Shri Ram Singh Ayarwal:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the Pakistan Government still holds 178 Indian vessels impounded by them during the last Indo-Pak. conflict; and

(b) if so, the steps taken by Government to get them released?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) Yes, Sir.

(b) Efforts are being made through diplomatic channels to secure the release of these vessels.

Famine Conditions in Gujarat

*169. Shri Virendrakumar Shah:
Shri Hukam Chand Kachwal:
Shri Onkar Singh:
Shri Ram Singh Ayarwal:
Shri Jagannath Rao Joshi:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that famine conditions exist in Gujarat State;

(b) the amount which Government have sanctioned for scarcity operations in the State;

(c) the monthly requirements and the allocation of foodgrains to Gujarat State; and

(d) the other steps taken by Government to help the Gujarat Government?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Scarcity conditions exist in a number of villages in Gujarat State.

(b) The Government of India have so far sanctioned Rs. 3.03 crores toward expenditure on relief operations. A sum of Rs. 1.457 crores has also been given for purchase of agricultural inputs like fertilizers etc.

(c) The Gujarat Government had estimated the monthly requirements of imported wheat and milo at 1,25,000 tonnes. In view of limited availability and increased demands from other drought-affected States such as Bihar and Uttar Pradesh, 65,000 tonnes of wheat and milo are being allotted to Gujarat.

(d) The State Government have so far been allotted 3,000 tonnes of gift wheat for free distribution to the old and infirm affected by the current drought. The question of allotment of some quantities of milk powder is under consideration.

पी० एल० 480 के अन्तर्गत अनाज पर व्यय

*170. डा० राम मनोहर लोहिया :
श्री मधु लिपये :
श्री राम तेवक यादव :
श्री रवि राम :

क्या साथ तथा कृषि मंत्री वह बताने की कृपा करेंगे कि :

(क) 1966 में पी० एल० 480 कार्यक्रम के अन्तर्गत अनाज पर कितना खन व्यय हुआ और जनता को अनाज बेच कर कितनी राशि बचूत हुई ;

(ख) क्या उसके आयात मूल्य और बिक्री मूल्य में कोई अन्तर है और खरीदार को प्रति किलो क्या दाम देने पड़ते हैं; और

(ग) यदि हां, तो इस प्रकार कितना लाभ भवना है ?

साध, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अग्रमोहिब शिंदे) :

(क) केन्द्रीय सरकार ने 1966 में पी० एल० 480 के अन्तर्गत 80.3 लाख मीटरी टन खाद्यान्न खरीदने के लिये 343.1 करोड़ रुपये की राशि व्यय की थी। पी० एल० 480 के अन्तर्गत जो जनता में बेचकर जो राशि प्राप्त हुई उसका अलग हिसाब-किताब उपलब्ध नहीं है क्योंकि ये खाद्यान्न केन्द्रीय सरकार द्वारा अधिप्राप्त दूधरे अनाजों के साथ ही वितरित किए जाते हैं और ये स्टॉक विशेषकर राज्य सरकारों के द्वारा ही बांटे जाते हैं जहाँ अपने आर्थिक खर्चों को उन कीमतों में आसानी होती है।

(ख) आयात मूल्य तथा ऐसे अनाजों के बिक्री मूल्य में अन्तर है। मूद्रा अवमूल्यन ने पहले गेहूँ और माइलों का आयात मूल्य क्रमशः 45 और 36 पैसे प्रति किलो था। जब कि मूद्रा अवमूल्यन के बाद उनका मूल्य क्रमशः 66 और 52 पैसे प्रति किलो हो गया है। केन्द्रीय सरकार के गोदामों के द्वारा पर राज्य सरकारों तक अन्य प्राप्तकर्ताओं के लिये निर्गम मूल्य इस प्रकार है :—

	पैसे प्रति किलो
गेहूँ	50 (14-11-66 तक) 55 (15-11-66 से आगे)
माइलो	40 (9-6-66 तक) 33 (10-6-66 से 14-11-66 तक) 40 (15-11-66 से आगे)

तथापि जनता को दिये गये अनाजों के राज्य सरकारों द्वारा निर्धारित निर्गम मूल्य प्रत्येक राज्य में भिन्न भिन्न थे और भिन्न-भिन्न अवधि में गेहूँ के लिये 38 पैसे से लेकर 91 पैसे तक प्रति किलो तथा माइलों के लिए 40 पैसे से लेकर 51 पैसे तक प्रति किलो रहे थे।

(ग) 31 मार्च, 1967 को समाप्त होने वाले वर्ष के लेखों को अभी अंतिम रूप नहीं दिया गया है। तथापि, यह अनुमान लगाया जाता है कि भारत सरकार 1966-67 के दौरान लगभग 130 करोड़ रुपये केन्द्रीय सरकार के स्टॉक से दिये जाने वाले अनाजों के बिक्री पर उपदान स्वरूप व्यय करेगी।

Export of Cattle Feed and Bran

*171. Shri Lildhar Koteki:
Shri N. R. Laskar:
Shri Sradhakar Supakar:
Shri Shri Gopaj Saboo:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Central Government have received requests from different State Governments to stop export of cattle feed and bran in order to improve the cattle wealth in the country;

(b) if so, the decision taken thereon; and

(c) the other measures adopted to improve the cattle wealth in the country?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annashahib Shinde) (a) A suggestion has been received from the Government of West Bengal for imposing a ban on the export of cattle feed and bran.

(b) The matter is under consideration.

(e) A number of cattle development schemes have been adopted by the Central and State Governments. The Key Village Scheme, Intensive Cattle Development Projects, provision of veterinary aid and manufacture of biological products to prevent and cure diseases are some of the important measures. For scientific breeding a number of cattle breeding farms are being set up.

Cotton Production

- (173) Shri K. N. Pandey;
Shri Madhu Limaye;
Shri S. M. Banerjee;
Dr. Ram Manohar Lohia;
Shri George Fernandes;
Shri Ramachandra Veerappa;

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Government have taken some special measures to increase the production of cotton of different varieties in the country; and

(b) if so, the salient features thereof together with the cost involved?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annashib Shinde): (a) Yes. Centrally Sponsored Schemes have been taken up for maximising production of medium and long staple varieties of cotton in new selected areas of maximum potential, in the important cotton growing States, besides continuing the Package areas already covered under the State Programmes.

(b) A statement giving the information is laid on the Table of the Sabha. [Placed in Library. See No. LT-432/67].

Revision of Fertiliser Prices

- *173. Shri V. Krishnamoorthi;
Shri Hem Raj;
Shri Siddeshwar Prasad;

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have

fertilisers with effect from the 1st April, 1967;

(b) if so, the reasons therefor; and

(c) whether Government consulted the State Governments on the upward revision of fertiliser prices?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annashib Shinde): (a) Yes, Sir.

(b) The prices of fertilisers sold by the Central Fertiliser pool are to be fixed with reference to the cost of procurement, handling and transport of the fertilisers procured from indigenous factories or imported from abroad. As a result of devaluation the prices of imported fertilisers went up by 57.5 per cent from 6-6-1966. The prices of fertilisers sold by the Central Fertiliser Pool were maintained at the pre-devaluation level upto 31-3-1967 and the loss to the Central Pool as a result of this subsidy is estimated to be about Rs. 48 crores. In order to reduce the loss suffered by the Central Fertiliser Pool in 1967-68, an upward revision of the prices of fertilisers sold by the Central Pool became necessary. Even after the revision of prices from 1-4-1967, the Central Fertiliser Pool would be suffering a loss to the extent of about Rs. 15 crores.

(c) No, Sir.

Effect of Insecticides used for Food on human health

*174. Shri Baburao Patel: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware of the lethal and poisonous effects of the various insecticides and pesticides used for food and agricultural purposes in our country;

(b) whether Government propose to appoint a Committee to investigate the cumulative poisonous effects of these pesticides and insecticides on human

- (c) if so, when; and
(d) if not, the reasons therefor?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) Yes.

(b) The Indian Council of Agricultural Research appointed a Committee, under the Chairmanship of Professor M. S. Thacker, Member, Planning Commission on 2nd June, 1964. The Committee has since submitted the report which is under consideration.

- (c) Does not arise.
(d) Does not arise.

Milk Supply by D.M.S.

*175. Shri Sharda Nand:
Shri Bharat Singh Chauhan;
Shri Ranjit Singh;
Shri Sidheshwar Prasad;
Shri R. S. Vidyarthi;
Shri Ram Kishan Gupta:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Delhi Milk Scheme has not been able to restore the cut made two years back in the milk supply to the card holders; and

(b) if so, the steps taken by Government to make available adequate quantity of milk to at least the card holders?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) Yes, Sir.

(b) The following steps have been taken to avert short-fall in the supply of milk by the Delhi Milk Scheme during the lean summer period:—

- (i) Imported skimmed milk powder has been arranged to make up the normal short-fall in procurement during summer.

(ii) A stock of white butter which can be used for reconstitution of milk has been built-up.

(iii) Firm agreements have been entered with the contractors to supply milk to Delhi Milk Scheme. Different quotas of milk to be supplied have been laid down in the agreement in the ratio of 100 per cent. for winter, 75 per cent. for rainy season, and 60 per cent. for U.P., and 50 per cent. for Haryana areas for summer. The contractors are subject to a penalty of Rs. 5 per quintal in case of failure to supply the agreed quantities of milk during the year.

(iv) In view of the shortage, the Scheme is having to pay a higher rate for purchase of milk as compared with the same period last year. Rate of commission paid to contractors for supply of milk has also been raised.

(v) A ban has been imposed by the Delhi Administration on the import, manufacture, sale or service of milk products like khoa, rubrez, paneer, and milk sweets. This ban has come into force with effect from 17-5-1967.

Supply of Foodgrains to Kerala State

*176. Shri F. C. Adichan:
Shri F. Vishambharan:
Shri K. M. Abraham:
Shri P. P. Esthose:
Shri Vasudevan Nair:
Shri Mangalathnamadom:
Shri E. K. Nayanar:
Shri A. Sreedharan:
Shri C. Janardhanan:
Shri Mukam Chand Kachwala:
Shri Ram Singh Aiyarwal:
Shri Y. S. Kishwah:

Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of foodgrains demanded by Kerala Government

from the Central quota in the last three months to meet the requirements of rationing in the State;

(b) the quantity of foodgrains supplied by the Centre;

(c) whether it is a fact that the rationing system in Kerala is in a crisis due to the inadequacy of supply from the Centre; and

(d) if so, the steps taken to ensure adequate supply of foodgrains to Kerala?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The Government of Kerala's estimate of requirement of foodgrains for informal rationing is 70 to 75 thousand tonnes of rice and 17 to 20 thousand tonnes of wheat per month.

(b) While the requirement of wheat is being met in full the quantity of rice that could be supplied during the period February to April, 1967 was 1.78 lakh tonnes.

(c) Due to the overall rice shortage in the country it has not always been possible to ensure full supply of rice to ration shops.

(d) All efforts are made to move sufficient rice for meeting the rationing commitments in Kerala. Sufficient quantities of wheat have been stocked in Kerala to make up for any shortfall in supply of rice.

Complaints against Polling during last General Elections

*177. Shri Indrajit Gupta: Will the Minister of Law be pleased to state:

(a) whether a large number of complaints were received by the Election Commission regarding the improper conduct of polling during the last General Elections;

(b) the number of such complaints which were actually looked into on the spot and with what result; and

(c) whether the Election Commission's existing machinery is considered adequate to ensure prompt investigation and redress of complaints prior to the polling?

The Deputy Minister in the Ministry of Law (Shri D. R. Chavan): (a) A number of complaints were received by the Election Commission generally referring to:—

- (i) Omission of names of electors from electoral rolls or unauthorised inclusion of names;
- (ii) location of polling stations in a particular place;
- (iii) participation of Government servants in elections and use of Government machinery;
- (iv) improper rejection of nomination papers;
- (v) wrong allotment of election symbols;
- (vi) apprehension of breach of peace at the polling station;
- (vii) delay in starting or in the closing of poll before scheduled time.

and none of these referred to improper conduct of poll.

(b) It is not possible for the Election Commission to make on the spot enquiries into everyone of these complaints which are generally vague. Whenever necessary, the Chief Electoral Officers were asked to look into the complaint and make a report.

(c) The Election Commission's existing machinery is adequate for dealing with pre-election complaints and supervising pre-election arrangements. Experience of the last General Elections has shown that for closer and more effective supervision during the election period of two months it would be desirable to strengthen the machinery.

Quick yielding Variety of Wheat Seeds

- *179. Shri N. S. Sharma:
 Shri Sharda Nand:
 Shri A. B. Vajpayee:
 Shri Brij Bhushan Lal:
 Shri R. K. Birla:
 Shri Yashpal Singh:
 Shri S. C. Samanta:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the Indian Agricultural Research Institute has succeeded in producing a quick-yielding variety of wheat seeds;

(b) if so, the steps taken to popularise these seeds and the States which will be covered by these seeds; and

(c) the extent to which food production will be increased by this process?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) Yes. The Indian Agricultural Research Institute has selected a dwarf variety from Mexico named, Sonora 64, for being cultivated under late-sown conditions. This variety matures in 90—120 days depending upon the locations and the time of sowing. The original variety had red grain colour but this has now been changed by automic radiations and a new variety, named Sharbati Sonora, with bold amber grains and 25 per cent more protein than the parent variety has been developed.

(b) Seeds of Sonora 64 were imported in 1965 and 1966 from Mexico for multiplication and a large quantity is now available in the country. Under the National Demonstrations programme, the usefulness of this variety for multiple cropping is proposed to be demonstrated all over the country.

Seeds of the new variety, Sharbati Sonora, developed at the I.A.R.I., are also being multiplied in North India during rabi and in the Nilgiri Hills during Kharif. The release of this variety has been recently approved

by the Central Variety Release Committee.

(c) It is difficult to assess precisely the impact of these quick yielding varieties on total production. It can only be said at this stage that these varieties make crop rotations, such as, rice-wheat, sugarcane-wheat, potato-wheat, cotton-wheat, etc. readily possible. Being an early variety, it can safely be grown under high fertility conditions in the eastern part of U.P., Bihar, West Bengal, Rajasthan, Madhya Pradesh, Gujarat, Maharashtra and Orissa.

Development of Minor Ports in Kerala

- *180. Shri Vasudevan Nair:
 Shri C. Janardhanan:
 Shri P. C. Adichan:
 Shri E. K. Nayanar:
 Shri Umanath:
 Shri P. Gopalan:
 Shri A. K. Gopalan:
 Shri P. Ramamurti:
 Shri K. M. Abraham:
 Shrimati Susela Gopalan:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether the Kerala Government have sent any scheme for the development of minor ports in the State during the Fourth Plan;

(b) if so, the names of the ports to be developed;

(c) the main features thereof; and

(d) the estimated cost thereof and the financial assistance proposed to be rendered by the Central Government?

The Minister of Transport and Shipping (Dr. V. K. E. V. Rao): (a) to (d). A statement is laid on the Table of the House. [Placed in Library. See No. LT-433/67].

Rice position in India

769. Shri Ram Kishan Gupta: Will the Minister of Food and Agriculture be pleased to state:

(a) the latest rice position in the country;

(b) how it compares with that of 1965-66; and

(c) how much rice will be imported during 1967-68?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). The latest rice position in the country is more difficult than during 1965-66.

(c) In the Budget Estimates for 1967-68, provision has been made for the import of about 4.8 lakh tonnes of rice.

Food Gifts from abroad

770. Shri Baburao Patel: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount realized by the Food Corporation of India by auctioning 11 tonnes of seedless raisins received from Greece during March, 1967;

(b) the names of parties to whom they were auctioned;

(c) the manner in which the amount realized from the auction has been used for the drought-affected people of Bihar; and

(d) whether similar food gifts have been auctioned in the past?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) An auction for the sale of 11 tonnes raisins, out of the gift raising received in August 1966 from Greece for relief of scarcity in the country, was held by the Food Corporation of India on 18-4-1967. Since the highest bid fell short of the reserve price, no sale was made at the auction.

(b) and (c). In view of the answer to part (a) above, the questions do not arise.

(d) A quantity of about 241 tonnes of raisins out of this gift consignment from Greece was auctioned at Kandla

last year and the sale proceeds will be credited to the Scarcity relief and Rural Development Fund.

Cultivation of Masoor Dal

771. Shri Baburao Patel: Will the Minister of Food and Agriculture be pleased to state:

(a) the names of States and the acreage on which masoor dal is grown in the country;

(b) the steps which Government have taken or propose to take to stop the cultivation and growing of this poisonous dal in public interest in view of ill-effects of its use; and

(c) the States which have decided to stop the cultivation of this dal?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Masoor is mostly cultivated in Madhya Pradesh, Uttar Pradesh, Bihar, West Bengal, Punjab and Haryana, and in small areas in Assam, Maharashtra, Rajasthan, and Manipal Pradesh. Separate acreage figures for Masoor are however not available.

(b) It is not correct that masoor dal is poisonous and as such the Government do not propose to take any steps to impose any restrictions on its cultivation.

(c) Does not arise.

Petroleum Mulch

772. Shri Virendrakumar Shah: Will the Minister of Food and Agriculture be pleased to state:

(a) the outcome of petroleum mulch experiments carried out in India by ESSO Research; and

(b) whether it has a commercial proposal to grow food in semi-arid regions by such experiments?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Experiments

were laid out on efficiency of different mulches in moisture conservation during the years 1961 and 1962 in the I.A.R.I. ESSO agricultural mulch also known as Petroleum mulch, was tried along with straw mulch and polythene mulch. The petroleum mulch developed by ESSO research company, U.S.A. was used as a liquid spray in cotton crop. The material was sprayed with a pump at the rate of 650 litres per hectare on either side of the cotton rows. Observations were recorded on soil moisture changes during the hot months of May and June.

The straw mulch conserved moisture to the extent of about 26 per cent, polythene mulch to the extent of about 39 per cent and petroleum mulch to the extent of about 14 per cent. There was no adverse effect of these materials on the yield or quality of the crop. Thus, the petroleum mulch was the least effective in moisture conservation in this trial.

(b) In view of the aforesaid results and with the present prices in India, it may not be feasible to recommend the use of petroleum mulch for large scale use.

Tuticorin Harbour Project

773. Shri Seshiyar:

Shri A. Ambeshagan:

Will the Minister of Transport and Shipping be pleased to state:

(a) the progress made in the Tuticorin Harbour Project;

(b) the schedule of work planned for 1966-67;

(c) the total estimated cost of the Project; and

(d) the amount spent so far?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) The progress of work is as follows:—

Shore Works

All the preliminary works such as Field Investigations, Land Acquisition approach road, internal roads, roads to quarries, railway siding to the quarries, 1st and 2nd stage of quar-

ries, temporary offices, first stage of water supply, sewerage, electrification, filling in low areas etc., have been completed.

Off-Shore Works

(i) Construction of North Breakwater.

The work on the construction of breakwater upto—5 metres is complete. Laying of core stones has been completed in the reach and laying of armour stones is in progress.

(ii) Construction of South Breakwater.

The work on the construction of breakwater upto—3 metres is complete. Work on the reach from—3m to—5m is in progress.

(iii) Approach Arm.

The work of reclaiming the approach arms from chart datum to—5m depth is in progress.

(b) A provision of Rs. 193.60 lakhs was provided in the Budget Estimates 1966-67 for continuing works relating to construction of breakwaters, roads, rail approach and other preliminary works and also for the purchase of construction equipment.

(c) According to the detailed Project Report, which is under consideration of Government, the Tuticorin Harbour Project is estimated to cost Rs. twenty-five crores.

(d) Rs. 5.22 crores.

Terminal at Dum Dum Airport

775. Dr. Ranen Sen:

Shri G. S. Singh:

Shri S. K. Taparia:

Shri Indrajit Gupta:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) the progress made in developing the terminal at Dum Dum Airport; and

(b) how long it will take to develop the same?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). A new international terminal complex at Dum Dum airport is being

developed in two phases. In phase I, an international terminal block is being constructed. The construction work is expected to be completed early in 1988, though it will take another few months for the building to be fully commissioned. In phase II, a Control Tower Block is being constructed. The pile foundation work for this Block has already been completed and the work for constructing the super-structure has been awarded recently. It is likely to be completed in about three years.

National Highways

776. Shri S. C. Jha: Will the Minister of Transport and Shipping be pleased to state:

- (a) the number and names of National Highways in the country; and
- (b) the number of such National Highways and their names in Bihar?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) There are 44 National Highways in the country. A statement showing the National Highway numbers and their description is laid on the Table of the House. [Placed in Library. See No. LT-434/87].

- (b) 3 National Highways, namely, Nos. 28A, 30 and 33 and portions of 4 National Highways, namely, Nos. 2, 26, 31, and 32 are in Bihar.

Indian Lac Research Institute, Ranchi

777. Shri Tridib Kumar Chaudhuri: Will the Minister of Food and Agriculture be pleased to state:

- (a) whether a representation about the standing grievances of the workers employed under the Indian Lac Research Institute, Namkum, Ranchi was submitted on behalf of the I.L.R.I. Workers Union to the Director of the Institute in September, 1980; and

- (b) if so, the action taken thereon and whether the Director had met any

leader of the Union for discussing the points made out in the said representation?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir.

- (b) Despite the fact that the Union is an unrecognised one, some of the grievances included in the Union's representation have been redressed going by the general approach of the Government to such cases. These include raising the wages of the casual labourers from Rs. 1.75 to Rs. 2.25 per day, declaring the monthly rated majdoors of the Institute as regular employees in the pay scale of Rs. 70-1-80-EB-1-85 etc. The Director did not meet any leader of the Union. However, the position in respect of the points raised in the representation submitted by the Union was explained to the Superintendent of Labour, Ranchi by the Director.

River Steam Navigation Company

778. Shri Sheopujan Shastri: Shri Madhu Limaye:

Will the Minister of Transport and Shipping be pleased to state:

- (a) whether it is a fact that the River Steam Navigation Company, Assam has declared a lock-out from the first week of May, 1987;

- (b) whether the lock-out declared is illegal; and

- (c) the steps taken by Government to lift the lock-out and settle the industrial dispute between the Company and its employees?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) No.

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

हिन्दुस्तान शिपयार्ड लिमिटेड बिनाबायसनम
सम्बन्धी जांच समिति का प्रतिवेदन

779. श्री कानेश्वर सिंह :
श्री जे० एच० पटेल :
श्री मधु सिन्हा :

क्या परिवहन तथा नौबहन मंत्री यह
बताने की कृपा करेंगे कि :

(क) क्या हिन्दुस्तान शिपयार्ड
बिनाबायसनम की स्थिति की जांच करने
के लिए रियर एडमिरल एस० एम० नन्दा
की अध्यक्षता में नियुक्त जांच समिति ने
सरकार को अपना प्रतिवेदन दे दिया है;

(ख) यदि हां, तो उसकी मुख्य बातें
क्या हैं और सरकार ने इस प्रतिवेदन में की
गई निफारियों पर क्या कार्यवाही की है;
और

(ग) यदि उपरोक्त भाग (क) का
उत्तर नकारात्मक है तो यह प्रतिवेदन
सरकार को कब तक प्रस्तुत किया
जायेगा ?

परिवहन तथा नौबहन मंत्री (डा०
बी० के० भार० बी० राय) : (क) जो
नहीं ।

(ख) प्रश्न नहीं उठता है ।

(ग) बात ठीक है कि प्रतिवेदन का
प्राक्प तैयार है और उसकी अंतिम रूप
दिया जा रहा है । बूकि इस बीच समिति का
अध्यक्ष संचालन कार्य पर लगाया गया है
अतः एक नये अध्यक्ष की नियुक्ति की जा
रही है और प्रश्न की जाती है कि नये
अध्यक्ष के पार संचालने के 3 महीने के
अन्दर प्रतिवेदन तैयार हो जायेगा ।

दिल्ली दुग्ध योजना के डिपो मैनेजर

780. श्री सिद्धेश्वर प्रसाद : क्या साधु
तथा कृषि मंत्री यह बताने की कृपा करेंगे
कि :

(क) क्या यह सच है कि अप्रैल, 1967
में दिल्ली दुग्ध योजना के कुछ डिपो मैनेजरो
को नौकरी से हटा दिया गया था ;

(ख) यदि हां, तो कितने डिपो मैनेजरो
की नौकरी से हटाया गया था और उसके
क्या कारण हैं ; और

(ग) यह सुनिश्चित करने के लिए
डिपो मैनेजर और सेल्समैन ग्राहकों से उचित
व्यवहार करें, क्या कार्यवाही की गयी
है ?

साधु कृषि, सामुदायिक विकास तथा
सहकार मंत्रालय में राज्य-मंत्री
(श्री भगवा साहिब जिंदे) : (क) और
(ख) . अप्रैल, 1967 की प्रवधि
में डिपो प्रबन्धकों व 13 डिपो सहायकों
की सेवायें समाप्त की गई क्योंकि
उनके विरुद्ध दूध की बोतलों की मोहर
बदलने, काई वाले व्यक्तियों को दूध न देने,
बिना टोकन वाले व्यक्तियों को नकद धाम
पर दूध बेचने तथा टिकटर फार्मों का प्रयोग
न करने के आरोप लगाये गये थे ।

(ग) योजना की क्रियाविधि के बारे
में शिक्षापते कम करने के लिए सख्त कार्य-
वाही की जाती है । दूध केन्द्रों का निरीक्षण
तेज कर दिया गया है । निरीक्षण करने वाले
समस्त कर्मचारी अपनी रिपोर्ट अध्यक्ष को
प्रस्तुत करते हैं ताकि प्रबन्ध को कुशल बनाया
जाये । दूध केन्द्रों के कर्मचारियों को कड़े
आदेश दिये गये हैं कि वे प्रत्येक काई/टोकन
वाले व्यक्ति को उसका दूध का पूरा कोटा
प्रवश्य दें । बिना काई या टोकन वालों को
दूध की बिक्री बन्द कर दी गई है । दूध
केन्द्रों में टिकटर फार्मों का प्रयोग बन्द कर

दिया गया है ताकि कार्य/टोकन वाले व्यक्ति अपने कोटे से अधिक दूध न ले सकें। निर्देशों का उल्लंघन करने वाले कर्मचारियों के विरुद्ध सख्त कार्यवाही की जाती है (जिसमें उनकी सेवा की समाप्ति भी शामिल है)।

Agricultural University in Kerala

781. Shri P. C. Adichan:
Shri P. Viswambharan:
Shri P. P. Esthose:
Shri K. M. Abraham:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Kerala Government have requested the Centre to set up an Agricultural University in the State; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No request has so far been received from the Government of Kerala. In the Annual General meeting of the Indian Council of Agricultural Research, the Minister of Agriculture, Kerala, expressed himself in favour of starting an Agricultural University in Kerala. No proposals have, however, been sent so far.

(b) Does not arise.

Distribution of Nitrogenous Fertilisers

782. Shri Virendrakumar Shah:
Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that the system of distribution of nitrogenous fertilisers exclusively through the Co-operative Societies has resulted into inadequate sales promotional efforts and thus less interest among the farmers for this kind of fertiliser; and

(b) whether Government would consider promoting nitrogenous fertilisers through merchants also as is done in the case of super-phosphate?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) It is not correct to say that there is less interest amongst farmers for nitrogenous fertilisers on account of inadequate sales promotional effort on the part of the Cooperatives. The demand for nitrogenous fertilisers in the States where the distribution is entrusted to Co-operative Societies has been growing.

(b) To the extent that cooperatives may not be able to handle efficiently the large quantities of fertilisers required by farmers, the State Governments have been advised to employ, where necessary, other agencies such as private dealers. Subject to Government's option of taking over upto 30 per cent of the production new factories licenced upto 31st December, 1987 will be free to select their own distribution agencies from Co-operatives and private dealers. A similar freedom has been given to existing producers of nitrogenous fertilisers for 30 per cent of their production from 1st October, 1988. Direct sales made by these factories would increase to 50 per cent of their production from 1st October, 1987 and 70 per cent from 1st October, 1988.

Survey for Tubewells in Madhya Pradesh and Gujarat

783. Shri Hukam Chand Kachwal:
Shri Ram Singh Ayarwal:
Shri Nitiraj Singh Chaudhary:
Shri G. C. Dixit:
Shri Y. S. Kushwah:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Exploratory Tube-well Organisation has done some ground water survey by drilling exploratory tube-wells in Madhya Pradesh and Gujarat;

(b) how many exploratory tube-wells were drilled in each State;

(c) how many of these were successful due to the tapping of good aquifers and how many tube-wells did

not indicate good aquifers or water bearing strata giving State-wise figures thereof;

(d) whether any area has been selected and recommended for development by tubewells in each State based on the data of these exploratory tubewells;

(e) the area irrigated by the existing tube wells in the different parts of these States; and

(f) the area which can possibly be brought under tubewell irrigation in these selected areas?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes.

(b) and (c). Information is given below:

Name of State	No. of exploratory bores drilled.	No. of exploratory bores found successful.
Madhya Pradesh	56	31
Gujarat	89	22

Twenty-five exploratory bores and 67 exploratory bores had to be abandoned in Madhya Pradesh and Gujarat respectively either due to bad quality of formation water, lack of sufficient thickness of granular zones and/or due to encountering of bad rock at shallow depths specially in Saurashtra region.

(d) Please see Annexure. Laid on the Table of the House. [Placed in Library. See No. LT-635/67].

(e) According to the latest information received from the States, the area irrigated by the State tube-wells working during the year 1965-66 was as follows:

Madhya Pradesh	..	8,371 acres
Gujarat	..	70,475 acres

(f) Please see Annexure mentioned against (d) above.

Tourist Fund

784. Shri M. Rampure:

Shri Ebrahim Sulaiman Salt;
Shri Ramachandra Veerappa;
Shri N. K. Sanghi;
Shri Y. A. Prasad:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that the Travel Agents Association of India has requested for the creation of a Tourist Fund on the lines of Shipping Development Fund for promotion of tourism in the country;

(b) whether the request has been considered by Government; and

(c) if so, with what results?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) to (c). Yes, Sir. A suggestion was received from the Travel Agents Association of India for the creation of a Tourist Development Fund for the promotion of tourism. This is under consideration.

P. & T. Workshop at Calcutta Port

785. Shri S. N. Maiti:

Shri S. C. Samanta:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the storage space available at Calcutta port is proposed to be used for a Post and Telegraph workshop; and

(b) if so, the reaction of the Shipping Corporation of India in the matter?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) No, Sir. A plot of land at the old Steel Dump Site is held by the Posts and Telegraphs Department on regular lease from Calcutta Port Commissioners. This is being used as a Store Yard for telegraph stores. That Department wanted to put up a workshop on this plot but the Commissioners did not agree to this.

(b) No complaint about this matter has been received from the Shipping Corporation of India.

सुपर बाजार, नई दिल्ली.

786. रामगोपाल आलवाले : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) सुपर बाजार, नई दिल्ली में बेची गई वस्तुओं की घटिया किस्म तथा ज़ंजी कीमतों के बारे में अब तक कितनी शिकायतें प्राप्त हुई हैं; और

(ख) उन पर क्या कार्यवाही की गई है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अन्नासाहिब शिंदे):(क) भारत सरकार को सुपर बाजार द्वारा बाजार भावों की अपेक्षा अधिक भाव लेने के बारे में केवल चार शिकायतें मिली थीं। इन में से दो शिकायतें दवाइयों और दो प्रैक्टर कुकर के बारे में थीं। सभी शिकायतों की जांच-पड़ताल की गई और यह देखा गया है कि केवल एक मामले में सुपर बाजार के सेलमैन ने शिकायत-कर्ता से गलती से कुछ भेषजीय कैपसूलों के दाम अधिक लिये थे। सुपर बाजार अधिक ली गई राशि को लौटाना मान गया। अन्य मामलों में ज्यादा दाम लेने के आरोप सिद्ध नहीं हुए क्योंकि जो मूल्य लिया गया था वह निर्दिष्ट द्वारा निर्धारित मूल्य के अनुरूप था और कम भी था।

(ख) सुपर बाजार द्वारा घटिया किस्म की वस्तुओं को बेचने के बारे में कोई शिकायत नहीं मिली है।

सुपर बाजार, नई दिल्ली

787. श्री रामगोपाल आलवाले : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सुपर बाजार,

नई दिल्ली ने अपना व्यापार चलाने के लिये 80 लाख रुपये का ऋण लिया है ;

(ख) यदि हां, तो इस ऋण पर कितना ब्याज लिया जायेगा ;

(ग) जिन वस्तुओं पर यह धन-राशि लगायी जायेगी उन से कितने प्रतिशत लाभ होगा ; और

(घ) सुपर बाजार, नई दिल्ली को धातु-निर्भर बनाने के लिये क्या कार्यवाही की गई है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अन्नासाहिब शिंदे):(क) सुपर बाजार ने सिटीकेट बैंक लि० से 80 लाख रुपये का ऋण लेने का प्रबन्ध किया है। उक्त राशि में से अब तक वस्तुतः 53 लाख रुपये का ऋण लिया गया है।

(ख) सिटीकेट बैंक लि० से लिये गये ऋण पर ब्याज की दर 9 प्रतिशत प्रति वर्ष है। तथापि, इस निधि के कई बार व्यापार में लगाते रहने पर निर्भर करते हुए लागत ढाँचे पर ब्याज का भार बहुत कम पड़ेगा।

(ग) सुपर बाजार में विक्राने वाली वस्तुओं पर सकल घाटेय गुंजाइश लगभग 9 प्रतिशत है।

(घ) सुपर बाजार की तीसरी शाखा खुलने से इस संगठन का पहला सौपान पूरा हो जाएगा। धारा है कि इसके बाद बाजार को कुछ लाभ होने लगेगा।

Subsidy price of rice and wheat in Kerala

788. Shri E. K. Nayanar:
Shri Umanath:
Shri F. Gopalan:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Central Government:

increased the subsidy price of rice and wheat in Kerala in 1966; and

(b) if so, how many times it was raised and the quantum raised in each case?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The issue prices of rice and imported wheat supplied from Central stocks to all State Governments including Kerala were raised in 1966. Even so, the prices of coarse rice and wheat contains an element of subsidy.

(b) The increase in the issue price of imported wheat was made only once *w.e.f.* November, 1966. For rice twice, in June and December during the year 1966. The extent of increase in case of imported wheat for all States was from Rs. 50.00 to Rs. 55.00 per quintal. In case of coarse rice, the increase in the issue price for Kerala was from Rs. 66.00 to Rs. 69.00 *w.e.f.* June, 1966 and from Rs. 69.00 to Rs. 80.00 per quintal *w.e.f.* December, 1966.

Shri Hukam Chand Kachwal:
Shri Shri Gopal Saboo:
Shri Swell:
Shri S. C. Samantia:
Shri A. K. Kisku:
Shri S. N. Malli:
Shri Tridib Kumar Chaudhuri:
Shri Yashpal Singh:
Shri P. Parthasarathy:
Shri R. D. Reddy:
Shri Shiv Chander Jha:
Shri Shri Chand Goel:
Shri D. N. Patedia:
Shri Mohamed Imam:
Shri S. K. Tapuria:
Shri Gadlingana Gowd:
Shri Vishwa Nath Pandey:
Shri Y. A. Prasad:
Shri F. K. Deo:
Shri K. P. Singh Deo:
Shri B. Barua:
Shri N. K. Sanghi:
Shri Virendrakumar Shah:
Shri A. Anirudhan:
Shri K. M. Abraham:
Shri Vishwanatha Menon:
Shrimati Suseela Gopalan:
Shri Umanath:
Shri F. P. Esthose:
Dr. Ram Manohar Lohia:

Declaration of Famine in Bihar

Shri Mohan Swarup:
Shri Ram Sewak Yadav:
Shri Madhu Limaye:
Shri Molahn Prasad:
Shri George Fernandes:
Shri Rabi Ray:
Shri Bhogendra Jha:
Shri A. B. Vajpayee:
Shri Bal Raj Madhok:
Shri Chandra Sekhar Singh:
Dr. Ranen Sen:
Shrimati Tarkeshwari Sinha:
Shri Maharaj Singh Bharti:
Shri S. M. Banerjee:
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri K. M. Madhukar:
Shri D. C. Sharma:
Shri B. S. Vidyaarthi:
Shri Siddheshwar Prasad:
Shri B. S. Sharma:
Shri Onkar Lal Berwa:
Shri Prakash Vir Shastri:
Shri Ram Singh Ayarwal:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Bihar Government has declared one third of the State under famine;

(b) if so, the particulars of areas where famine has been declared;

(c) the reaction of Government thereto; and

(d) the steps taken to face the situation arising out of this declaration?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). A statement indicating the areas declared as famine areas by the Government of Bihar is laid on the Table of the House. (Placed in Library. See No. LT-436/67).

(c) and (d). The Government of India has been making all possible

efforts to help Bihar Government. Relief measures on a very large scale have been taken by the State Government to meet the situation created by the drought. A statement of assistance given by the Government of India to the Bihar Government so far is placed on the Table of the House. [Placed in Library. See No. LT-437/67].

विषय :—जापान से कृषि विशेषज्ञों की पेशकश

790. श्री मोहन स्वल्प :

श्री न० कु० लांभी :
श्री हुकम चन्द कटुवाल :
श्री राम सिंह व्याघ्रवाल :
श्री मणिभाई जे० पटेल :
श्री बी० च० शर्मा :
श्री विभूति मिश्र :
श्रीमती तारकेश्वरी तिलह :
श्री ह० प० चटर्जी :
श्री बलदेव कुंते :
श्री स० च० सामन्त :
श्री यशपाल सिंह :
श्री य० ब्र० प्रसाद :
श्री पार्थासारथी :
श्री क० ना० तिबारी :
श्री बलराम राम देहूरी :

क्या साक्ष्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जापान के औद्योगिक, प्राध्यात्मिक, धार्मिक एवं सांस्कृतिक विकास संगठन ने जापान के 500 कृषि विशेषज्ञों की सेवाएँ भारत सरकार को समर्पित करने की पेशकश की है जिससे भारत कृषि के मामले में अत्यन्तचरता प्राप्त कर सके ; और

(ख) यदि हाँ, तो सरकार की इस संघर्ष में क्या प्रतिक्रिया है ?

साक्ष्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अन्ना साहिब शिंदे) : (क) तथा (ख) : जापान के औद्योगिक, प्राध्यात्मिक, धार्मिक एवं सांस्कृतिक विकास संगठन से विशेषज्ञों की कोई निश्चित संख्या की पेशकश प्राप्त नहीं हुई है । सहायता संबंधी उनकी साधारण पेशकश पर उनसे कहा गया है कि कृषि उत्पादन की विषय तथा विस्तृत योजनाएँ भेजें ।

इंडियन एयरलाइन्स कार्पोरेशन का
प्राधुनिकीकरण

791. श्री मोहन स्वल्प :

श्री मणिभाई जे० पटेल :
श्री बेनीसंकर शर्मा :
श्री श्रीकार लाल बेरबा :

क्या पर्यटन तथा अंतर्राष्ट्रीय उड्डयन मंत्रा यह बताने की कृपा करेंगे कि :

(क) इंडियन एयरलाइन्स कार्पोरेशन का प्राधुनिक रूप देने के लिये क्या कार्य-वाही की गई है ;

(ख) क्या यह सच है कि इस समय कार्पोरेशन घाटे पर चल रहा है ;

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

(घ) भविष्य में इस घाटे को दूर करने के लिये क्या कार्यवाही की है ?

पर्यटन तथा अंतर्राष्ट्रीय उड्डयन मंत्री (डा० कर्ण सिंह) : (क) इंडियन एयरलाइन्स कार्पोरेशन अपने विमान-सेटों तथा कारखानों के प्राधुनिकीकरण के यथा-संभव प्रयत्न करता रहा है । इस दिशा में सीमित प्रगति का कारण विदेशी मुद्रा की कमी रही है । कार्पोरेशन ने वाइकाउंट विमान 1957 में, कोकनिय 1961 में तथा कारबेल 1964 में चाबू

किये। कार्पोरेशन के विमान-बेड़े में 6 कारबेल 14 वाइकाउंट तथा 13 फ्रेन्ड-शिप विमान हैं। एक और कारबेल का शार्डर दिया हुआ है, जिसके प्रकटूर, 1967, में प्राप्त हो जाने की आशा है। 9 एच० एस-748 (एबरो-748) वायुयानों के लिये हिन्दुस्तान एयरोनाटिक्स लिमिटेड, कानपुर को एक शार्डर दिया जा चुका है। इनमें से तीन 1967-68 में प्राप्त हो जाने की आशा है।

(ख) ग्रां (ग). 1966-67 के लिये पुनरीक्षित प्राक्कलन 460.55 लाख रुपये का घाटा दिखाते हैं तथा 1967-68 के लिये बजट प्राक्कलन 349.76 लाख रुपये का घाटा दिखाते हैं। घाटे के निम्नलिखित कारण हैं :-

- (i) अवमूल्यन का प्रभाव;
 - (ii) दो कारबेल विमानों की हानि, जिसके परिणामस्वरूप हुई यातायात की धारिता (यात्री ले जाने की क्षमता) में, तथा कार्पोरेशन की धाय में, कमी; और
 - (iii) बेतन-मानों के पुनरीक्षण के कारण व्यय में वृद्धि।
- (घ) (i) कार्पोरेशन को अप्रत्यक्ष ढेकोटा और स्काइमास्टरों के परिचालन में बड़ी भारी हानि हो रही है। कार्पोरेशन के विमान-बेड़े के प्राधुनिकीकरण तथा विस्तार के परिणामस्वरूप धाय में वृद्धि तथा लागत में कमी होने की संभावना है; और
- (ii) कार्पोरेशन खर्च पर बड़ी-कड़ी निगरानी रख रहा है और परिचालन की सुरक्षा क आन रखते हुए जहाँ कहीं संभव

होता है खर्च में बचत का प्रयत्न कर रहा है।

दिल्ली में सड़क-कर का भुगतान

792. श्री मोहन स्वल्प :

श्री मणिभाई जे० पटेल :

क्या परिवहन तथा नौबहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस बात की जानकारी है कि केन्द्रीय सचिवालय, जनपथ और पुरानी दिल्ली में परिवहन निदेशक के कार्यालय में सड़क-कर जमा करवाने के लिये दिल्ली की जनता को बड़ी असुविधा होती है;

(ख) यदि हाँ, तो क्या सरकार का विचार इस काम के लिये कुछ और केन्द्र बनाने का है; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

परिवहन तथा नौबहन मंत्री (डा० श्री० के० प्र० श्री० राय) : (क) इस मामले में कभी कभी थोड़ी असुविधा की सूचना सरकार को मिली है।

(ख) और केन्द्र खोलने का प्रस्ताव दिल्ली प्रशासन के विचारार्थ है।

(ग) प्रश्न नहीं उठता।

गोहत्या सम्बन्धी समिति

793. श्री राम गोपाल शालवाले :

श्री अटल बिहारी वाजपेयी :

श्री बलराज कर्जक :

श्री प्रकाशवीर शास्त्री :

श्री राम किसान गुप्त :

श्री सिद्धेश्वर प्रसाद :

श्री अंबर लाल गुप्त :

डा० कर्णो सिंह :

श्रीमती निलेंप कौर :

श्री शिव कुमार आस्थी :

श्री श्रीमन्नकाश त्यागी :

श्री शेषकीर्तनम्बन पटौविया :

श्री रा० बरपा :

श्री अ० ज० देसाई :

क्या कृषि तथा कृषि मंत्री मोहत्या पर प्रतिक्रिया के बारे में 4 अप्रैल, 1967 के तारांकित प्रश्न संख्या 234 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) क्या मोहत्या पर प्रतिबंध लगाने के प्रश्न पर विचार करने के लिये इस बीब समिति स्थापित कर दी है ;

(ख) यदि हां, तो समिति के सदस्य कौन-कौन हैं तथा विचारार्थ विषय क्या हैं; और

(ग) ममिति ने अब तक क्या प्रगति की है ?

साध, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अन्नासाहेब शिंदे) : (क) जी नहीं ।

(ख) सर्वदलीय गोरक्षा महासंघान
समिति के प्रतिनिधि मंडल ने 21 मई,
1967 को बाण तथा कृषि मंत्री से बिहार-
विमर्श के समय बताया कि समिति दल
महोदयों की 29 तराई तक अपने प्रतिनि-
धियों के नाम भेजेंगी किन्तु सर्वदलीय
गोरक्षा महासंघान समिति ने 29 मई,
1967 तक अपने प्रतिनिधियों के नाम नहीं
भेजे हैं। समिति के गठन तथा बिहारपर्व
विषय के बारे में बाण में घोषणा की जायेगी।

(ग) प्रश्न ही नहीं उठता।

Rationing in States

794. **Shri S. E. Damani:** Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that many

States have not so far introduced Rationing; and

(b) if so, whether it has been a decision of the States concerned or the Central Government have advised the States like-wise?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) Yes, Sir.

(b) The decision in this regard is taken by the concerned State Governments.

Agreement with U.S.S.R. in the Field of Agriculture

795. Shri P. K. Deo:

Shri K. P. Singh Deo:

Shri Dhirendranath:

Dr. Ranon Sen:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether any agreement has been signed between the Governments of U.S.S.R. and India to collaborate in the field of agriculture; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde) (a) and (b). An agreement between the Government of U.S.S.R. and the Government of India was signed on 25th November, 1966 on delivery of equipment and agricultural machines. Under this agreement, the Government of U.S.S.R. will provide, as a gift, to the people and Government of India equipment and agricultural machines for setting up 5 State agricultural seed growing farms of three to four thousand hectares each, on 'cost including freight' basis during the years 1966-68. The equipment and agricultural machines will, *inter alia* consist of tractor bulldozers, irrigation ditchers, scrapers, extractors, graders, levellers, caterpillar tractors, grain and fertiliser drills, grain cleaners, seed dressers,

grain conveyors, mowers, cotton planters etc. and maintenance equipment. The value of these equipment and machines is estimated at approximately Rs. 135 lakhs.

Facilities to Israel Government for Farm Demonstration in India

796. Shri P. K. Deo;
Shri K. P. Singh Deo;
Shri Dhirendranath;

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Israeli Government have requested the Government of India to give facilities for latest farm demonstration in this country; and

(b) If so, Government's reaction thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No.

(b) Does not arise.

Restoration of Indo-Pak Air Services

797. Shri Ram Kishan Gupta:
Shri M. Rampure;
Shri Ramchandra Veerappa;
Shri N. K. Sanghi;
Shri Ebrahim Sulaiman Salt;
Shri D. C. Sharma;
Shri Y. A. Prasad;

Will the Minister of Tourism and Civil Aviation be pleased to refer to the reply given to Starred Question No. 19 on the 21st March, 1967 and state:

(a) whether Government have since considered the proposal of Pakistan Government for the restoration of Air Services between the two countries; and

(b) if so, the result thereof?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). A reference is invited to the statement made by the Minister of External Affairs in this House on 22nd

May, 1967 in reply to Starred Question No. 19. The matter is still under consideration.

Food Supplies to Delhi

798. Shri Ram Kishan Gupta;
Shri Kanwar Lal Gupta;
Shri Bal Raj Madhok;
Shri A. B. Vajpayee;

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that food supplies to the capital have been disrupted following the Chief Ministers' decision to split the Northern Food Zone into single State Zones; and

(b) if so, the steps taken or proposed to be taken for alternative arrangements to meet the capital's requirements?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

(b) Does not arise.

Tourist Week

799. Shri N. B. Laskar:
Shri Sradhakar Supakar;
Shri Liladhar Kotaki;
Shri Shri Gopal Saboo;

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether all-round facilities to tourists who came to India during "Tourist Week" in March, 1967 were provided;

(b) whether expenditure incurred and foreign exchange earned by Government in connection with the Tourist Week has been estimated; and

(c) if so, the details thereof?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) The Tourist Week in March this year was celebrated only in Delhi. All tourists who happened to be in Delhi during

the Week were rendered following special facilities.

1. Special welcome at the Palam Airport was arranged by the Department of Tourism.
2. The Mayor of Delhi held a reception on 19th March, 1967 for tourists in Delhi on that day.
3. An International Tourist Evening was hosted by the India International Centre when a large number of tourists were invited to meet the members of the Centre in pursuance of "person-to-person" contact scheme.
4. Film shows of documentary and travel films were held at various hotels for the benefit of foreign tourists staying in those hotels.
5. Special Cultural Evenings were organised to celebrate the International Tourist Week.
6. Lok Kala Manch, a voluntary organisation participated in the Week by Celebrating Tourist Holi Mela at Parade Grounds. This was largely attended by tourists.
7. Central Cottage Industries Emporium, Handloom House, and other approved shopkeepers organised special sales, giving 10 per cent concessions to foreign tourists.

These facilities were in addition to the special concessions, such as abolition of visa fee, on-the-spot issuance of visa by the Indian Embassies abroad, extension of period of validity of Temporary Landing Permits from 72 hours to 7 days and further liberalisations of Tourist Baggage Rules, which the Government of India have announced as part of the International Tourist Year.

(b) The expenditure incurred on the celebration connected with the Tourist Week in March, 1967 was

approximately Rs. 17,000. No figures are available of the foreign exchange earned by the Government during the Tourist Week, as these are estimated for the whole year at the end of the calendar year.

(c) The expenditure was incurred on the following items:—

1. International Tourist Poster Exhibition.
3. Production of publicity material connected with the Week.
3. Arranging of the inaugural function at Vigyan Bhavan.
4. Purchase of garlands for welcoming tourists at the airport.
5. Photographic publicity abroad.

Supply of Foodgrains by Surplus States to deficit States

890. Shri B. S. Sharma:
Shri Onkar Lal Berwa:
Shri Swell:
Shri R. K. Birla:
Dr. Karni Singh:
Shri Kikar Singh:
Shri Kola Birua:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that certain States which are surplus in foodgrains have refused to provide foodgrains to the deficit States;

(b) if so, the names of those States; and

(c) whether Government have taken up the matter with those States to procure the surplus foodgrains for the deficit States?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

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

Tourist Cars

801. Dr. Karni Singh;
Shrimati Nirlep Kaur:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) the rules regarding the sale of tourist cars to hotels and tourist Organisations;

(b) whether such cars can be used by officials and owners of the Department; and

(c) if so, the rules regarding their use?

The Minister for Tourism and Civil Aviation (Dr. Karni Singh): (a) Second-hand imported cars are sold by the State Trading Corporation for the purpose of plying as tourist taxis. These cars are allotted by the Department of Tourism to recognised tourist car operators/shikar outfitters/travel agents. In determining the criteria for allotment of cars, consideration is given to the optimum requirement of cars at a given tourist centre and the foreign exchange earnings of the allottees. Hotels, so far, have not been allotted any cars but the Tourist Development Council has recommended that hotels may also be considered for allotment of such cars in exceptional cases in centres where there are no recognised tourist car operators or travel agents. State Governments are also sold such cars by the State Trading Corporation on the recommendation of the Department of Tourism for the use of tourists. The second-hand imported cars purchased by allottees through the State Trading Corporation can be sold after these have run 1,60,000 Km. and have been in use for 3 years from the date of purchase from the State Trading Corporation.

A few new cars were imported through Air India and sold to the India Tourism Development Corporation, State Governments and tourist car operators for use by tourists. These cars can be sold only to the

State Trading Corporation after they have run for 1,60,000 Km. and have been in use for 4 years.

(b) and (c). The cars may be used by any other bona-fide customer on payment of normal tariff when they are not required by tourists.

Mechanisation of Medium size Farms

802. Dr. Karni Singh;
Shrimati Nirlep Kaur;
Shri D. C. Sharma:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the recommendations of the Soviet experts for the mechanisation of medium size farms to enable multiple cropping have been examined; and

(b) if so, the reaction of the Central and State Governments thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasahib Shinde): (a) A team of Soviet scientists headed by a Deputy Minister of U.S.S.R. had visited India on their own initiative to get first hand knowledge of agricultural programmes specially in the field of agricultural research. They have not given any recommendation for mechanisation of medium size farms in order to enable multiple cropping.

(b) The question does not arise.

New Strategy for Agricultural Production

803. Dr. Karni Singh;
Shrimati Nirlep Kaur;
Shri Inderjit Malhotra:

Will the Minister of Food and Agriculture be pleased to state:

(a) the details worked out of the new strategy for agricultural production;

(b) the areas selected in each State for sowing new high-yielding varieties of wheat, rice, jowar, bajra and maize;

(c) the varieties to be made use of and the estimated increase in the production thereof; and

(d) whether supply of irrigation and fertilizers has been stream-lined to make the scheme a success?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) to (d). A statement is laid on the Table of the House. [Placed in Library. See No. LT-438/87].

पालम हवाई अड्डा

804. श्री श्रींकार लाल बेरवा :

श्री स्वेत :

श्री सु० कु० तापड़िया :

क्या पर्यटन तथा अर्थनिक उद्बोधन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पालम हवाई अड्डा को प्राधुनिक बनाने का प्रस्ताव है ;

(ख) यदि हाँ, तो उसकी रूपरेखा क्या है ; और

(ग) देश के अन्य कौन से ऐसे हवाई अड्डे हैं जिन्हें प्राधुनिक बनाने का विचार है ?

पर्यटन तथा अर्थनिक उद्बोधन मंत्री (डा० कर्ण सिंह) : (क) जी हाँ ।

(ख) पालम का मुख्य धावन-पथ इस समय बड़ा परिचालित किये जाने वाले सभी प्रकार के वाणिज्यिक विमानों के लिए उपयुक्त है । लेकिन यात्रियों का और अधिक अच्छे ढंग से प्रबन्ध करने की दृष्टि से टरमीनल सुविधाओं में काफ़ी सुधार की आवश्यकता है । पहले बीर में 8 लाख रुपये की लागत से कुछ परिवर्धन और परिवर्तन पहले ही किये जा चुके हैं और 32 लाख रुपये की कीर्तिश से निर्माणाधीन का द्वारा बीर जल्दी ही शुरू किया जायेगा । मुख्य धावन-पथ

के दक्षिण में एक नये अन्तर्राष्ट्रीय टरमीनल कॉम्प्लेक्स की व्यवहार्यता पर विचार किया जा रहा है ।

(ग) मद्रास और बम्बई के अन्तर्राष्ट्रीय हवाई अड्डों का भी प्राधुनिकीकरण करने का प्रस्ताव है । समय पर एक नया अन्तर्राष्ट्रीय ब्लॉक पहले ही पूर्ण होने वाला है ।

रामेश्वरम तलाई नौका सेवा

805. श्री श्रींकार लाल बेरवा : क्या परिवहन तथा नौबहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नौबहन बोर्ड ने रामेश्वरम और तलाई मन्नार के बीच नौका सेवा को रेलवे से अपने हाथों में ले लिया है ;

(ख) क्या यह भी सच है कि इस नौका सेवा में काम करने वाले कर्मचारियों को रेलवे में लागू दरों से भत्ते मिल रहे हैं ;

(ग) क्या कर्मचारियों ने कुछ मांगें रखी हैं ; और

(घ) यदि हाँ, तो उनका ज़ोरा क्या है और उन्हें पूरा करने के लिए क्या कार्यवाही की गई है ?

परिवहन तथा नौबहन मंत्री (डा० बी० के० शार० बी० राव) :

(क) रामेश्वरम और तलाई मन्नार के बीच की नौका सेवा को भारतीय जहाजी निगम लिमिटेड ने दक्षिण रेलवे से अपने हाथ में ले लिया है ।

(ख) जी हाँ । कर्मचारियों को 1-10-67 तक भारतीय जहाजी निगम लिमिटेड में लागू सलों को स्वीकार करने के लिए विकल्प दिया गया है ।

(ग) जी नहीं ।

(घ) प्रश्न नहीं उठता है ।

आयात किये गये गेहूँ के मूल्य

806. श्री झोंकार लाल बेरवा : क्या साहू तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मई, 1967 में आयात किये गये गेहूँ के मूल्य बढ़ाये जा रहे हैं ;

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

(ग) मूल्यों में कितनी वृद्धि की जा रही है ?

साहू, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री कृष्ण साहू) : (क) जी नहीं ।

(ख) और (ग). प्रश्न ही नहीं उठते ।

Re-organisation of I.C.A.R.

807. Shri Inderjit Malhotra: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Indian Council of Agricultural Research has been re-organised; and

(b) if so, the main features thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasahib Shinde): (a) and (b). A statement giving the required information is placed on the Table of the House. [Placed in Library. See No. L.T-429/67].

Delhi-Srinagar Jet Service

808. Shri Inderjit Malhotra: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government have taken any decision to introduce jet service between Delhi and Srinagar;

(b) if so, the period for which this service will be in operation; and

(c) what will be its frequency?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). It is proposed to introduce a Caravelle service between Delhi and Srinagar in October this year.

(c) During the tourist season, the service will operate daily.

Helicopter Service

809. Shri Inderjit Malhotra: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether any scheme is under consideration to link important towns, like Chandigarh, Ambala, Ludhiana, Jullunder and Jammu by helicopter service; and

(b) if so, the main features thereof?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) No, Sir.

(b) Does not arise.

Resumption of Delhi-Pathankot I.A.C. Flights

810. Shri Inderjit Malhotra: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government are considering the resumption of I.A.C. flights between Delhi and Pathankot; and

(b) if so, when?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). The feasibility of I.A.C. resuming air services through Pathankot is being examined.

Short Duration Crops

811. Shri Yashpal Singh:
Shri Inderjit Malhotra:
Shrimati Tarakeshwari Sinha:
Shri Madhu Limaye:
Shri S. M. Bhambhani:

Dr. Ram Manohar Lohia:
Shri George Fernandes:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have formulated any plans to introduce and popularise "Short duration Crops" to be grown between the two main growing seasons;

(b) if so, the broad details thereof; and

(c) the additional expenditure on these schemes and approximate area to be brought under this scheme?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Co-operation (Shri Annasahib Shinde): (a) and (b). Keeping in view the present difficult food situation in the country mainly on account of drought, it was decided to explore the possibilities of growing short duration varieties of crops between the harvest of the standing rabi crops and the sowings of the next kharif crops. There are certain short duration varieties of 70-90 days' duration of ragi, paddy, maize etc., which could be successfully cultivated during this short period. The State Governments were accordingly addressed to identify such varieties and undertake their cultivation in areas having assured irrigation facilities. The technical experts of the Government of India have also visited some of the States to assist them in drawing up an action programme and in arranging supply of seeds, fertilizers etc.

(c) This programme will not involve any additional expenditure to the Government of India by way of grant. The supply of inputs to the cultivators will be financed through short-term loans.

The information so far received indicates that a total area of about 10 lakh acres is expected to be covered by this programme in the States of West Bengal, Orissa, Andhra Pradesh, Madras, Punjab, Haryana and Uttar Pradesh.

Replacement of I.A.C. Dakotas

812. Shri Girraj Saran Singh:
Shri Inderjit Malhotra:
Shri S. K. Tapuriah:
Shri Meetha Lal:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government have undertaken any plan to replace the old Dakota aircraft of I.A.C. now in service at different routes in India;

(b) if so, by what time these old aircraft will be replaced; and

(c) the type of aircraft which is being put into service instead of the old Dakotas?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir.

(b) and (c). All but 8 Dakotas are likely to be replaced by the middle of 1969 by Pokker Friendship and HS-748 (Avro-748) aircraft. The replacement of the remaining eight Dakotas is under examination.

Drought Relief to States

813. Shri Bradhakar Supakar:
Shri Chintamani Panigrahi:
Shri D. N. Palodia:
Shri R. Barua:
Shri Yashpal Singh:
Shri S. C. Samanta:
Shri Hukam Chand Kachwail:
Shri Ram Singh Ayarwal:
Dr. Karnj Singh:
Sarimati Nirlep Kaur:

Will the Minister of Food and Agriculture be pleased to state:

(a) the amount and quantity of foodgrains supplied by the Central Government to the different States so far during this year for drought relief; and

(b) the total amount spent by the States on drought relief including the amount given by the Centre up to the 15th May, 1967?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) The details of financial assistance and also of the allotments of foodgrains made to the scarcity affected States are given below:

I. Financial Assistance

(Rs. in million)

	1966-67	1967-68	Total
Bihar . . .	439.90	82.50	522.40
Gujarat . . .	44.87	..	44.87
Madhya Pradesh . . .	209.34	6.75	216.09
Rajasthan . . .	154.38	..	154.38
Uttar Pradesh . . .	62.85	9	71.85

II. Allotment of foodgrains (imported)

Quantity allotted during the period from October, 1966 to May 1967

(Figures in '000 tonnes)

Bihar	1291.5
Gujarat	476
Madhya Pradesh	298
Rajasthan	303
Uttar Pradesh	786

The above allotment include the following quantities of wheat given to the States for free distribution as gratuitous relief to the old and the infirm in the drought affected areas:

	(Tonnes)
Bihar	11,000
Gujarat	3,000
Madhya Pradesh	3,000
Rajasthan	1,500
Uttar Pradesh	8,000

Voluntary organisations in Bihar and U.P. have been given following

quantities of wheat for running free kitchens in these States:

	Release of wheat at economic prices	Release of free wheat by P.M.'s Drought Relief Fund
	(Tonnes)	(Tonnes)
Bihar	1,335.85	4,135
U.P.	281.5	651

(b) The expenditure on relief operations in connection with natural calamities like drought, etc. is shared between the Central and the State Governments, according to a prescribed pattern of assistance. This expenditure is initially incurred by the State Governments themselves though financial assistance is normally given to the State Governments even before receipt of accounts of expenditure. According to reports received from the Government of Bihar, they have incurred an expenditure of Rs. 10,07,24,126 during 1966-67 and Rs. 3,92,16,674 upto the 3rd week of April, 1967. Figures of expenditure incurred by other State Governments have not yet been received from them.

Handling of Fertilizer Cargo

814. Shri Sethiyan: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have any proposal to handle fertilizer cargo in bulk at the Indian Ports; and

(b) if so, the possible saving in foreign exchange by this process?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) Import of Ammonium Sulphate in bulk is being made since 1962. In 1967, it is proposed to import 700,000 tonnes of Ammonium Sulphate in bulk.

(b) Based on the differences in the cost of bagged and bulk sulphate of ammonia procured in 1966-67 from

U.S.A., the saving per tonne is estimated at 15 dollars.

Setting up of a Jute Mill in Co-operative Sector in Assam

815. Dr. Ramesh Sen:
Shri Dhireswar Kalita:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Assam Government have sought central assistance in setting up a Jute mill in the State in the co-operative sector;

(b) if so, the nature and extent of the assistance sought by the State Government; and

(c) the action taken thereon?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir.

(b) State Government of Assam sought Centre's help in respect of the following:

(i) Grant of a licence under the Industrial (Development and Regulation) Act 1951 for establishment of a jute mill plant by the Assam Co-operative Jute Mill Ltd., Nowgong.

(ii) Financial assistance for investing towards the share capital of the society.

(iii) Allotment of foreign exchange for import of machinery.

(iv) A loan of Rs. 89 lakhs from the Industrial Finance Corporation of India.

(c) The following action has been taken on the request of the State Government/Society:

(i) The licence for setting up the proposed mill with a capacity of producing 6010 tons of jute goods per annum was issued on 25th May, 1962.

(ii) A sum of Rs. 28.5 lakhs has been sanctioned to the State

Government of Assam for investing the amount in the share capital of the society setting up the jute mill.

(iii) The society has been allotted foreign exchange to the tune of Rs. 84 lakhs for import of machinery from United Kingdom.

(iv) The long term loan application of Rs. 89 lakhs is under consideration of the Industrial Finance Corporation.

Procurement of Foodgrains by Food Corporation of India

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

Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of foodgrains procured by the Food Corporation of India during the period from December, 1966 to February, 1967;

(b) whether Government have assessed the work of the Corporation during the above period; and

(c) if so, the result thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) A total quantity of about 5.9 lakh tonnes of foodgrains has been purchased by the Food Corporation of India during the period from December, 1966 to February, 1967.

(b) and (c). The Government have not made any special assessment of the working of the Corporation for this short period.

Famine Conditions in Mirzapur District (U.P.)

817. Shri K. P. Singh Deo:
Shri Dhireswar Kalita:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that Mirzapur District in U.P. has faced near

famine conditions for the last four years; and

(b) if so, the measures taken by the Central Government to meet the food shortage there during these years?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Eastern Districts of U.P. are very densely populated and availability of foodgrains even in normal years is not plentiful there. However, development of any special scarcity in Mirzapur District was not reported to us before September-October, 1966. Only after October, 1966, serious scarcity conditions developed in Mirzapur as well as the other eastern districts as a result of deficit rains.

(b) The assistance provided by the Central Government to the Government of U.P. to meet the scarcity conditions in Mirzapur and other eastern districts are:

Central allotment of imported foodgrains have been stepped up from 40,000 tonnes in October to about 125,000 tonnes during each month February, March and April, 1967.

(2) 8,000 tonnes of gift wheat has been allotted to State Government for free distribution to old and the infirm in the drought affected areas.

(3) 3,444 tonnes of milk powder has been allotted to the U.P. Government for milk feeding centres.

(4) 70 tonnes of biscuits, 12 tonnes of dry raisins and a substantial quantity of multi-vitamin tablets, baby food, etc. have been given to the State Government for use in the drought-affected areas.

Besides, a number of voluntary organizations have started free kitchens in the drought-affected areas. The number of such kitchens functioning

in Mirzapur is 63. For this purpose 281.5 tonnes of wheat has been issued to these organizations at Government economic price and 651 tonnes of wheat has been released from Prime Minister's Drought Relief Fund free of cost.

Visit by 2-Man Team to Australia for Food Study under Colombo Plan

818. Shri Manibhai J. Patel: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a two-man team has recently visited Australia as special visitors under the Colombo Plan for Food Study;

(b) if so, the personnel of the team and the purpose for which the team visited Australia; and

(c) the results of the visit?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) to (c). No Food Study Team has been sponsored by the Government of India to visit Australia. The Australian Government had, however, offered two Special Visitor awards under the Colombo Plan to enable Shri Satwant Singh, a practical farmer who is also a Director of the Food Corporation of India and a senior official of the Government to visit and study agricultural marketing practices in that country. Shri N. P. Sen, Managing Director of the Corporation was chosen in place of an official candidate. Their observations are not yet available to the Government.

Visakhapatnam Port

819. Shri Manibhai J. Patel: Will the Minister of Transport and Shipping be pleased to state:

(a) whether any special arrangements have been made at Visakhapatnam Port recently to facilitate the import of raw material;

(b) if so, the capacity of the Port after the arrangements; and

(c) the total expenditure incurred on these arrangements?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) It is presumed that the Honourable Member is referring to the special arrangements recently made for the handling of the import of raw materials amounting to three to four lakh tonnes per annum for the production of fertilisers by Messrs. Coromandel Fertilisers Ltd. If so, the answer is in the affirmative. A fertiliser berth for the purpose has recently been completed.

(b) With the commissioning of the fertiliser berth, the handling capacity of the Port will increase from about 10.7 million tonnes to 11 million tonnes per annum.

(c) An expenditure of Rs. 42.60 lakhs has so far been incurred for the construction of the berth, water supply, electrification and dredging. A further expenditure of about Rs. 6 lakhs is expected to be incurred towards the balance of dredging work and other ancillary works.

Minor Irrigation Schemes

820. Shri Abdul Ghani Dar: Will the Minister of Food and Agriculture be pleased to state:

(a) the total amount given to each State during the last five years, year-wise, for Minor Irrigation Schemes;

(b) the total amount utilised by each State during the above period;

(c) the total number of tube-wells dug in each State out of this amount during the above period; and

(d) the total amount proposed to be given to each State for this purpose during the remaining years of the Fourth Plan period?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Ananababu Bhadani): (a) and (b).

After the introduction of the revised procedure for the release of Central financial assistance to the States from 1958-59, the sanctioning for the release of Central assistance are issued under the Heads of Development such as "Agricultural Production, Minor Irrigation and Land Development, etc." The issue of scheme-wise sanction was dispensed with since 1958-59 onwards. It is, therefore, not possible to indicate separately the amounts sanctioned by the Central Government for Minor Irrigation Schemes during the year 1962-63 and 1963-64. However, with effect from the financial year 1964-65, Central financial assistance has been sanctioned separately for the Head "Minor Irrigation". A statement showing the Central assistance allocated and actual assistance in respect of the State Plan for Agricultural Production, Minor Irrigation and Land Development etc. for 1962-63 and 1963-64 and for Minor Irrigation for 1964-65 to 1968-67 is placed on the Table of the House. [Placed in Library. See No. LT-440/67]. The assistance for 1965-66 and 1966-67 is provisional.

(c) Minor Irrigation Programme consists of various individual schemes and tubewells is one of them. A statement giving the available information about tubewells is placed on the Table of the House. [Placed in Library. See No. LT-440/67].

(d) The size and dimensions for the remaining years of the Fourth Five Year Plan period have not yet been finalised.

Development of Sohana as a Tourist Centre

821. Shri Abdul Ghani Dar: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether the Haryana Government in collaboration with the Central Government propose to develop Sohana, a place of hot spring in Haryana as a tourist Centre;

(b) if so, the main features thereof;

(e) whether it is a fact that a large number of foreign and Indian tourists visit this place every year;

(d) whether Sohana has been included in the tourists places of India under the programme of the International Tourist year; and

(e) if not, the reasons therefor?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir.

(b) Details of the scheme are awaited from the State Government.

(c) No statistics are available about the number of visitors to Sohana. It is however not included in the tourists' itinerary at present due to lack of facilities.

(d) and (e). No, Sir as facilities have not yet been provided.

Trunk Highways in India

822. Shri Sequetra: Will the Minister of Transport and Shipping be pleased to state:

(a) the main trunk Highways in the country at present;

(b) the load limitation (maximum GVW) permitted on each of these roads in tonnes; and

(c) whether higher loads are going to be permitted and if so, where and when?

The Minister of Transport and Shipping (Dr. V. K. V. Rao): (a) to (c). The Government of India are primarily responsible for roads declared as National Highways. All roads other than National Highways in States are essentially the responsibility of the State Governments concerned. A list of the roads included in the existing National Highway System is attached. There is no uniform load limitation for vehicles operating on these highways, as the load carrying capacity of various sections of the road and of the bridges and culverts thereon varies widely. The limita-

tion varies from road to road depending upon the condition of roads and bridges, and also from State to State as the subject of laying down load limitations for vehicles operating on roads covering both National Highways and other roads falls within the sphere of State activities. Recently, a suggestion was made to the Chief Engineers of Bihar, Uttar Pradesh, Madhya Pradesh, Rajasthan, Maharashtra, Gujarat and West Bengal to consider permitting a uniform gross laden weight of 15 tons on the Delhi-Bombay and Delhi-Calcutta routes. The enforcement of this increased laden weight limit will become operative as soon as necessary improvements to and strengthening of the road crust and the structures on the road are carried out as and where needed.

Use of Aquifers for Water Supply

823. Shri M. L. Sondhi: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware of the advantages of aquifers to ensure water supply for food production;

(b) whether Government have studied the proceedings and recommendations of the International Conference on Recharge and Management of aquifers;

(c) whether Government have corresponded with countries which have research projects on aquifers to secure technical know-how; and

(d) whether Government have plans for large scale use of aquifers?

The Minister of State in the Ministry of Food and Agriculture, Community Development & Cooperation (Shri Annasahib Shinde): (a) Yes. The Exploratory Tubewells Organisation under the Ministry of Food, Agriculture, Community Development and Cooperation has been carrying out ground water exploration in the different parts of the country since

January, 1965 with a view to delineating areas with ground water potentiality for development by tube-well irrigation.

(b) Yes. A senior officer of the Exploratory Tubewell Organisation was also deputed to the International Conference on Artificial Recharge and Aquifer Management held at Haifa (Israel) in March, 1967.

(c) Yes. Active contact is being maintained with countries which are advanced in groundwater development, through correspondence, visits and participation in international seminars/conferences.

(d) Yes. The Exploratory Tubewell Organisation will continue to carry out groundwater exploration in different parts of the country during the Fourth Plan. Besides, a Centrally sponsored Scheme for Groundwater Surveys and Investigations has also been approved for implementation by the State Governments during the Fourth Plan. This Scheme will be complementary to the activities of the Exploratory Tubewell Organisation and would be confined to drilling up to a depth of 250 feet only.

Surplus Stock of Bajra in Mysore State

824. Shri Virendrakumar Shah: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of Bajra grown in the State of Mysore per annum since 1961;

(b) whether a surplus stock of Bajra is lying with the Mysore State; and

(c) whether the Central Government propose to supply the surplus Bajra from Mysore to Gujarat, where there is a heavy demand?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The produc-

tion of bajra in Mysore State since 1960-61 has been as under:—

(The figures are in thousand tonnes)

1960-61	129.
1961-62	100.
1962-63	120.
1963-64	154.
1964-65	113.
1965-66	85.

(b) and (c) Some surplus has been declared by the State Government and has been allotted to deficit States including Gujarat. No report of further surplus lying with the Mysore State has so far been received. If any further surplus is offered by Mysore Government, the question of supplying a part or whole of it to Gujarat will be considered.

गन्ने की खेती

825. श्री रवी राय :

श्री राय सेवक बाबू :

श्री मधु निमये :

श्री मोहन प्रसाद :

श्री महाराज सिंह भारती :

श्री जार्ज करनगुडीब :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि इस वर्ष पानी न मिलने के कारण गन्ने की खेती नहीं की जा सकती है; और

(ख) यदि हाँ, तो क्या उनके मंत्रालय ने सिचाई और विद्युत् मंत्रालय को कोई विषय उपाय प्रदान करने को कहा है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री प्रमोदसाहिब शिंदे) : (क) बालू वर्ष में मौसम की स्थिति अनुकूल नहीं रही है और पता चला है कि प्रमुख रूप से गन्ना पैदा करने वाले क्षेत्रों विशेषतया बिहार और उत्तर प्रदेश में पर्याप्त वर्षा होने के कारण बुवाई पर कुप्रभाव पड़ा है ।

(ब) जी नहीं। छोटी सिंचाई योजनाओं बिना हमें पानी की कमी भी पाली है, के लिए केन्द्रीय सहायता दी जा रही है।

Prices of Foodgrains

826. Shri P. Gopalan:
Shri Viswanatha Menon:
Shri K. M. Abraham:
Shri P. P. Eshwar:
Shri Umanath:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the attention of Government has been drawn to the criticism in a section of the Press that Food Corporation of India has failed to bring down the prices of foodgrains; and

(b) if so, the reaction of Government thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). It has not been possible to locate any such specific criticism in the Press. In any case, the Food Corporation of India has so far been entrusted only with the work of procurement on behalf of Government and not with any large scale open market purchase and sale of foodgrains. It is, therefore, too early to expect the operations of the Food Corporation of India to have appreciable effect on the open market prices.

Coconut Production in Orissa

827. Shri Chintamani Panigrahi:
Will the Minister of Food and Agriculture be pleased to state:

(a) the target of annual production of coconut fixed for Orissa State for the Fourth Plan;

(b) whether any such target was fixed for Orissa for the Third Plan and if so, what;

(c) whether that target was achieved; and

(d) if not, the actual production of coconut during the Third Plan?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) to (d). The information is being collected and would be placed on the Table of the Sabha in due course.

Supply of Paddy by Orissa to Bihar

828. Shri Chintamani Panigrahi:
Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that the Orissa Government has agreed to supply 10,000 tonnes of paddy to the Bihar Government and 20,000 tonnes of paddy to the West Bengal Government directly; and

(b) if so, the rates of their supply?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The Government of Orissa have agreed to supply 20,000 tonnes paddy to Bihar for seed purposes. There is no proposal for supply of any paddy to West Bengal, though rice is being supplied to West Bengal from Orissa according to Central allocation.

(b) Rates of paddy to be charged from Bihar are still under consideration of the Government of Orissa.

Damage to Crops in Orissa (1946-47)

829. Shri Chintamani Panigrahi:
Shri A. Dey:
Shri Dhiresendranath:
Shri P. K. Das:
Shri K. P. Singh Das:
Shri G. C. Nath:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have received any report from the Orissa

Government regarding the damage of crops in Orissa due to drought in 1966-67 crop year;

(b) if so, the extent of damage;

(c) whether the State Government has sought any relief assistance to meet the drought situation in the State; and

(d) if so, the nature of the assistance sought and rendered so far?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes.

(b) The State Government have not given the details of the losses in respect of all the crops of 1966-67, but only of a limited category of medium and late varieties of paddy and here too they have not indicated the base-line figure compared to which there has been shortfall. It is, therefore, not possible to give an estimate of the loss of the 1966-67 crops beyond the fact that the total production of food-grains in 1966-67 in Orissa has, according to information available in Government of India, been 14.1 per cent. below the production in the "peak" year 1964-65.

(c) Yes.

(d) The State Government have been sanctioned in financial year 1966-67 Central assistance of Rs. 1089.62 lakhs of which 259.62 lakhs was as grant towards relief expenditure both in 1965-66 and 1966-67 consequent on the 1965-66 drought in Orissa. A loan of Rs. 45 lakhs was also sanctioned in 1965-66. As for a recent request for a loan of Rs. 2.22 crores for relief measure proposed to be taken by them during the current year, the State Government have been asked by the Ministry of Finance to furnish full facts about the drought situation and the detailed justification for the relief measures proposed. Dur-

ing a discussion between officials of Planning Commission, Ministry of Finance and Orissa Government, the position regarding assistance to Orissa Government for relief purposes was also explained.

Kovalam as Tourist Centre in Kerala

830. Shri P. Viswambharan:

Shri Umasath:

Shri K. Anirudhan:

Shrimati Susela Gopalan:

Shri K. M. Abraham:

Shri Viswanatha Menon:

Shri P. F. Esthose:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether development of Kovalam in Kerala State as a Tourist Centre has been taken up as a central scheme;

(b) if so, the nature of development proposed and the total estimated cost thereof;

(c) the percentage of the cost to be met by Government; and

(d) when this scheme is likely to be completed?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir.

(b) to (d). Kovalam will be developed as a sea-side resort for attracting tourist traffic particularly such as is brought by special charters. The scheme includes acquisition and remodeling of palace property, construction of a block of 14 rooms and a 50-room three star hotel, remodeling of old and new bath houses, putting up of pavillion paths and landscaping the whole complex, provision of boats and other aquatic recreational facilities. The outlay proposed is Rs. 103.50 lakhs out of which the Central Government share would be Rs. 85 lakhs. The scheme in its entirety is expected to be completed by the end of the Fourth Plan.

Food Corporation of India

831. Shri K. N. Pandey: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that some States have questioned the need of continuance of the Food Corporation of India; and

(b) if so, the reaction of Government thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

(b) Does not arise.

Hold-ups and Delays of Air Services

832. Shri Baburao Patel: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that a pilot of the Indian Airlines Corporation held up an I.A.C. Caravelle at Madras on the afternoon of 12th April, 1967 because of a quarrel with one of the air hostesses;

(b) the steps taken by the Corporation to prevent such hold-ups and delays due to quarrels between pilots and air hostesses; and

(c) the code of conduct, if any, for pilots and air hostesses and other employees during flight?

The Minister of Tourism and Civil Aviation: (Dr. Karan Singh): (a) The flight at Madras was held up for about fifteen minutes due to a misunderstanding between the Commander and the Air-hostess.

(b) The matter is being investigated and necessary corrective action will be taken by the Corporation.

(c) Flight Engineers, Navigators, Cabin Attendants and the purser are under the command of the Captain, and as such they have to carry out his legitimate orders.

Jayanti Shipping Company

833. Shri Baburao Patel: Will the Minister of Transport and Shipping be pleased to state:

(a) whether the benefit of the Provident Fund of Rs. 18.90 lakhs misappropriated by Dr. Teja and the Jayanti Shipping Company has been restored to the employees;

(b) if so, in what manner;

(c) if not, the reasons therefor;

(d) whether the Income-tax of Rs. 1.20 lakhs deducted from staff salaries but misappropriated by Dr. Teja has also been paid to the Income-tax Department or whether the tax was collected again from the members of the staff;

(e) if paid, when; and

(f) if not, the reasons therefor?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). The Provident Fund accumulations have since been deposited by the present management of the Jayanti Shipping Company in the name of the Trustees of the Provident Fund who have invested these funds with the State Bank of India, Bombay.

(c) Does not arise.

(d) and (e). The previous management had paid the Income-tax liabilities deducted from the salaries of the employees to the Authorities at Delhi on 30-3-1966 and nothing was outstanding at the time of taking over of the Management by the Government on 10-6-1966.

(f) Does not arise.

Road Bridge over Ballapattam River

834. Shri N. Sreekantan Nair:
Shri A. K. Gopalan:
Shri P. Ramamurti:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the Kerala Government have requested

the Central Government to include the construction of an independent Road Bridge across the Ballapattam River in the scheme for "Roads of Inter-State and Economic Importance" and also for allotment of funds;

(b) if so, the action taken thereon;

(c) whether Government are aware that the Railway-cum-road bridge will be closed for the strengthening of the girders for more than one year; and

(d) if so, the steps taken to relieve the hardships now confronted by the public in this sector of road transport?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). Yes. The question of giving grant-in-aid for this work during the Fourth Plan is under consideration.

(c) and (d). Yes, the proposal of strengthening the girders would necessitate the diversion of road traffic on the bridge for a period of one year or so. The State Government have been asked to reopen the ferry-service to divert the traffic.

Neendakara Bridge

835. Shri N. Sreekantan Nair: Will the Minister of Transport and Shipping be pleased to state:

(a) whether the test loading of the wells of the Neendakara bridge has been satisfactorily completed;

(b) if so, whether orders have been given to proceed with the concreting;

(c) if not, the reasons thereof; and

(d) the number of design details pending with Government in connection with this bridge?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) to (c) Load testing of one well under pier No. P-II has been completed, but the result of this one test is not considered conclusive. Therefore, instructions have been given for one more well to be load-tested in order to

assess the likely variation in settlement of different wells. Orders have not yet been given to proceed with the concreting, as these will depend on the conclusions to be drawn from the results of load tests.

(d) The designs of bearings, pier caps, superstructure as well as of the vertical curve in the decking, are pending with the Government of India. These designs may need modifications in the light of the results of loading tests which are being conducted.

Cold Storages in Delhi

836. Shri Sharda Nand:

Shri J. B. Singh:

Shri Bharat Singh Chauhan:

Shri Ranjit Singh:

Will the Minister of Food and Agriculture, be pleased to state:

(a) whether it is a fact that the cold storages in Delhi are being misused by traders to hoard fruits and vegetables with a view to create an artificial scarcity and raising prices;

(b) if so, the action taken against such traders?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

(b) Does not arise.

Ezhumali (Kerala) as a Tourist Centre

837. Shri A. K. Gopalan:

Shri P. Ramamurti:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether any officer visited Ezhumali, Cannanore District to explore the possibilities of developing it as a tourist centre;

(b) if so, with what results;

(c) whether Government are considering the proposal to include it in the Fourth Plan; and

(d) if not, the reasons therefor?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b) No, Sir. No officer of this Department has visited Ezhumalai, Cannanore District to explore the possibility of developing it as a tourist centre.

(c) and (d) There is no proposal to develop tourist facilities at Ezhumalai during the Fourth Plan. However the construction of a Tourist Bungalow at Cannanore which is located at a short distance from Ezhumalai has been included in the Fourth Five Year Plan on Tourism, the cost being shared in the ratio of 50:50 by the Central and State Govts.

Seed Farms

838. Shri S. N. Maiti:

Shri S. C. Samanta:

Shri Bibhut Mishra:

Shri Sidheshwar Prasad:

Shri D. N. Patodia:

Shri Ram Kishan Gupta:

Shri E. Barua:

Shri C. C. Desai:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that five seed farms with Soviet assistance are proposed to be established in India;

(b) if so, whether Kerala is demanding the establishment of one such seed farm in that State;

(c) the main features of such a farm;

(d) how far the Soviet Government will bear the liabilities;

(e) whether any agreement has been reached and signed with the U.S.S.R.; and

(f) if so, the details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation

(Shri Annasahib Ghade): (a) and (c) to (f). It is proposed to set up a number of State farms in the country during the Fourth Plan period. An agreement has been entered into with the Govt. of U.S.S.R. under which the State Government would provide as gift, machinery required for five State farms. The main purpose of these farms will be to grow and supply improved varieties of seed.

(b) The Kerala Government have asked the Centre to set up one such farm in Kerala.

Supply of Foodgrains to Bihar State

839. Shri Indrajit Gupta:

Shri E. S. Sharma:

Shri Onkar Lal Barua:

Shri Shiva Chandra Jha:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether, even after declaration of certain famine areas in Bihar, the Central Government have not been sending the State Government the minimum quantities of foodgrains required;

(b) whether the State Government requested the Centre for permission to make direct purchases of coarse grains from other States; and

(c) whether the permission was refused and if so, the reasons therefor?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Ghade): (a) Taking into consideration what is available with the Centre for distribution and the necessity of meeting the minimum demands of other States, maximum possible supplies of foodgrains are being made to Bihar.

(b) and (c) Bihar Government was given the necessary permission whenever they approached the Central Government with specific proposals for purchasing some quantities of grains from other States.

**Oberoi Inter-continental Hotel,
New Delhi**

840. Shri M. S. Vidyarthi: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether any reports of discrimination between Indians and foreigners in the Oberoi Inter-continental Hotel in New Delhi have been received by Government;

(b) whether it is a fact that in some parts of the Hotel, Indians are not allowed; and

(c) if so, the steps taken by Government in the matter?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

मैदा और सूजी घाटे का राजनिग

841. श्री कुल्लुब कन्व कल्लुब :

श्री कल्लुब राव बोली :

क्या कल्लुब तथा कल्लुब मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि गरीब लोगों को कम राशन मिलने के कारण कठिनाइयों का सामना करना पड़ रहा है ;

(ख) क्या यह भी सच है कि डबलरोटी, केक तथा विस्कुट बनाने वाले कारखाने और पाचल तथा घाटे की मिलें सूजी बनाते समय 10 प्रतिशत घनाज भूसे के रूप में बरबाद करते हैं ;

(ग) क्या सरकार का विचार मैदा, सूजी, केक, डबलरोटी तथा घनाज से तैयार की जाने वाली अन्य वस्तुओं को राजनिग में लाने का है जिससे लोगों को राशन

व्यवस्था के अन्तर्गत मिलने वाली वस्तुएं अधिक मात्रा में मिल सकें ;

(घ) यदि हां, तो कब; और

(ङ) यदि नहीं, तो इसके क्या कारण हैं ?

साध, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री कल्लुब राव बोली) : (क) कम सप्लाई कभी कभी होती है। यह सच है कि जब कभी राशन वाली वस्तुओं की निर्धारित मात्रा पूरी सप्लाई नहीं की जाती तब लोगों को कठिनाई होती है।

(ख) रोलर घाटा मिलों द्वारा मैदा तैयार करते समय ढलान की गई गेहूं की भूसी की प्रतिशत 20 से 22 के बीच होती है।

यह भूसी नष्ट नहीं की जाती है बल्कि पशुओं के खाने के लिए प्रयोग में लायी जाती है। पाचल मिलों द्वारा सूजी तैयार नहीं की जाती है। डबल रोटी, केक और विस्कुट बनाने वाले मैदा और सूजी से जिन्हें वे अपनी वस्तुएं बनाने में प्रयुक्त करते हैं, भूसी अलग करने की रगहें हैं।

(ग) से (ङ). डबल रोटी, केक और ऐसी अन्य पकी हुई वस्तुओं को राशन व्यवस्था के अन्तर्गत लाने का कोई विचार नहीं है। मैदा और सूजी का समान वितरण सुनिश्चित करने के उद्देश्य से जब कभी आवश्यक हुआ तब इन वस्तुओं को राशन व्यवस्था में सम्मिलित कर लिया जाएगा। मैदा और सूजी की कुल खपत गेहूं और घाटे की प्रमेला बहुत थोड़ी है। इन्हें राशन व्यवस्था के अन्तर्गत लाने से यह अभिप्राय नहीं होगा कि सरकार को राशन की मात्रा में पर्याप्त वृद्धि करनी पड़ेगी।

साधारणों का पकड़ा जाना

842. श्री हुकम चन्द कछवाय :

श्री राम सिंह प्रारम्भ :

श्री यशवंत सिंह कुशवाह :

श्री झोंकार सिंह :

क्या साध तथा कुबि मंत्री यह बताने की कृपा करेंगे कि :

(क) देश के विभिन्न राज्यों में 1 मार्च, 1967 से कितने व्यापारी पकड़े गये हैं;

(ख) उनसे कुल कितनी मात्रा में खाद्यान्न पकड़े गये हैं; और

(ग) कितने व्यक्तियों के विरुद्ध मुकदमे चल रहे हैं और कितने व्यक्तियों को छोड़ दिया गया है ?

साध, कुबि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्नासाहिब शिन्डे) : (क) से (ग) राज्य सरकारों/संघ शासित प्रदेशों से सूचना एकत्रित की जा रही है और प्राप्त होने ही सभा के पटल पर रख दी जाएगी।

दिल्ली में खोया बनाने पर प्रतिबन्ध

843. श्री हुकम चन्द कछवाय :

श्री झोंकार सिंह :

क्या साध तथा कुबि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि हरियाणा के फरीदाबाद, पलवल तथा होडल कम्बों से दिल्ली दुग्ध सम्भरण योजना के अन्तर्गत दिल्ली में दूध लाया जाता है;

(ख) यदि हां, तो इन स्थानों से प्रतिदिन कुल कितना दूध लाया जाता है; और

(ग) क्या दूध की कमी के दूर करने के लिए सरकार का विचार दिल्ली में

खोये के बनाने पर प्रतिबन्ध लगाने का है ?

साध, कुबि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्नासाहिब शिन्डे) : (क) पलवल तथा होडल से दिल्ली दुग्ध योजना द्वारा थोड़ी मात्रा में दूध एकत्रित किया जा रहा है। फरीदाबाद से दूध नहीं मंगाया जा रहा है।

(ख) इन स्थानों से 22-5-1967 को लाया गया दूध निम्न प्रकार है :—

पलवल	22.04 किबटल
होडल	2.43 किबटल

(ग) दिल्ली दुग्ध पदार्थ आदेश, 1967 17 मई, 1967 में 31 अगस्त, 1967 तक लागू किया गया है जिसके अन्तर्गत दिल्ली के संघ क्षेत्र में दूध से बनी कुछ वस्तुओं के बनाने, प्रायात करने, बिक्री करने पर प्रतिबन्ध लगाया गया है।

बिहार में अकालघस्त क्षेत्र

844. श्री विभूति मिश्र :

श्री क० ना० सिधारी :

क्या साध तथा कुबि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उन्होंने 20 अगस्त, 1967 के लगभग बिहार राज्य के मुख्य मंत्री को बिहार राज्य की सरकार द्वारा बिहार के कुछ क्षेत्रों को अकालघस्त घोषित करने सम्बन्धी बातचीत करने के लिए दिल्ली बुलाया था; और

(ख) यदि हां, तो बातचीत का औरी क्या है ?

साध, कुबि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्नासाहिब शिन्डे) : (क) जी नहीं।

(ख) प्रश्न ही नहीं उठता।

बिहार में कृषि

845. श्री विप्लव सिन्हा :

श्री ८० ना० तिवारी :

क्या खास तथा कुवि संतो यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार की बंदि-परिषद् ने कुछ जिलों की प्रकाशपत्रों को प्रेषित कर दिया है ;

(ख) यदि हाँ, तो क्या केन्द्रीय सरकार ने अपनी प्रशासनीय व्यवस्था के द्वारा स्वतन्त्र रूप से 1965, 1966, 1967 वर्षों में 22 मई तक प्रत्येक फसल में प्राप्त कुल कृषि उपज के बारे में बिहार के 17 जिलों के बारे में स्थानवार और जिलेवार प्रांकें एकत्र किये हैं ; और

(ग) यदि हाँ, तो बिना सम्पत्ति के विभिन्न जिलों तथा इस समूचे जिले में क्या स्थिति है ?

खास, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्ना साहेब शिन्हा) :

(क) जी हाँ।

(ख) जी नहीं।

(ग) प्रश्न ही नहीं उठता।

Super Bazar, New Delhi

846. श्री Bhogendra Jha:

श्री K. M. Madhakar:

Will the Minister of Food and Agriculture be pleased to state the salaries paid to the management officers and other categories of staff working in the Super Bazar, New Delhi?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Ananash Chandra): The scales of salaries of the management officers and other categories of staff in the Super Bazar, New Delhi, are given in the annexure. Placed on the Table of the House. [Placed in Library. See No. LT-441/67].

National Maritime Day

847. श्री Umanath:

श्री K. K. Karam:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether the National Maritime Day is being observed for the last four years throughout the country;

(b) if so, the total amount spent by Government on these celebrations; and

(c) the total amount spent by the State Governments?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) The National Maritime Day is being celebrated at all the major Ports and certain intermediate and minor ports in the country for the last four years and at New Delhi for the last three years.

(b) The National Maritime Day Celebrations at various places in India are arranged by the Central National Maritime Day Celebrations Committee, Bombay and all expenses on the celebrations are met from the donations received by the Committee from various sources. The Government of India gives ad hoc grant-in-aid, if considered necessary. The details of the grants given by the Government of India during the last 4 years are as follows:

Year	Amount of Grant-in-aid
1964	Rs. 20,200
1965	Rs. 10,000
1966	NIL
1967	Rs. 2,000

(c) The State Governments do not incur any direct expenditure on the celebrations.

समस्त सेनाओं के कर्मचारियों द्वारा
हास द्वारा सेवे में बताने

848. श्री संवर लाल गुप्त : क्या विधि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि नव प्राय
बुनाव में समस्त सेनाओं के कर्मचारियों द्वारा

में से नये मतलों को संतर दिनांक द्वारा जोन लिया गया था; और

(ख) यदि हाँ, तो इसके क्या कारण हैं ?

बिधि मंत्रालय में उपर्युक्त (बी डा० ए० चव्हाण) : (क) ऐसी कोई निकायत प्राप्त नहीं हुई है।

(ख) प्रश्न ही नहीं उठता।

गोसंवर्धन तथा वन्यप्रायण के लिए राशि का निश्चयन

849. श्री कंवर लाल शर्मा :

श्री राज गोपाल शर्मा :

श्री शोचन प्रकाश शर्मा :

यदि आज तक कुल मंत्री यह बताने की कृपा करेंगे कि :

(क) पहली, दूसरी तथा तीसरी पंच-वर्षीय योजनाओं में गोसंवर्धन तथा वन्यप्रायण के लिए कितनी धनराशि निश्चय की गई ;

(ख) उसमें से कितनी धनराशि का उपयोग किया गया; और

(ग) अब तक कुल कितने गोमदन तथा गाय के दूध उद्गमन केन्द्र खोले गए हैं तथा इनमें कितनी गाय रखी जाती हैं तथा इन पर कितना व्यय होता है ?

आज, कुल, सामुदायिक विकास तथा स्तुकार मंत्रालय में राज्य मंत्री (श्री कृष्ण लाल शर्मा) : (क) ये (ग) मांगी गई जानकारी मंत्रालय विवरण में दी गई है जो सदन की वेब पर रख दी गई है।

[पुनरावलोकन में रखी गयी। देखिये संख्या एन टी-442/67]

Minors of Money Earmarked for drought-hit People

850. श्री D. N. Patodia :

श्री R. Barua :

श्री G. S. Mishra :

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that funds earmarked for providing relief to the drought-hit people in scarcity-conditioned States are being misused or diverted for other purposes;

(b) whether Government have ascertained the facts in this regard from the State Governments concerned; and

(c) if so, whether any action has been taken by the Government subsequently to ensure that funds meant for the relief measures are actually spent there?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasahib Shinde) : (a) No, Sir. The Government have not received any such complaint.

(b) and (c). Since the adjustment of Central assistance for relief schemes is on the basis of audited figures of expenditure to be furnished by the State Governments, irregularities, if any, will be brought to light during audit and will be duly taken note of while finalizing the payment of Central assistance.

International Tourism Year

851. श्री G. G. Swell :

श्री K. K. Singh :

Dr. Karni Singh :

श्री R. K. Birla :

श्री K. K. Birla :

श्री Omkar Lal Barua :

श्री Indrajit Malhotra :

श्री R. S. Vidyasbhai :

श्री D. N. Patodia :

श्री Mantha Lal :

श्री C. C. Bhandi :

श्री R. Barua :

Will the Minister of Tourism and Civil Aviation be pleased to refer to

the reply given to Starred Question No. 86 on the 28th March, 1967 and state:

(a) the extent to which the International Tourist Year has been successful so far;

(b) the number of tourists who have come over to India under the International Tourist Year so far and the names of countries where from they have come; and

(c) the total foreign exchange earned in this regard?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) The two declared objectives of the International Tourist Year are: (1) promoting travel to India and (2) creating an awareness of the importance of tourism within the country. The concessions such as abolition of visa fee, on the spot issuance of visa by the Indian Embassies, extension of the duration of Temporary Landing Permits from 72 hours to 7 days, further liberalisation of Tourist Baggage Rules and other facilities and efforts being made by the overseas Tourist Offices, Indian Missions and offices of Air India are likely to show their results by the end of 1967 when it may be possible to compare the tourist arrivals with those of last year. The celebration of International Tourists Weeks to coincide with Indian festivals at various places in India, is helping in publicising Indian festivals as also in creating an awareness of the importance of tourism within the country.

(b) According to preliminary estimate a total of about 40,800 foreign tourists visited India during the period January to March, 1967 for which the figures are available so far. The tourist arrivals for the same period in 1966 were, 38,286. The nationality wise analysis of the figures for the period January-March, 1967 is not yet available.

(c) The foreign exchange earnings due to tourism are estimated for a whole year at the end of the calendar

year, in view of this it is not possible to give figures of foreign exchange earned during the first three months of the International Tourist Year.

Abolition of the Post of Block Development Officers

352. Shri Swell:

Dr. Karan Singh:
Shrimati Nithep Kaur:
Shri Kikar Singh:
Shri Barrow:
Shri R. K. Birla:
Shri Kailash Bhatt:
Shri Sidheshwar Prasad:
Shri Gihndi Mishra:
Shri K. N. Tiwari:
Shri P. P. Esthoo:
Shri C. K. Bhattacharyya:
Shri Madhu Limaye:
Shri S. M. Banerjee:
Dr. Ram Manohar Lohia:
Shri George Fernandes:
Shri S. C. Samanta:
Shri S. N. Mahi:
Shri A. K. Kisku:
Shri Tridib Kumar Chaudhury:
Shri Yashpal Singh:
Shri Omkar Lal Barwa:
Shri R. Barua:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Central Government have issued any directions to the State Governments for the abolition of the posts of Block Development Officers in the States;

(b) if so, the reaction of State Governments thereto; and

(c) the names of States where the post of Block Development Officers has been abolished or is proposed to be abolished with the reasons therefor?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasahib Shinde): (a) No, Sir.

(b) Does not arise.

(c) In Madhya Pradesh posts of Block Development Officers were

abolished with effect from 1st January, 1966. The State Government took this decision, it is understood, mainly on the ground that since bulk of the work in the blocks concerns the agriculture sector, the Department of Agriculture could attend to it directly through its own hierarchy.

Government of India have so far received no specific proposals from any other State Government for the abolition of the posts of Block Development Officers.

Use of Helicopters during Elections

853. Shri George Fernandes:
Shri Madhu Limaye:
Shri J. H. Patel:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government have received complaints regarding the use of a helicopter in contravention of the rules and safety regulations in the election campaign in February, 1967 in Bombay city;

(b) if so, the nature thereof; and

(c) the action taken thereon?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) No, Sir.

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

Food aid from U.S.A.

855. Shri D. C. Sharma:
Shri Ram Singh:
Shri Hukam Chand Kachwai:
Shri Yajnik:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether the allegations that Government have accepted very humiliating terms to secure food under PL 480 agreement and other aids from the United States have been looked into;

(b) if so, the reaction of Government thereto; and

(c) the steps proposed to be taken in the matter?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The Government of India have not accepted any humiliating terms to secure food under PL 480 agreement and other aid from the United States.

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

बिहार, उत्तर प्रदेश और मद्रास में नलकूप लगाना

856. श्री सिद्धेश्वर प्रसाद : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) 1958 में पहले बिहार, उत्तर प्रदेश और मद्रास में क्रमशः कितने नलकूप लगाये गये थे तथा उसके बाद 1966 तक इन राज्यों में कितने नलकूप लगाये थे ;

(ख) प्रत्येक राज्य में क्रमशः कितने एकड़ भूमि में सिचाई होती है;

(ग) मरम्मत न होने के कारण प्रत्येक राज्य में कितने नलकूप प्रयोग में नहीं आ रहे हैं ; और

(घ) गत तीन पंचवर्षीय योजनाओं में इन राज्यों में नये नलकूप लगाने तथा पुराने नलकूपों की मरम्मत करने पर क्रमशः कितनी रकम खर्च की गई थी ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्ना साहिब शिन्दे) : (क) से (घ). बिहार, उत्तर प्रदेश तथा मद्रास सरकारों से अपेक्षित जानकारी मांगी जा रही है और मिलते ही सभा पटल पर रख दी जायेगी ।

खाद्यान्नों के मूल्य

857. श्री सिद्धेश्वर प्रसाद :

श्री स० मो० बनर्जी :

श्री मधु लिमये :

श्री हुकम जन्द कछवाय :
श्री राम सिंह आयरवाल :
श्री मोहसिन :
श्री विश्वनाथ पाण्डेय :

क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) सभी प्रकार के खाद्यान्नों के मूल्य कम करने के लिए अब तक क्या कदम उठाये गये हैं; और

(ख) उनका प्रत्येक राज्य में पृथक्-पृथक् रूप से मूल्यों पर क्या प्रभाव पड़ा है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्नासाहेब शिन्दे) : (क) एक विवरण संलग्न है ।

(ख) किसी भी राज्य में बाजार भावों पर सरकारी उपायों के प्रभाव को इंगित करके बताना कठिन है ।

विवरण

देश में खाद्यान्नों का पर्याप्त उत्पादन बढ़ा कर केवल दोषकाल में खाद्यान्नों के भावों में गिरावट लायी जा सकती है । इसके लिए सरकार ने विभिन्न उपाय अपनाये हैं । खाद्यान्नों की कमी में उत्पन्न स्थिति का मुकाबला करने के लिए, जिसके फलस्वरूप भाव भी बढ़ गये हैं, सरकार ने धीरे धीरे सरकारी बितरण प्रणाली का विस्तार किया है । अब इस प्रणाली के अन्तर्गत 23 करोड़ से भी अधिक जनसंख्या आ चुकी है और केन्द्रीय सरकार सहायता प्राप्त मूल्यों पर बितरण करने के लिए काफी मात्रा में खाद्यान्न देती है । खाद्यान्नों के मूल्यों में गिरावट लाने के लिए उठाये गये अन्य महत्वपूर्ण उपायों में ये उपाय शामिल हैं—अधिप्राप्ति तेज करना, बहुत अधिक आयात करना, व्यापार पर नियामक उपाय, बैंक आदि की पैगवियों पर नियन्त्रण ।

संसद तथा विधान सभाओं के लिये चुनाव

858. श्री सिद्धेश्वर प्रसाद : क्या विधि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि संसद तथा विधान सभाओं के लिये अलग-अलग समय पर चुनाव कराने के संबंध में सुझाव प्राप्त हुये हैं :

(ख) यदि हां, तो इसका आधार क्या है; और

(ग) इस बारे में चुनाव आयोग को क्या प्रतिक्रिया है ?

विधि मंत्रालय में उपमंत्री (श्री दा० रा० चव्हाण) : (क) जी हां ।

(ख) इस सुझाव के समर्थन में दिया गया कारण यह था कि इससे देश में स्वस्थ लोक तंत्र और द्विन्दलीय पद्धति का जन्म होगा और वे रहेंगे ।

(ग) निर्वाचन आयोग इस सुझाव से उन कारणों से सहमत नहीं हुआ जो भारत में तृतीय साधारण निर्वाचन, 1962 पर रिपोर्ट के अध्याय 7 के पृष्ठ 44 पर कथित है और इस प्रकार हैं :

केरल और उड़ीसा की विधान सभाओं क्रमशः फरवरी 1960 और जून 1961 में ही निर्वाचित हुई थीं और इसके परिणामस्वरूप 1962 में, इन दो राज्यों में, जहां तक उनकी विधान सभाओं का सम्बन्ध है, साधारण निर्वाचन नहीं होने थे । इस बात से कि दो राज्य इस प्रकार अलग पड़ गये हैं और भविष्य में उन्हें अपने विधान सभा निर्वाचन, देश में संसदीय साधारण निर्वाचन, से एक या दो वर्ष पूर्व कराने पड़ेंगे यह दिलचस्प प्रश्न पैदा होता है कि क्या यह वांछनीय परिस्थिति नहीं है । यह कहा जा सकता है कि दोनों साधारण निर्वाचनों का पृथक्करण करने और हर एक राज्य में उनको अलग-अलग कराने से निर्वाचकों को,

प्रस्तावित विभिन्न विषयों के मूल्यांकन का प्रारम्भिक प्रस्ताव प्राप्त होगा। सिद्धांततः यह निस्सन्देह एक विधिमानीय तर्क है। किन्तु राष्ट्रीय स्तर पर व्यवस्था और प्रशासनिक सुविधा के व्यावहारिक विचार की दृष्टि से यह बात स्पष्टतः विधिमानीय हो जाती है कि दोनों साधारण निर्वाचन क्षेत्र भर में साव-साव कराये जायें। साधारण निर्वाचन का ही संसद के लिए हो या राज्य विधान सभा के लिए, उससे प्रशासनिक प्रभाव का, उस कार्य के लिये लगभग छः मप्ताह के लिये आवश्यक व्यय बढ़ा भारी व्ययवर्तन हो जाता है और वस्तुतः, दोनों निर्वाचन प्रलग-प्रलग कराने में इस कारण राष्ट्र के राज्यकोष पर उस व्यय का लगभग दुगुना भार पड़ता है जो कि दोनों निर्वाचन साव-साव कराने में होता है। अतः यह स्पष्टतः वांछनीय है कि इस दोहरे प्रयास और व्यय में यदि संभव हो तो बचा जाये।

Bridge over Ganges near Patna

859. Shri Bishwanath Roy:
Shri Bibhuti Mishra:
Shri K. N. Tiwary:
Shri Ram Kishan Gupta:
Shri Vishwa Nath Pandey:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether the scheme regarding the construction of a bridge over the Ganges near Patna has been finalised; and

(b) if not, the reasons therefor?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). No, Sir. The proposed bridge falls on a State road. The Government of Bihar are, therefore, primarily concerned with the scheme. It has not been finalised so far, because of the problem of finding a suitable site which will not endanger the safety of the town of Patna. In order to find a solution to the problem, the State Government have recently entered into an agreement

with a foreign firm, viz., M/s. J. G. White Engineering Corporation of New York, for studying the various sites suggested so far and recommending a suitable site.

दिल्ली में राशन में मिलने वाली वस्तुओं के मूल्य

861. श्री राम चरण : क्या खाद्य तथा कृषि मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि दिल्ली में राशन में लाया होने के बाद से राशन में मिलने वाली वस्तुओं के मूल्यों में कई बार वृद्धि की गई है;

(ख) यदि हाँ, तो मूल्यों में किन्ती बार वृद्धि की गई तथा यह वृद्धि किन्तिन चीजों के बारे में की गई है; और

(ग) इस वृद्धि का बाजार में बिकने वाली अन्य चीजों के मूल्यों पर क्या प्रभाव पड़ा है?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री प्रमोद साहिब सिन्हा) :

(क) और (ख) : जब से दिल्ली में गहन व्यवस्था लागू हुई है तब से राशन में बेची जाने वाली खाद्य वस्तुओं पर प्राप्ति बाबत, गेहूँ और हलसील आटे के बिक्री मूल्यों में केवल दो बार वृद्धि की गई है। पहली बार यह वृद्धि केन्द्रीय मन्त्रालयों से विभिन्न राज्यों को लिये जाने वाले आधानों के निगम मूल्य में सामान्य वृद्धि करने पर और दूसरी बार खुदरा व्यापारी की लाभ मुजाददा में बढ़ोतरी करने पर की गयी थी।

जहाँ तक चीनी का संबंध है, मार्च, 1966 में मूल्यों में वृद्धि की गयी थी लेकिन अक्टूबर, 1966 में मूल्य बराबर बिके थे। अक्टूबर, 1967 से फिर बढ़ोतरी

की नहीं। चीनी के मामले में भी एक बार सुझाव व्यापारी की जाच मुजाहद में वृद्धि की नहीं की।

(ग) दिल्ली में अन्य वस्तुओं के मूल्य में कोई उल्लेखनीय वृद्धि नहीं हुई है।

सुकावस्तु क्षेत्रों का दौरा

862. श्री राम चरण: क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि:

(क) 1 सितम्बर 1966 से 31 मार्च 1967 तक उनके मन्त्रालय के कितने अधिकारियों तथा कर्मचारियों ने उत्तर प्रदेश और बिहार के सुकावस्तु क्षेत्रों का दौरा किया; और

(ख) इस पर कुल कि-ना व्यय हुआ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री जवाहर लाल शिन्डे): (क) 75 (पचास)

(ख) रु० 35,113.45 (पैंतीस हजार एक सौ बीस रुपये और पैंतालिस पैसे)

Rice Export from Orissa

863. श्री Chintamani Panigrahi: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of rice exported from Orissa so far from its promised quota of 75,000 tonnes during 1966-67;

(b) the quantity of rice supplied to West Bengal, Bihar and the Central pool from this quota;

(c) the quantity of rice despatched through the Food Corporation of India; and

(d) the quantity of rice procured in Orissa through the Food Corporation as well as the State Government till the 20th May, 1967?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri

Annasahib Shinde): (a) A quantity of 71,739 tonnes rice was exported (excluding 3,200 tonnes paddy for seed purposes exported to Bihar).

(b) Entire quantity of 71,739 tonnes rice was supplied to West Bengal Government.

(c) Entire quantity of rice and paddy was despatched through the Food Corporation of India.

(d) The Food Corporation of India have not procured any quantity of rice or paddy. The Government of Orissa procured 1,81,400 tonnes rice (approximately) up to 20th May, 1967.

Rice Procurement Price in Orissa

864. श्री Chintamani Panigrahi: Will the Minister of Food and Agriculture be pleased to state:

(a) the procurement price per bag of different varieties of rice and paddy in Orissa fixed by the Food Corporation of India during the year 1966-67;

(b) the price at which it supplied the same to West Bengal, category-wise;

(c) the price at which Orissa Government has procured rice;

(d) the price at which Orissa Government has supplied rice to West Bengal;

(e) whether the Central Government have advanced any amount to the Orissa Government for procurement in 1966-67; and

(f) if so, the amount thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Procurement price of rice and paddy in Orissa is not fixed by the Food Corporation of India. The price of rice claimed by the State Government from Food Corporation of India and under considera-

tion of the Central Government are as follows:

	(Rs. per quintal)	
	Upto 31-3-67	from 1-4-67
Common	75.52	78.52
Fine	79.78	82.84
Superfine II	84.65	87.71
Superfine I	87.27	90.33
Superfine I (Spl.)	88.87	91.93

(b) Rice is supplied to West Bengal by Food Corporation of India according to the instructions of the Government of India and at the issue prices fixed by the Central Government. The issue prices are—

	(Rs. per quintal)
Coarse (for West Bengal)	72.00
Medium	84.00
Fine	94.00
Superfine II	100.00
Superfine I	110.00

(c) to (f). The information is being collected and will be laid on the Table of the Sabha.

Procurement Price of paddy in Kerala

1865. Shri K. M. Abraham: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to increase the procurement price of paddy in Kerala; and

(b) if not, the steps to be taken to compensate the loss incurred by the cultivators?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). Information is being collected from the State Government and will be laid on the table of the Sabha when received.

Trivandrum and Ernakulam Airports

866. Shri P. F. Enthome:
Shri K. M. Abraham:
Shri Mangalathumadam:
Shri A. Sreedharan:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether there is any proposal to expand the airports at Trivandrum and Ernakulam so as to enable the ports to facilitate landing of big planes;

(b) whether Government have considered this in view of the urging necessity for the development of tourism; and

(c) if not, the reasons therefor?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) to (c). The runway at Trivandrum has already been extended to 6,000 ft. After the work of strengthening the runway now in progress and nearing completion is over, it will be suitable for Viscount operations.

The Civil Aviation Department has a civil enclave at the Cochin aerodrome. The question of constructing a separate civil aerodrome for Cochin near Ernakulam is under examination.

Expenditure on Import of Foodgrains

867. Shri Nitiraj Singh Chaudhary: Will the Minister of Food and Agriculture be pleased to state:

(a) the amount spent in purchasing food grains from other countries from the time import of foodgrains began to-date; and

(b) when the regular purchase of foodgrains is likely to end?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Total amount spent (cost and freight) in purchasing foodgrains from other countries during the period 1946 to the end of 1966 is Rs. 3326.99 crores.

(b) It is the declared objective of the Government of India to become self sufficient in foodgrains by 1971. The expectation is that it will not be necessary to import foodgrains thereafter.

Imports of Foodgrains

868. Shri Nitiraj Singh Chaudhary: Will the Minister of Food and Agriculture be pleased to state:

(a) the total quantity of foodgrains imported during 1966 and its value at Port;

(b) the amount spent on transport in transit, storage and its value? shops including expenditure in bagging, godowning, storing, insurance, Railway freight, cartage and handling; and

(c) the quantity of foodgrains lost in transit, storage and its value?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The total quantity of foodgrains imported during 1966 is 103.58 lakhs tonnes and its C. & F. value is Rs. 523.31 crores.

(b) An expenditure of Rs. 48.82 crores had been incurred in 1966.

(c) Transit and storage losses are assessed for a financial year and not for a calendar year. Even the losses so assessed relate not only to foodgrains imported during a particular year but also to foodgrains which may have been imported earlier and were in the Central Storage godowns. During the year 1966-67 the transit losses of foodgrains are estimated at 18,213 tonnes valued at Rs. 122.15 lakhs and storage losses at 3,210 tonnes valued at Rs. 24.5 lakhs.

Airport at Kumali (Kerala)

869. Shri K. M. Abraham: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether there is a proposal for an airport at Kumali (Kerala) con-

sidering the importance of Tekkady, the tourist centre; and

(b) if so, the steps taken so far in the matter?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes, Sir.

(b) A few sites inspected so far have not been found suitable. The Kerala Government have been requested to suggest other suitable sites for inspection.

Calicut Airport

870. Shri K. M. Abraham:

Shri P. P. Rethose:

Shri A. Sreedharan:

Shri A. K. Gopalan:

Shri C. K. Chakrapani:

Shrimati Susela Gopalan:

Shri P. Ramamurti:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that the construction of an airport at Calicut in Kerala has been sanctioned;

(b) if so, the estimated cost thereof; and

(c) the steps taken to construct the same?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). The estimates for the construction of aerodrome at Calicut have not yet been finalised.

(c) A site has been selected and the Indian Airlines Corporation are undertaking a study of the traffic potential of this place. The decision regarding whether to construct an aerodrome there will be taken after the results of the study are known.

Ernakulam-Tekkoy-Peermade National Highway

871. Shri K. M. Abraham: Will the Minister of Transport and Shipping be pleased to state:

(a) whether Government have sanctioned to continue the construc-

tion works stopped at Poonjar on the Ernakulam-Teekoy-Peermede National Highway;

(b) if so, when the work will start; and

(c) when it is likely to be completed?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) to (c). The road connecting Teekoy-Peermede in Kerala State is a State Road and is not a National Highway. Information on the points is being collected and will be laid on the Table of the House in due course.

जयन्ती शिपिंग कम्पनी

872. श्री मृत्युञ्जय प्रसाद : क्या परिवहन तथा नौवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) जयन्ती शिपिंग कम्पनी लिमिटेड में डा० धर्म तेजा श्रीमती तेजा और डा० धर्म तेजा के धर्म निकट संबंधियों के कितने मूल्य के और किस प्रकार के जेवर हैं;

(ख) डा० धर्म तेजा और उसके संबंधियों ने कितने जेवरों का राशि का भुगतान नकदी में किया था और कितने मूल्य तथा किस प्रकार के जेवर उन्हें उनकी सेवाओं के बदले में मुफ्त दिये गये थे;

(ग) क्या डा० धर्म तेजा को उसकी सेवाओं के बदले में प्रवर्तक (प्रमोटर्स) जेवर मुफ्त में दिये जाने के बारे में सरकार की अनुमति मिल गई थी; और

(घ) डा० धर्म तेजा को प्रति मास कितना वेतन तथा भत्ते दिये जाते थे तथा अन्य क्या क्या सुविधायें निःशुल्क दी जाती थीं ?

परिवहन तथा नौवहन मंत्री (डा० श्री० के० आर० श्री० राय) : (क) जयन्ती शिपिंग कम्पनी के शेयर एक ही किस्म के हैं अर्थात् प्रत्येक 100 रु० प्रत्यक्ष मूल्य (फैस वैल्यू) के इक्विटी शेयर डा० तेजा और उसके निकट के संबंधियों के नाम के शेयरों का मूल्य देना कि कम्पनी के रिकार्ड

को देखकर निश्चित किया गया है इस प्रकार है :—

प्रत्येक 100 रु० के इक्विटी शेयरों की संख्या	शेयरों का कुल प्रत्यक्ष मूल्य
1 डा० जे० डी० तेजा	212472 21247200 रु०
2 श्रीमती रमजीत तेजा	कुछ नहीं कुछ नहीं
3 श्री जी० नारायण (डा० तेजा का भतीजा)	3 300 रु०
4. श्री जे० गम० रोसेयू (डा० तेजा का भाई)	1 100 रु०

(ख) नये प्रबन्ध के गम जो रिकार्ड है उनसे यह नहीं पता चलता है कि डा० तेजा या उसके संबंधियों को उनकी सेवाओं के बदले में कोई शेयर प्रेषित किये गये थे।

क्या डा० तेजा और उसके संबंधियों ने उनके नाम प्रेषित किये गये शेयरों के लिये रोकड़ या किसी अन्य रूप में भुगतान किया है और किया है तो किस सीमा तक इस प्रश्न को विस्तृत जांच की जा रही है ? यह जांच इस लिये की गयी कि इस संदेह के लिये कारण है कि आवश्यक भुगतान किया गया है। फिर भी वह मामला कानूनी बातों से घृष्ट है। संभवतः वर्तमान जांच का परिणाम लगभग तीन महीनों में प्राप्त होगा।

(ग) प्रश्न के भाग (ख) के उत्तर को दृष्टि में रखते हुये प्रश्न नहीं उठता है।

(घ) मेहनताना के रूप में डा० तेजा को वेतन, भत्ता या बिना मूल्य की कोई भी सुविधाएँ मंजूर नहीं थीं। परन्तु डा० तेजा के यात्रा खिल तथा होटल के खिल समय समय पर कम्पनी बुकाटी थी और इन व्ययों की जांच की जा रही है।

Shillong-Jowai-Badarpur Road

873. Shrimati Jyotsna Chanda: Will the Minister of Transport and Shipping be pleased to state:

(a) whether Government propose to declare Shillong-Jowai-Badarpur Road as a National Highway;

(b) the amount spent so far in the construction of this road and the amount to be spent to complete it; and

(c) whether it is a fact that the amount spent by the Assam P.W.D. on the various phases of this road has not so far been sanctioned?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). The Shillong-Jowai-Badarpur road forms part of the Shillong-Agartala road, which is a State road lying partly in Assam and partly in Tripura. Proposals have been made from time to time for the declaration of this road as a National Highway. It has, however, not been possible to accept those proposals so far due to financial limitations. In order, however, to meet the needs of traffic, the Government of India are aiding the development of the missing link in the road from Jowai (Passi) to Badarpur in Assam. This work is estimated to cost Rs. 2.22 crores. Out of this, a sum of about Rs. 1.50 crores was spent upto 31st March, 1966 and a further sum of Rs. 6 lakhs has been allotted for 1966-67. With the balance of Rs. 66 lakhs, the work envisaged on this road is expected to be completed.

(c) The State Government have sent no intimation to this Ministry about any amounts spent by them on the various phases of this road. They have, however, sent some estimates for additional improvement of the entire road from Shillong to Churabari in Assam, sanction to which awaits a decision on the question, whether any other similar improvement works in other States are also considered essential and inescapable in the present context of the need

for economy. This matter is being examined.

Tourists in Kashmir

874. Shrimati Jyotsna Chanda: Will the Minister of Tourism and Civil Aviation be pleased to state the special facilities that are being provided to the tourists visiting Kashmir this season?

The Minister of Tourism and Civil Aviation (Dr. Karam Singh): The additional facilities which are being provided by the State Government for tourists visiting Kashmir this season are:—

- (a) Provision of additional accommodation at Kud, Batote, Banihal, Pahalgam, Srinagar, Gulmarg and Yusmarg. The accommodation thus available will be thirty percent more over last year.
- (b) Transport facilities on Pathankot-Srinagar route are being almost doubled.
- (c) The water supply in Gulmarg, Vaishnodevi, Patnitop and Sanasar has been considerably supplemented.
- (d) The Charchinari Island in Dal Lake has been developed for providing entertainment for visitors. Facilities such as a cafeteria, sunbathing, surf-riding, swimming and other aquatic sports will now be available in Charchinari.
- (e) By September this year 150 rooms are likely to be added to the existing hotel accommodation.
- (f) Construction of an all-weather skating rink in Srinagar is being started immediately.

The above facilities are in addition to the normal facility of concessional rail-cum-road tickets valid for April—October period which is given every year, and additional scheduled and

non-scheduled air services operated by Indian Airlines Corporation to cope with the increased traffic.

Selling of faked D.T.U. Tickets

875. **Shrimati Jyotana Chanda:** Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that D.T.U. has been cheated by several lakhs of rupees by selling fake tickets; and

(b) whether any arrest has been made and clue detected of the gang who were doing this for the last many years?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) A complaint to this effect had been received but on enquiry by the C.B.I. no material was found which could substantiate the allegations.

(b) Does not arise in view of (a) above.

I.A.C. Flight Schedules from Dum Dum Airport

876. **Shri Swell:** Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that many I.A.C. planes based at Dum Dum Airport developed large-scale mechanical troubles in April, 1967 resulting in serious disruptions of flight schedules and inconveniencing a large number of passengers;

(b) whether Government have investigated the causes of these troubles; and

(c) if so, the remedial measures taken?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) During April 1967, there were 29 mechanical delays of 30 minutes and above, ex-Calcutta, against 589 planned take-offs, giving a service regularity of 95 per cent.

(b) The defects are under investigation.

(c) The causes of the mechanical troubles are investigated according to the established procedure and, on completion of the investigation in each case, suitable remedial action is taken to obviate or minimise the recurrence of such troubles.

Airfield near Shillong

877. **Shri Swell:** Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that an airfield near Shillong has been completed and that the Indian Air Force have successfully landed their planes on the field;

(b) whether it is also a fact that private operators are prepared to fly services between Calcutta and Shillong; and

(c) if so, whether Government propose to make use of the airfield and extend the services of the Indian Airlines Corporation to Shillong?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) A fair-weather airstrip was taken over on 15th July, 1966 from Assam Government by the Indian Air Force. It has been developed for emergency operational requirements of the Air Force.

(b) No firm application for operation of air services between Calcutta and Shillong has so far been received from any private operator.

(c) The Indian Airlines Corporation has no plans to extend its services to Shillong as there is no suitable aerodrome there.

Assembly Elections in Mizo Hill District

878. **Shri Swell:** Will the Minister of Law be pleased to state:

(a) whether all Assembly Elections in the Mizo Hill District have been completed;

(b) the dates on which these elections were held; and

(c) the percentage of voters that turned up in these elections?

The Deputy Minister in the Ministry of Law (Shri D. B. Chavan): (a) Yes, Sir.

(b) and (c). There were no candidates in one of them and in each of the other two there was only one contesting candidate who was declared elected on 21st January, 1987. Consequently there was no poll for the assembly elections in this district.

बाद्य स्थिति का अनुमान लगाना

879. श्री स० च० सायनत :

श्री ज० कु० किशू :

श्री एस० एन० मेरी :

श्री विविध कुमार चौधरी :

श्री यशपाल सिंह :

क्या बाद्य तथा कृषि संबंधी यह बनाने की कृपा करेंगे कि :

(क) क्या सरकार ने इस वर्ष देश में बाद्य स्थिति का अनुमान लगाने के विषे कोई समिति नियुक्त की है; और

(ख) यदि हां, तो उस समिति की मुख्य निष्कारिमें क्या हैं ?

बाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (औद्योगिक विकास विभाग) : (क) जी नहीं।

(ख) प्रश्न ही नहीं उठता।

Procurement of Foodgrains

880. Shri Kame:

Shrimati Tarkeshwari Sinha:

Shri Ramachandra Ulaka:

Shri Dhimeshwar Meena:

Shri Heerji Bhal:

Shri K. Pradhan:

Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of foodgrains which has been procured by different States till the end of April, 1987

in the harvest of 1986-87 and the break-up thereof;

(b) how the procurement compares with that of 1985-86; and

(c) the quantity procured with the help of States by the Food Corporation of India?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) to (c). A statement is placed on the Table of the House. [Placed in Library. See No. LT-443/87].

Free Movement of Articles from Punjab to Himachal Pradesh

881. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that besides foodgrains the Punjab Government have also banned the free movement of gur, sugar, pulses, cotton and other articles from Punjab to Himachal Pradesh and put up check barriers on borders; and

(b) if so, the steps which Government propose to take to remove these barriers between one State and other States?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The position in regard to the restrictions placed on free movement from Punjab to Himachal Pradesh is as under:—

Rice.—Movement of rice has been restricted from the State of Punjab under the Northern Inter-zonal Rice (Movement Control) Order, 1967, issued by the Central Government.

Wheat.—Movement of wheat from Punjab has been restricted under the Inter-zonal Wheat and Wheat Products (Movement Control) Order, 1964, issued by the Central Government as amended recently.

Maize.—Movement of maize from Punjab is restricted under the Northern Inter-zonal Maize (Movement Control) Order, 1967, issued by the Central Government.

Jowar and Bajra.—The movement restrictions in respect of jowar and bajra have been imposed by the Punjab Government under their order entitled the Punjab Coarse Grains (Export Control) Order, 1966.

Gur.—No restriction.

Sugar.—Inter-State movement of sugar has been banned by the Central Government.

Pulses.—No restriction except in respect of gram-dal whose movement is restricted under the Northern Inter-zonal Gram (Movement Control) Order, 1967.

Cotton.—Punjab Government has not imposed any restrictions on the movement of cotton.

(b) The check barriers put up by Punjab Government at their borders are intended to regulate the movement of articles for which export permits are required to be obtained.

Agricultural Land of Himachal Pradesh Ex-Servicemen in Punjab

332. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that most of the ex-service personnel belonging to Himachal Pradesh have got agricultural lands in Punjab for their war services;

(b) whether it is also a fact that these owners of land have been banned to take their produce to their homes in Kangra District, which has created discontent amongst them; and

(c) if so, the steps taken by Government to allow them to take their

produce from Punjab to Kangra for their personal use?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) to (c). Information is being collected from the State Government concerned and will be laid on the Table of the Sabha as soon as it is received.

Wheat and Rice purchased by Central Government

333. Shri Hem Raj: Will the Minister of Food and Agriculture be pleased to state:

(a) the stocks of wheat and rice which have been purchased by the Central Government in different States for the Central stock; and

(b) the stock of wheat and rice which have either been purchased or collected by levy by the different State Governments for establishing their stocks?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) and (b). A statement showing the quantities of wheat, rice and paddy procured (a) for the Central Pool and (b) for the State Governments own reserves during 1966-67 crop year so far is placed on the Table of the House. [Placed in Library. See No. LT-444/67].

Chemical Manures

334. Shri Yajnik: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware that many Western scientists have pointed out the disastrous effects of the use of chemical manures on agricultural land which are being sought to be manufactured in India on a large scale; and

(b) if so, the reaction of Government thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The Government of India are not aware of any such reports. However, there is very substantial scientific evidence, built up in this country as well as in countries all over the world, that fertilisers, when used judiciously, give excellent crop yields without any dangerous effects.

(b) Does not arise.

Import of Foodgrains

885. Shri Yajnik:

Shri Ram Charan:

Shri R. K. Birla:

Shri D. N. Patodia:

Shri D. C. Sharma:

Shri S. R. Damani:

Shri V. Krishnamoorthi:

Dr. Ranen Sen:

Shri Jyotirmoy Basu:

Shri Yashpal Singh:

Shri S. C. Samanta:

Shri R. Barua:

Shri Ramachandra Ulaka:

Shri Dhuleshwar Meena:

Shri Heerji Bhai:

Shri K. Pradhani:

Shri Sarjoo Pandey:

Shri K. Lakkappa:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have decided to reduce progressively the imports of foodgrains during the next few years with a view to secure self-sufficiency in foodgrains by 1971;

(b) if so, the programme of reduced imports worked out by Government for the next few years; and

(c) whether Government will continue to import some marginal quantities of foodgrains even after 1971 from some countries in the course of normal trade?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

(b) Assuming normal monsoons and the fulfilment of production targets contemplated for the Fourth Five Year Plan, import requirements of foodgrains during the years 1968 to 1971 are likely to be as follows:—

(Million tonnes)

Year	Import Requirements		
	For current Consumption	For building up buffer stock	Total
1968	7.0	1.0	8.0
1969	5.0	1.0	6.0
1970	2.0	1.0	3.0
1971	..	1.0	1.0

(c) This will depend on the pattern of trade arrangements with the countries concerned at the relevant time.

Organic Manure

886. Shri Yajnik: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government are aware of the sterling value of the organic manure and compost made of all human cattle and vegetable waste;

(b) if so, whether Government have worked out any programme for the collection and use of organic manure that is wasted in the countryside at present; and

(c) if not, the reasons therefor?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir.

(b) The Government have already launched schemes for the development and utilisation of local manurial resources in rural areas for compost production which are being implemented as State Plan schemes in all the States/Union Territories.

These schemes have been making steady progress from the Second Five Year Plan onwards. As against the achievement of 66.00 million tons of

rural compost production by the end of the Second Plan (1960-61), achievement by the end of the Third Plan (1965-66) was 119.58 million tonnes. Target for the Fourth Plan has been fixed at 165.90 million tonnes of rural compost production by the end of 1970-71. Anticipated achievement for the year 1966-67 is 133.42 million tonnes and the target for the year 1967-68 is 141.88 million tonnes.

(c) Does not arise.

Development of Kumarakom as a Tourist Centre

887. Shri K. M. Abraham: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government have received any representation from Kumarakom, Kottayam requesting that Kumarakom may be developed as a tourist centre; and

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

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) A suggestion has been received to develop Kumarakom as a tourist centre.

(b) In view of the limited resource position it is proposed to provide tourist facilities at Periyar Wild Life Sanctuary, Vaikom and at Kottayam. As such there is no proposal to develop Kumarakom which is situated at a distance of 50 miles from Periyar and 7 miles from Kottayam.

Increase in Calcutta Port Charges

888. Shri Indrajit Gupta: Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the recent increase in Calcutta port charges will fall more heavily on imports than on exports; and

(b) if so, to what extent this is likely to put up internal manufacturing costs and commodity prices?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and

(b). The recent increases in Calcutta Port charges on commodities have been imposed entirely on imports and, in doing so, the Port Commissioners have taken into account the cost of the services performed by them and what the different items of traffic can bear. Port charges are only one of the many factors which influence manufacturing costs or the sale price of different commodities. They do not constitute a significant element in the cost structure of most commodities. So far as foodgrains, salt and petroleum are concerned, the increases in Port charges work out respectively to Rs. 2.07, 1.50 and 3.55 per tonne.

Price of Rice in States

889. Shri Rane: Will the Minister of Food and Agriculture be pleased to state:

(a) the prices of rice in Fair Price Shops in States other than Madras; and

(b) how they compare with the price of rice at one rupee per measure in Madras?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) A statement is placed on the Table of the House. [Placed in Library. See No. LT-445/67].

(b) They are all higher except in Jammu and Kashmir, where they are lower.

Rice Procurement by Food Corporation of India

890. Shri K. Suryanarayana: Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of rice of various varieties procured by the Food Corporation of India from the various States; and

(b) the prices paid to the suppliers and prices fixed for the consumers for the different varieties?

The Minister of State in the Ministry of Food, Agriculture, Community

Development and Cooperation (Shri Annasahib Shinde): (a) about 9.2 lakh tonnes from 1st November, 1966 to 30th April, 1967.

(b) A statement showing the prices at which the Corporation has purchased different varieties of rice from the various States is placed on the Table of the House. [Placed in Library. See No. LT-446/67]. The Corporation does not sell rice in retail to consumers. The retail prices are fixed by the respective State Governments and are based on the cost of rice received from all sources including internal purchase. It is difficult to isolate the retail prices of the varieties of rice purchased by the Food Corporation of India.

Grants for Reclamation of Uncultivated Land

891. Shri Randhir Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government propose to enact an Agriculture Act on U.K. pattern providing special grants per acre to farmers for reclamation of uncultivated land in order to augment food production in the country and give special incentive to farmers;

(b) if not, the reasons therefor; and

(c) if so, from which date?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No, Sir.

(b) and (c). The question of enacting an Agriculture Act on U.K. Pattern for providing special grants to the farmers for reclamation of uncultivated lands has not been examined. However, Government of India and State Governments are already providing assistance for the reclamation of Governments waste lands primarily for the resettlement of landless agricultural labourers. Under this scheme assistance is given subject to a maximum of Rs. 300 per acre which is 460 (Ai) LS-6.

borne by the Centre and the State Governments on 50:50 basis. Besides, State Governments also provide assistance for the terracing and reclamation of land where subsidy to the extent of 25—50 per cent. is provided and the remaining amount is recovered on easy terms over a number of years. Further, assistance to the farmers for land reclamation is also available from the Agricultural Refinance Corporation. Schemes to reclaim and develop about 1.3 million acres at an estimated cost of Rs. 30 crores have been sanctioned. The targets of Fourth Five Year Plan for land reclamation fixed are 2.5 million acres for the schemes other than those financed by Agricultural Refinance Corporation.

Cattle Slaughter House

892. Shri Randhir Singh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that a Cattle Slaughter House, Essex Farms (Private) Ltd. by name, is being constructed with the financial help and patronage of the Central Government at 17th Mile G.T. Road near Delhi State border;

(b) whether it is a fact that Local Gram Panchayats, Block Samiti, Zila Parishad and the Sub-Divisional Administration have opposed the establishment of this slaughter house;

(c) whether it is also a fact that all political parties and social and religious organisations have strongly opposed this on the plea that it injures the religious sentiments of the local population; and

(d) if so, the steps which Government have taken to annul the establishment of this slaughter house?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) to (d). There is no proposal with the Government

of India for financial assistance for the said project. The Delhi Administration and the Delhi Municipal Corporation, who were consulted, have also no information about it. Information is being collected from the Government of Haryana and will be placed on the Table of the House as soon as it is received.

National Parks

893. Shri Swail:
Shri Badabrata Barua:

Will the Minister of Food and Agriculture be pleased to state:

(a) the number of National Parks which are in the country and their names and locations;

(b) the criteria for declaring an area as a National Park and the assistance rendered to it by Government; and

(c) whether it is a fact that Kaziranga, the home of the World-famous and rare one-horned rhinoceros, has not yet been declared a national park?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) There are three National Parks in the country. names and locations are:

1. Corbett National Park in Uttar Pradesh.
2. Kanha National Park in Madhya Pradesh.
3. Shivpuri National Park in Madhya Pradesh.

(b) National parks are defined as areas 'Dedicated by statute for all time to conserve the scenery and natural and historical objects of national significance, to conserve wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations, with such modifications as local conditions may demand'.

As Wild Life is a State subject, the legislation for the creation of parks is to be enacted by the Legislatures of the States concerned.

The development of National Parks can be included under the Scheme 'Nature Conservation' in the State Sector and the pattern of assistance for all State schemes in the Fourth Plan is 30 per cent loan and 20 per cent grant.

(c) Kaziranga has not yet been declared a 'National Park'.

Aerodrome in Gwalior

894. Shri Atam Das: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether there is a proposal to construct a civil aerodrome at Gwalior in Madhya Pradesh; and

(b) if so, when it will be constructed?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). There is no proposal to construct a civil aerodrome at Gwalior.

Development of Delhi Villages with Financial Assistance from Lebanon

895. Shri Atam Das:
Shri Mohan Swarup:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that the three villages of Delhi State are proposed to be developed with the financial assistance from the Lebanon Government;

(b) if so, the nature of the proposed development;

(c) whether any such assistance has been received from other countries for the development of villages in Madhya Pradesh; and

(d) if so, the details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community

Development and Cooperation (Shri Anasambh Shinde): (a) No, Sir. There is no proposal as such for financial assistance by the Government of Lebanon for the development of three villages in Delhi State. However, a National Committee constituted to organise an "India Day Campaign", under the patronage of the President of Lebanon, collected a sum of Rs. 4 lakhs. The object of the Campaign was to express friendship and solidarity of the people of Lebanon with the people of India. The organisers of the Campaign wish to utilise this money for the relief and development of a village or group of villages near Delhi. The proposal has been accepted by the Government of India in principle and details of the development and relief project are being finalised.

(b) Details of the proposed development are under consideration.

(c) No, Sir.

(d) Does not arise.

Loss suffered by I.A.C. on Dakota Service

896. Shri Girraj Saran Singh:
Shri S. K. Tapuriah:
Shri Meetha Lal:

Will the Minister of Tourism and Civil Aviation be pleased to state the loss suffered by the Indian Airlines Corporation per passenger-mile on the operation of Dakota planes?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): The loss suffered by Indian Airlines Corporation per passenger-mile on the operation of Dakota planes during 1965-66 was 25 Paise.

Avro Jets

897. Shri Girraj Saran Singh:
Shri S. K. Tapuriah:
Shri Meetha Lal:

Will the Minister of Tourism and Civil Aviation be pleased to state:
(a) when the order was first plac-

ed by the Indian Airlines Corporation for Avro Jets to replace Dakotas;

(b) the number of Avro jets ordered and at what rates; and

(c) their delivery schedule?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) A letter of intent was issued by Indian Airlines Corporation to Hindustan Aeronautics Ltd., Kanpur on 5th October, 1965.

(b) Nine Avro-748 (HS-748) Series II aircraft have been ordered. The price of each aircraft is Rs. 82.53 lakhs.

(c) The delivery scheduled is as follows:—

No. of aircraft	Month of delivery
1	May, 1967.
1	December, 1967.
1	February, 1968.
1	May, 1968.
1	July, 1968.
1	September, 1968.
1	December, 1968.
1	February, 1969.
1	March, 1969.

Food Production in India

898. Shri Balraj Madhok:
Shri Hardayal Devgun:

Will the Minister of Food and Agriculture be pleased to state the percentage of people in India fed annually on foodgrains produced in India?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasambh Shinde): It is not possible to give information on the percentage of people in India fed annually on internal production of foodgrains alone. The difficulty arises from the fact that in Government distribution indigenous and imported foodgrains are pooled together for sale to the

consumers. Further, besides rice, wheat and milo where internal production is supplemented by imports, there are other foodgrains including millets and pulses produced internally and even persons taking imported grains through Government distribution may also be consuming some of these indigenously produced grains.

Silchar-Manipur Road

899. Shrimati Jyotsna Chanda: Will the Minister of Transport and Shipping be pleased to state:

(a) whether the construction of the Silchar-Manipur road has been completed; and

(b) if not, when it will be completed?

The Minister of Transport and Shipping (Dr. V. K. R. Rao): (a) A road already exists from Silchar to the river Jiri at the border between Assam and Manipur. Perhaps hon'ble Member is referring to the portion of the New Cachar Road (Jiri-Imphal) under construction, at present, in the State of Manipur. The construction of this road has not so far been completed.

(b) The road is expected to be completed in 1970.

Settlement of Landless Agricultural Labourers

900. Shri H. N. Mukerjee: Will the Minister of Food and Agriculture be pleased to state:

(a) the progress made so far in implementation of the schemes received from State Governments and Union Territories for the settlement of Landless Agricultural Labourers; and

(b) the break-up State-wise?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasuaib Shinde): (a) Under the Centrally Sponsored Scheme of Re-settlement of Landless Agricultural

Labourers, so far 96,527 families have been resettled.

(b) The State-wise break-up of the families resettled under the above scheme is as follows:

S. No.	State	No. of families resettled
1.	Andhra Pradesh	3,352
2.	Assam	30
3.	Bihar	14,775
4.	Gujarat	5,343
5.	Madras	927
6.	Mysore	100
7.	Madhya Pradesh	7,959
8.	Kerala	4,000
9.	Orissa	360
10.	Punjab	41,526
11.	Maharashtra	16,124
12.	Uttar Pradesh	936
13.	Tripura	1,096
		96,527

Quota of foodgrains for Bihar

901. Shri Devan Sen:
Shri Madhu Limaye:

Will the Minister of Food and Agriculture be pleased to state:

(a) the quota of grains promised to Bihar for the months of March, April, May, 1967 by the Centre;

(b) the actual quota delivered to the State;

(c) the proportion of milo and wheat in these months;

(d) the proportion of milo and wheat in the grain quota given to other States;

(e) the reason for the shortfall in the quota promised to Bihar and actually delivered; and

(f) the reason for discrimination against Bihar in the matter of milo and wheat proportion?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) The allotments made to Bihar were—

March	178,000 tonnes
April	197,000 tonnes
May	225,000 tonnes

(b) The quantities despatched were—

March	172,400 tonnes
April	196,600 tonnes
May	180,400 tonnes
(Upto 20-5-1967)	

(c) The total quantity despatched during the months consisted of about half wheat and half milo.

(d) The production of milo in the case of other States ranged from 52 per cent. to 0 per cent.

(e) The shortfalls were nominal and were due to various reasons like late arrivals of ships, strikes at ports, hold-up of wagons, etc.

(f) No discrimination was made in the case of any State. Proportion of wheat and milo in the quota of State was determined by the availability of the two types of grains and the need to provide cheap grains in the scarcity-affected areas.

Highway Development Programme.

908. Shri Deven Sen:

Shri Manohar Laxaya:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether Government have finalised their highway development programme for inclusion in the Fourth Plan; and

(b) if so, the main features thereof.

The Minister of Transport and Shipping (Shri V. K. V. Rao): (a) No, Sir. It has not been possible to finalise the highway development

programme for the Fourth Plan period in respect of National Highways and other centrally aided road projects because the Plan itself is still under consideration.

(b) Does not arise.

Jute Production Target

909. Shri P. G. Sen: Will the Minister of Food and Agriculture be pleased to state:

(a) the target for the production of Jute during 1967-68;

(b) the measures taken for its achievement; and

(c) whether any price incentive is under consideration with a view to boost Jute production?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) 94.00 lakh bales, both for jute and mesta.

(b) The following measures are being adopted for achieving the above target:—

(1) Introduction of jute cultivation on a large scale in the deep tube-well areas of West Bengal and newly irrigated areas of Kosi and Hirakud Projects.

(2) Encouraging cultivation of jute as a second crop in rotation with paddy and potatoes in irrigated areas.

(3) Replacement of the existing strains by high yielding and fertilizer responsive ones.

(4) Adoption of package of improved practices, including foliar spray of urea, line sowing and control of pests and diseases and weeds.

(c) The minimum support price of Assam Bottom variety of raw jute

delivered at Calcutta has been raised from Rs. 35 per maund in 1966-67 to Rs. 40 per maund for the 1967-68 season so as to assure a fair and adequate return to the cultivators of jute.

Strike by Marine Crew at Calcutta Port

904. Shri P. G. Sen: Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the movements of ships at Calcutta Port was suspended on the 5th April, 1967 by a sudden strike by the marine crew;

(b) if so, the reasons therefor; and

(c) the action taken in the matter?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). The crew of crane vessels under the Chief Mechanical Engineer at Calcutta Port struck work from the 30th March, 1967 following the suspension of a member of the crew for having allegedly assaulted the Engineer-in-Charge of a floating crane on the previous day. The entire crew of the Port Vessels went on a sympathetic strike from the 4th April, 1967. There was consequent suspension of movement of ships to various extents from the 4th April to the 7th April, 1967.

(c) The strike was called off on the 7th April, 1967 as a result of a Memorandum of Settlement signed by the Calcutta Port Commissioners and the Union concerned before the Regional Labour Commissioner. In accordance with the terms of the settlement, the Magisterial Officer appointed to enquire into the charge against the crane driver first held a preliminary enquiry on the justifiability of the suspension order. He has submitted his finding that the suspension order was not unjustified. He is expected to submit a final report shortly.

खाद्य नीति

905. श्री ए० सा० चारुपाल : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) खाद्य नीति को क्रियान्वित करने में राज्य सरकारों द्वारा दीजिए से काम चिन्ते जाने के सम्बन्ध में सरकार क्या कार्यवाही कर रही है;

(ख) उन राज्यों के नाम क्या हैं जो केन्द्रीय खाद्य नीति का अनुसरण नहीं कर रहे हैं ;

(ग) क्या यह सच है कि हरियाणा, पंजाब तथा राजस्थान में भनाज के मूल्यों में बड़ी असमानता है; और

(घ) यदि हाँ, तो उसके क्या कारण हैं ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री जगन्नाथ सिंह) : (क) और (ख). खाद्य नीति अपने विभिन्न पहलुओं के साथ राज्यों के मुख्य मंत्रियों के परामर्श से तैयार की जाती है और इस नीति की समझ समझ पर समीक्षा की जाती है। राज्य सरकारें अपने अपने राज्यों की स्थिति के संदर्भ में अपनी पूरी कोशिश के साथ इन नीतियों को कार्यान्वित करने की कोशिश कर रही हैं।

(ग) और (घ). हरियाणा, पंजाब और राजस्थान राज्यों में कई कारखानों के उत्पादन में कुछ अंतर है जो विभिन्न राज्यों, शहरों में उत्पादन तथा बजारों, लोगों की आवश्यकता, विभिन्न सामानों के उपभोग, की कारखानों की स्थिति के कारण बन रहा है।

राजस्थान में केंद्रीय कृषि कार्य

906. श्री प० सा० बाबुलाल : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार द्वारा राजस्थान में संघालित केंद्रीय कृषि कार्य विकास से बाटे पर चल रहा है ; और

(ख) यदि हाँ, तो इस कार्य की स्थापना के अब तक किन वर्षों में लागू रहा है और किन किन में हानि हुई है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अमरनाथ सिंह) : और (क) (ख) : केवल 1965-66 में बुरुलपड़ कार्य में मल हानि तथा अत्यधिक हानि दिखाई है। 1959-59 और 1960-61 में कार्य ने मूल लाभ तथा अत्यधिक लाभ दिखाया। अब वर्षों में कार्य ने मूल हानि तथा अत्यधिक लाभ दिखाया।

बीकानेर (राजस्थान) में अंड पालन केन्द्र

907. श्री प० सा० बाबुलाल : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या अंडों की मूल्य को सुधारने के दिने अनुसंधान करने के हेतु बीकानेर (राजस्थान) में कोई अंड पालन केन्द्र स्थापित किया गया है ; और

(ख) यदि हाँ, तो क्या कार्य अब कार्य निम्न कार्य को कर रहे हैं कि वे राज्य सरकारों द्वारा की गई अंडों के मूल्य को बढ़ावा देने के लिए कार्य कर रहे हैं ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अमरनाथ सिंह) : (क) जी हाँ, भारतीय कृषि अनुसंधान परिषद् ने अंडों की मूल्य को सुधारने की एक योजना स्वीकार की है।

(ख) 1-9-1959 को कार्य शुरू किया गया 1-9-1959 से 31-9-65 तक के 6 वर्षों के दिने स्वीकार की गई वन राशि निम्न प्रकार है :

राज्य सरकार का हिस्सा—7,02,920 रुपये
भारतीय कृषि अनुसंधान परिषद् का हिस्सा—4,15,930 रुपये।

उसके पश्चात् योजना समाप्त हो गई।

भारतीय कृषि अनुसंधान परिषद् के हिस्से के रूप में 2,32,800 रुपये राज्य सरकार को भेज दिये गये।

विदेशी पर्यटक

908. श्री प० सा० बाबुलाल : क्या पर्यटन तथा जनसंचार मंत्री यह बताने की कृपा करेंगे कि :

(क) 1 जनवरी, 1967 से 30 मार्च 1967 तक विदेशों से आये पर्यटकों की कितनी संख्या है ; और

(ख) इन पर्यटकों से कितनी विदेशी मुद्रा अर्जित की गई ?

पर्यटन तथा जनसंचार मंत्री (श्री अमरनाथ सिंह) : (क) 1 जनवरी, 1967 से 30 मार्च, 1967 तक की संख्या : 1

भारत आने वाले विदेशी यात्रियों की संख्या निम्न प्रकार से थी :-

अवधि	यात्रियों की संख्या
जनवरी-दिसम्बर 1964	156,673
जनवरी-दिसम्बर 1965	147,900
जनवरी-दिसम्बर 1966	159,603
जनवरी-मार्च 1967	40,800 (अंतिम रूप से)
योग	504,976

(ख) उपरोक्त अवधि के दौरान पर्यटन द्वारा उपार्जित विदेशी मुद्रा का अंतिम रूप से लगाया गया अनुमान निम्न प्रकार से है :-

अवधि	आय (करोड़ रुपयों में)
जनवरी-दिसम्बर 1964	23.00
जनवरी-दिसम्बर 1965	21.59
जनवरी-दिसम्बर 1966	उपलब्ध
जनवरी-मार्च 1967	नहीं

Central Inland Water Transport Corporation

909. Shrimati Jyotsna Chanda:

Shri Y. A. Parsad:

Dr. Ranen Sen:

Shri Hem Barua:

Shri Nath Pai:

Shri Surendra Nath Dwivedy:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the Central Inland Water Transport

Corporation has been set up to take over the assets of the River Steam Navigation Co. Ltd;

(b) if so, the authorised capital of the Corporation and liabilities and assets of the River Steam Navigation Co. Ltd., being taken over; and

(c) the number of employees of the Corporation and number of employees of the River Steam Navigation Co., Ltd. being taken over?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) Yes; Sir.

(b) The authorised capital of the Central Inland Water Transport Corporation is Rs 4 crores divided into 40,000 shares of Rs. 1000 each. The liabilities of the Rivers Steam Navigation Company expected to be taken over aggregate to Rs. 7.72 crores inclusive of interest upto 31-3-1967 while the assets expected to be taken over are expected to be Rs. 4 crores.

(c) Out of a total of about 7500 employees of the Rivers Steam Navigation Company, it is expected that about 5000 employees would be taken over by the Central Inland Water Transport.

Exploratory Tube-wells Organisation in Andhra Pradesh

910. Shri M. S. Murti: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any tubewells have been sunk by the Exploratory Tube-wells Organisation in Andhra Pradesh; and

(b) if so, the number of wells sunk so far and the number of wells that proved successful?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) and (b). In the course of groundwater exploration in Andhra Pradesh, the Exploratory

Tubewells Organisation drilled 15 exploratory bores of which only 11 yielded satisfactory discharge of water.

Air Service to Baroda

911. Shri Manibhai J. Patel: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that air flights to Baroda have been suspended;

(b) if so, the reasons therefor and when the flights will be resumed;

(c) whether the Air strip of Baroda is not in working order; and

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

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Yes Sir.

(b) to (d). The airstrip at Baroda has become unserviceable for operations. Estimates for improving the runway have been sanctioned and the work awarded this month. The work is expected to be completed in about 18 months time. The question of resumption of air services through Baroda will be examined as soon as the work is completed.

Area under Sugarcane Cultivation

912. Shri Nitiraj Singh Chaudhary: Will the Minister of Food and Agriculture be pleased to state:

(a) the area under sugarcane cultivation, State-wise, during the years 1965-66, 1966-67 and 1967-68;

(b) the sugar production, State-wise, during 1965-66 and 1966-67, and

(c) the quantity of sugar likely to be produced during 1967-68, State-wise?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) and (b). The

required information for 1965-66 and 1966-67 is given below. Estimates of area under sugarcane during 1967-68 are not yet available;

State	Area under sugarcane (000' acres)		Total production of sugar (000' tonnes)	
	1965-66	1966-67 (2nd East)	1965-66	1966-67 (up to 15-5-67)
U.P.	3660	3059	1370	714
Bihar	420	368	371	210
Punjab	887	887	159	85
Assam	74	75	9	6
W. Bengal	97	81	13	8
Orissa	115	129	11	9
M. P.	169	155	36	7
Rajasthan	140	119	18	8
Maharashtra	387	370	764	620
Gujarat	87	78	55	40
Andhra	295	211	294	146
Madras	213	124	228	159
Mysore	190	183	145	78
Kerala	23	21	23	8
Pondicherry	5	Not available	12	7

(c) It is too early to give any estimate of production of sugar during 1967-68.

Relief to Famine Areas in Bihar and U.P.

913. Shri P. Parthasarathy:
Shri R. D. Reddy:

Will the Minister of Food and Agriculture be pleased to state:

(a) the foreign countries which have extended sympathy and help to give relief to the famine affected areas in Bihar and U.P.; and

(b) if so, the total assistance received in rupee value from abroad?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) and (b). A statement is laid on the Table of the

House. [Placed in Library. See No. LT-447/67] showing the gifts aid, together with their rupee value, from foreign countries/international organisations/private agencies in foreign countries to the Government of India for relief of food scarcity caused by the drought of the year 1966-67. The aid received is for relief in the scarcity affected areas of the country including the areas in Bihar and Uttar Pradesh.

Patna-Madhuban and Patna-Saharsa Air Services

914. Shri Shiva Chandra Jha: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that there is no regular air service from Patna to Madhuban and from Patna to Saharsa; and

(b) if so, the reasons therefor?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). There is only a fair weather air strip, 1800 feet long at Madhuban and a PSP (Pierced Steel Planks) air strip 2400 feet long at Saharsa, both of which are not suitable for operation of regular air services, even with Dakotas.

कस द्वारा गेहूँ का दिया जाना

915. श्री राजावतार साहनी : क्या खाद्य तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या कस सरकार ने बिहार और उत्तर प्रदेश के दुर्गिस्तान लोगों में मुक्त बाँटने के लिये 2 लाख टन गेहूँ दिया है ;

(ख) क्या यह सच है कि भारत सरकार ने कभी एक उत्तम नहीं बाँटा है ;

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

(घ) सरकार का उद्देश्य यह है कि नया जलकाली करने का है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्यमंत्री (श्री जगन्नाथसिंह सिन्हा) : (क) से (घ). कस सरकार ने देश के कमी वाले क्षेत्रों में संकट कम करने के लिये 2 लाख बीटल टन गेहूँ का उपहार दिया है। इस गेहूँ को केवल बिहार और पूर्वी उत्तर प्रदेश की प्रभावित जनसंख्या में मुक्त वितरण प्रणाली वितरण करने की कोई गत नहीं है। कस से प्राप्त गेहूँ को अन्य स्तरों से प्रायोजित गेहूँ के स्टॉक में मिला दिया गया है और सामान्य भागों से उसका वितरण किया गया है। तथापि, इस गेहूँ का कृषक की बहुतायत और सामाजिक विकास निधि में जमा किया जायेगा।

Indian Tourist Office, London

916. Shri F. K. Ghosh:

Shri Kartik Urson:

"Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that the Indian Tourist Office in London has offered to a British Publicity Agency the job of promoting India's tourist attraction in England;

(b) whether the said Agency has accepted the offer; and

(c) if so, terms and conditions settled?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) Presumably the reference is to the proposed appointment of Public Relations Agency in London to assist the Government of India Tourist Office there. No final decision has been made so far.

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

Vellore Airport

917. Shri G. Kesavaiah: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government can ensure that the Vellore Air Port will be

in Purnam, Madras State is not being used;

(b) if so, the reasons therefor;

(c) whether there is a proposal to close the Airport; and

(d) if not, the steps taken to develop the same?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) to (d). Indian Airlines Corporation have no plans to operate scheduled air services through Vellore in the immediate future and there is no proposal to develop the fair weather strip at Vellore, now being used by the Madras Flying Club training aircraft for cross country flying.

Paradeep Port

918. Shri A. Dipe:

Shri F. K. Deo:

Shri K. P. Singh Deo:

Shri Dhirendranath:

Shri G. C. Naik:

Will the Minister of Transport and Shipping be pleased to state:

(a) whether all the works of Paradeep Port project included in the first phase of the work have been completed; and

(b) if not, the reasons therefor?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). When the port project was taken over by the Government of India, the programme of work was reviewed and certain items of work deleted or modified. The approved programme has been so phased as to enable the Port to handle a traffic of two million tonnes of iron ore annually. Accordingly, the following main works have been completed and the port has been in commission since November, 1968:—

(i) Dredging of a lagoon with approach and entrance channels;

(ii) Two breakwaters to protect the lagoon and the approach channels;

(iii) Iron ore berth with a mechanised ore-handling plant;

(iv) Minimum requirements of buildings for office and staff.

2. Contracts have also been awarded for the construction of a trestle for the sand pump-cum-shore based dredger, a reclamation berth for the dredger and a slipway for the repair of floating craft. These works are not connected with the immediate operation of the port. However, all these are expected to be completed by the end of the current financial year.

3. Orders have been placed for a dredger, two harbour tugs and one sand pump-cum-shore based dredger. These are expected to be delivered by the end of 1967-68. The delay in the procurement of these items was mainly due to foreign exchange difficulties.

Wheat requirement of Orissa

919. Shri A. Dipe:

Shri Dhirendranath:

Shri F. K. Deo:

Shri K. P. Singh Deo:

Shri G. C. Naik:

Shri Chintamani Panigrahi:

Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of wheat demanded from the Centre by the Government of Orissa every month and supplied to Orissa by the Central Government every month since March, 1967; and

(b) In case the whole quantity demanded by the State of Orissa was not supplied, the reasons therefor?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Ananashil Shinde): (a) and (b). Orissa Government requested for an allotment of 15,000 tonnes per month. In view of low arrivals and the need to maintain minimum supplies to the sparcely-affected areas, Orissa could be supplied only 2,200 tonnes in March

and 4,800 tonnes in April. For May, 10,400 tonnes of wheat has been allotted and the despatches are in progress.

near Karnal has been raised from Rs. 72.00 per quintal to Rs. 77.00 per quintal w.e.f. April 30, 1967.

झिज (घोर) करने वाली मशीनें

920. श्री सिद्धेश्वर प्रसाद :

श्री शक्ति रंजन :

क्या जाह तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) पहाड़ी क्षेत्रों में नलकूप खोदने के लिये राज्यवार कितनी मशीनें प्रयोग में लाई जाती हैं ;

(ख) यत छः महीनों में बिहार के अकालवस्त क्षेत्रों तथा उत्तर प्रदेश के सुखा-वस्त क्षेत्रों के लिये ऐसी कितनी मशीनें प्राप्त की गईं ; घोर

(ग) इस अवधि में ऐसी कितनी मशीनों का आयात किया गया ?

जाह, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अनासाहिब शिन्डे) : (क) से (ग). उपलब्ध जानकारी का एक विवरण सभापति पर रख दिया गया है। [पुस्तकालय में रखा गया। रेफरेंस संख्या L.T-448/67]

Price of Milk in Delhi

921. Shri Anant Rao Patil: Will the Minister of Food and Agriculture be pleased to state:

(a) whether any demand has been made recently by the suppliers of milk to Delhi to increase the price of milk; and

(b) if so, the action taken thereon?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anant Rao Patil): (a) Yes.

(b) Price for purchase of milk in Meerut and Bulandshahr Districts in U.P. and Gurgaon District in Haryana has been raised from Rs. 82.50 per quintal to Rs. 84 per quintal w.e.f. May 8, 1967. Price of milk in areas

दिल्ली में एयर इंडिया के चालकों के लिये निवास स्थान

922. श्री हनुमान देवगुप्त : क्या पर्यटन तथा जनैतिक उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एयर इंडिया इंटरनेशनल के चालकों के लिये दिल्ली के एक गैर-सरकारी होटल में निवास की व्यवस्था की गई है ;

(ख) यदि हाँ, तो होटल वालों को प्रति व्यक्ति कितना खर्च दिया जाता है ; घोर

(ग) इन चालकों के लिये सरकारी होटलों में निवास की व्यवस्था न करने के क्या कारण हैं ?

पर्यटन तथा जनैतिक उद्योग मंत्री (डा० कर्ण सिंह) : (क) से (ग). एयर इंडिया की अपने विमान-कर्मिकों के लिये दिल्ली में नियमित रूप से किसी होटल में निवास-व्यवस्था करने की आवश्यकता नहीं होती, क्योंकि दिल्ली विमान-कर्मिकों के लिये परिवर्तन स्थान नहीं है। यद्यपि, जब विमान-कर्मिकों के लिये दिल्ली में निवास-व्यवस्था करना आवश्यक हो जाता है, तो उनकी निवास-व्यवस्था सरकारी होटलों में कर दी जाती है।

Tourist Centre at Meho

923. Shri A. Soodhakar: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government have under consideration any proposal to open a Tourist Centre at Meho in view of its historical interest; and

(b) if not, the reasons therefor?

The Minister of Tourism and Civil Aviation (Dr. Karam Singh): (a) The Government have no such proposal under their consideration.

(b) Due to the limited resource position, development of places of tourist interest has to be undertaken on selective basis. During the Fourth Plan period, therefore, development of tourist facilities will be taken up at Kovalam, Periyar, Cochin, Cannanore and along the backwaters in Kerala.

Tourist Centre at Kappad

924. Shri A. Sreedharan: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether there is any proposal under consideration to open a tourist centre at Kappad where Vasco-De-Gama landed; and

(b) if so, the details thereof?

The Minister of Tourism and Civil Aviation (Dr. Karam Singh): (a) The Government have no such proposal under consideration.

(b) The question does not arise.

बक्सर में पुल

925. श्री चन्द्रिका प्रसाद : क्या परिवहन तथा नीबहन मंत्री यह बताने की कृपा करेंगे कि पटना और बनारस के बीच बक्सर में पुल बनाने की योजना में क्या प्रगति हुई है ?

परिवहन तथा नीबहन मंत्री (श्री. बी. के. शर्मा) : बक्सर में गंगा नदी पर पुल निर्माण की योजना से संबंधित प्रगति उत्तर प्रदेश और बिहार में गंगा नदी के कुछ अन्य स्थानों तथा गाजीपुर, मिर्जापुर, फर्रुखाबाद, राबली, हुरादर, पटना और सकरीगलीवाट पर पुलों की योजनाओं के अध्ययनों की प्रगति से संबंध है। इन सब पलों के निर्माण का वार्षिक अनुमत: संबंध राज्य सरकारों का है क्योंकि

ये पुल राज्य-मार्गों पर पड़ते हैं। इनमें पार-स्परिक प्राथमिकता का निश्चय करने और संबंध राज्यों की चतुर्थ योजनाओं में शामिल करने के लिये उनके चुनाव की सुविधा के लिये एक वार्षिक शक्यता अध्ययन किया जा रहा है और बक्सर पर प्रस्तावित पुल सहित उनके बारे में अन्तिम निर्णय इस अध्ययन के पूर्ण हो जाने पर ही लिया जा सकेगा।

Supply of Fertilisers to Orissa

926. Shri Ramachandra Ulaka:
Shri Dhaneshwar Meena:
Shri K. Pradhan:
Shri Heerji Bhal:

Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of fertilisers actually supplied to Orissa during 1966-67;

(b) whether there is any proposal to increase the quota during 1967-68; and

(c) if so, the details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) The allotment of various kinds of nitrogenous fertilisers, made in favour of Orissa Government during 1966-67 and the quantity actually supplied upto 12-5-1967 against the allotment are mentioned below:

Kind of fertiliser	Quantity allotted for 1966-67	Quantity supplied till 12-5-67
Sulphate of Ammonia	23,445	23,445
Urea	5,204	4,512
C.A.N.	26,449	24,630
Amm. Phosphate	12,000	11,447
Di Amm. Phos.	13,167	12,841
Total in terms of Nitrogen	17,753	16,649

(b) Having regard to the different production programmes the availability of foreign exchange for imports

and estimated indigenous production and the requirements assessed for the year 1967-68, the likely allotment for Orissa would be of the order of 25,720 tonnes in terms of Nitrogen during 1967-68.

(c) Allotments of nitrogenous fertilisers are made from the Central Government on quarterly basis. The following quantities of nitrogenous fertilisers have so far been allotted for the first quarter viz. April-June, 1967.

	Tonnes
Sulphate of Ammonia	11,428
Urea	14,501
Di Am. Phos.	2,174
Total in terms of Nitrogen	9,462

The balance quantity of 16,258 tonnes of Nitrogen will be allotted during the subsequent three quarters viz. July to September, October-December, 1967 and January-March, 1968.

Farm Output in Orissa and Rajasthan

927. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri K. Pradham:
Shri Heerji Bhal:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether any short term loan was given to the Governments of Orissa and Rajasthan for increasing the farm out-put during 1966-67; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Anasambh Shinde): (a) and (b). Yes. Details are given below:

	Orissa	Rajasthan
	(Rs. in lakhs)	
Fertilizer marketing	115.69	167.71
Taccavi loan for fertilizers	100.00	66.53
Pesticides	40.00	33.00
Seeds	80.70
Total	255.69	347.94

कृषि, सामुदायिक विकास तथा सहकार विभागों को मिलाना

928. श्री रामचन्द्र बीरप्पा : क्या खाद्य तथा कृषि मंत्री 1 नवम्बर, 1966 के तारकित प्रश्न संख्या 7 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि कृषि, सामुदायिक विकास तथा सहकार विभागों का एकीकरण करने के बारे में केन्द्रीय सरकार के सुझाव को कार्यान्वित करने के संबंध में इस बीच और क्या प्रगति हुई है ?

खाद्य, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री आनासाहिब शिंदे) : एक विवरण जिसमें कुछ राष्ट्रीय से प्राप्त हुई जानकारी दी गई है, तथा की मेज पर रख दी गयी है [वृत्तकाल्य में रखा गया : देखिये संख्या LT-449/67]

बीबर (मैसूर) में हवाई अड्डा

929. श्री रामचन्द्र बीरप्पा : क्या पर्यटन तथा सार्वजनिक उद्बुद्धन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या बीबी पंचवर्षीय योजना के अन्तर्गत लोगों को सुविधा प्रदान करने के लिये मैसूर राज्य में बीबर के स्थान पर एक हवाई अड्डा बनाने का प्रस्ताव है ; और

(ख) यदि नहीं, तो इसके क्या कारण हैं ?

पर्यटन तथा सार्वजनिक उद्बुद्धन मंत्री (श्री कर्ण सिंह) : (क) और (ख) बीबर में (जिसे आन्ध्र प्रदेश पर विचार होता है) पहले से एक हवाई अड्डा है ।

खेती की उपज को लिये मैसूर को अनुदान

930. श्री रामचन्द्र बीरप्पा : क्या साख तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1965-66 के दौरान खेती की उपज बढ़ाने के लिए मैसूर सरकार ने केन्द्र से अनुदान संभर करने का अनुरोध किया था ;

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

(ग) इन अनुदानों का उपयोग किन प्रयोजनों के लिए किया गया ?

साख, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्ना-साहिब शिन्दे) : (क) से (ग). तीसरी पंचवर्षीय योजना के अन्तर्गत 195-66 में मैसूर सरकार को कृषि उत्पादन के लिये 848.95 लाख रुपये की सहायता दी गई थी। जिन प्रयोजनों के लिए सहायता दी गई थी वे खान ब अनुदान के लिये पृथक-पृथक निम्न प्रकार हैं :—

खान अनुदान

(लाख रुपयों में)

1. कृषि उत्पादन (इसमें भूमि विकास भी शामिल है)	36.81	67.57
2. मृत्तु सिंचाई	602.35	29.09
3. मृत्तु पालन तथा डेरी	19.35	28.69
4. वन	9.63	5.50
5. भूमि संरक्षण	30.19	19.77
	698.33	150.62

इसमें यह नियत भी शामिल है जिसके लिए राज्य सरकार ने मृत्तु सिंचाई योजनाओं के लिए धितरिक्त मांग की थी।

केन्द्रीय सरकार के गोदाओं में अनाज की क्षति

931. श्री रामचन्द्र बीरप्पा : क्या साख तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पिछले दो वर्षों में आन्ध्र प्रदेश, मैसूर तथा महाराष्ट्र में केन्द्रीय सरकार के गोदाओं में बड़े मात्रा में अनाज की क्षति हुई ;

(ख) इस क्षति के क्या कारण थे और इस प्रकार कितने मूल्य के अनाज की क्षति हुई ; और

(ग) क्या इस क्षति के लिए जिम्मेदार व्यक्तियों के विरुद्ध कोई कार्यवाही की गई है ?

साख, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्ना-साहिब शिन्दे) : (क) जी नहीं, महाराष्ट्र राज्य में केन्द्रीय सरकार के गोदाओं में केवल 8.8 मीटरी टन आद्यालों की मात्रा क्षतिग्रस्त हुई थी & आंध्र प्रदेश और मैसूर में केन्द्रीय सरकार के गोदाम 1-4-1965 से भारतीय खाद्य निगम के हवाले किये गये थे।

(ख) गोदाओं में यह हानि घाटी के नालों के छसकने के कारण हुई थी। कुल 8.8 मीटरी टन में से 3.6 मीटरी टन निपटा दिये गये हैं। इस मात्रा पर 966.20 रुपये नुकसान हुआ है। शेष मात्रा पर किसान नुकसान होगा इसका पता इसके निपट जाने के बाद लगेगा।

(ग) यह हानि किसी भी व्यक्ति के निर्लक्षण के बाहर के कारणों से हुई थी।

बतः उपर्युक्त हानि के लिये किसी व्यक्ति को उत्तरदायी नहीं ठहराया गया।

Subsidy to bring down price of Rice in States

932. Shri Mohsin:

Shri K. M. Abraham:
Shri Sradhakar Supakar:
Shri N. R. Laskar:
Shri Ramachandra Veerappa:
Shri Nambiar:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that some States have asked for subsidy from the Centre to bring down the price of rice;

(b) if so, the States which have asked for such a subsidy; and

(c) the reaction of Government thereto?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) No, Sir.

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

Elections held in Nizamabad and Bidar

933. Shri Mohsin: Will the Minister of Law be pleased to state:

(a) whether any complaints have been received to the effect that elections in Nizamabad in Andhra Pradesh and Bidar in Mysore were not held in a peaceful way; and

(b) whether it is a fact that army was called to maintain law and order on the election day and in spite of it rioting and looting took place during the elections?

The Deputy Minister in the Ministry of Law (Shri D. R. Chavan): (a) No such complaint was received by the Election Commission in respect of Bidar district apart from a telegram addressed to the President of India alleging communal trouble and suggesting military control, the Elec-

tion Commission did not received any complaint that elections were not held in a peaceful way.

(b) No such information is available.

Joint Farm Pilot Schemes

934. Shri Ramachandra Ulaka:
Shri Dhaneshwar Meena:
Shri K. Pradhani:
Shri Heerji Bhal:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Joint Farming Pilot Schemes are proposed to be organised in Orissa and Rajasthan during 1967-68; and

(b) if so, the details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) and (b). In 1967-68, it is proposed to organise 5 joint farming societies in Orissa and 55 joint farming societies in Rajasthan.

There is no special category of Pilot schemes in the Fourth Plan.

Supply of Fertilisers to Rajasthan

935. Shri Ramachandra Ulaka:
Shri Dhaneshwar Meena:
Shri K. Pradhani:
Shri Heerji Bhal:

Will the Minister of Food and Agriculture be pleased to state:

(a) the quantity of fertilisers actually supplied to Rajasthan during 1966-67;

(b) whether there is any proposal to increase the quota during 1967-68; and

(c) if so, the details thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) The allotments of various kinds of nitrogenous fertilisers, made in favour of Rajasthan Government during 1966-67 and

the quantity actually supplied till 12-5-1967 against the allotments are as mentioned below:

(Figures in tonnes)		
Kind of fertiliser	Quantity allotted for 1966-67	Quantity supplied till 12.5.67
Sulphate of Ammonia	37,338	30,070
Urea	4,989	2,435
C.A.N.	28,643	26,884
Amm. Phosphate	5,000	5,000
Di Am. Phosphate	6,521	651
Sul. of Potash	100	96
Total in terms of Nitrogen	18,520	15,571

(b) Having regard to the different production programmes, the availability of foreign exchange for imports and estimated indigenous production and the requirements assessed for 1967-68, the likely allotment for Rajasthan would be of the order of 28,180 tonnes in terms of Nitrogen during 1967-68.

(c) Allotments of nitrogenous fertilisers are made from the Central Government on quarterly basis. The following quantities of nitrogenous fertilisers have so far been allotted for the first quarter viz. April-June 1967:

(Tonnes)		
Sulphate of Ammonia	14,286	
Urea	6,533	
C.A.N.	4,463	
Amm. Phosphate	4,675	
Total in terms of Nitr.	7,855	

The balance quantity of 20,308 tonnes Nitrogen will be allotted in favour of Rajasthan State in the subsequent three quarters viz. July to September, October to December 1967 and January-March 1968.

480 (A1) LS-7.

Development of Horticulture in Rajasthan

936. Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:
Shri K. Pradhan:
Shri Heerji Bhal:

Will the Minister of Food and Agriculture be pleased to state the amount proposed to be given to Rajasthan Government for the development of horticulture in the State during 1967-68?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): It is understood that the Rajasthan Government are envisaging an outlay of Rs. 7.62 lakhs for the development of horticulture in 1967-68. But we do not have definite information yet.

The Central financial assistance is not sanctioned or released for individual schemes; but only for broad heads of development. As such it is not possible to give the figures of central assistance intended exclusively for horticultural schemes.

Development of Sugarcane Cultivation in Rajasthan

937. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhal:
Shri K. Pradhan:

Will the Minister of Food and Agriculture be pleased to state:

(a) whether Government have given any financial assistance to Rajasthan for the development of sugarcane cultivation in that State during 1966-67;

(b) if so, the details thereof;

(c) the total acreage brought under sugarcane cultivation in that State during the above period; and

(d) the total production of sugarcane in that State during the above period?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Yes, Sir.

(b) Sugarcane development schemes of States are included under the head "Agricultural Production" for which Central assistance of Rs. 91.17 lakhs (Loans—4.98 lakhs and Grants—Rs. 86.19 lakhs) was sanctioned to the State Government of Rajasthan during 1966-67.

(c) According to All-India second estimate of sugarcane 1966-67, the total area under sugarcane in Rajasthan during 1966-67 was placed at 48.1 thousand hectares. The final figure of the area will be available in June-July 1967.

(d) The production of sugarcane (in terms of gur) is expected to be slightly more than 73,000 tons.

Youth Hostels in Rajasthan and Orissa

938. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhal:
Shri K. Pradhani:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) the amount actually allotted to Rajasthan and Orissa States for the construction of Youth Hostels during 1966-67;

(b) the places where such hostels have been constructed during the above period; and

(c) the amount proposed to be given to these States during 1967-68 for the purpose?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) The Central Government did not give any subsidy to the Government of Rajasthan for construction of Youth Hostels during 1966-67.

(b) No subsidies were given for construction of Youth Hostels at any other place during the same period.

(c) The subject Youth Hostels has been transferred to the Ministry of Tourism and Civil Aviation only recently, and therefore no provision has been made for this item in the current year's budget of the Department of Tourism. The programme for construction of Youth Hostels and the pattern of financing their construction are under active consideration.

Dantwala Committee's Report

939. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri K. Pradhani:
Shri Heerji Bhal:

Will the Minister of Food and Agriculture be pleased to refer to the reply given to Unstarred Question No. 476 on the 4th April, 1967 and state:

(a) whether any fresh decision has since been taken on the recommendations made by the Dantwala Committee; and

(b) if so, the nature thereof?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) No.

(b) Does not arise.

Graving dock Project at Visakhapatnam

940. Shri Dhuleshwar Meena:
Shri Ramachandra Ulaka:
Shri Heerji Bhal:
Shri K. Pradhani:

Will the Minister of Transport and Shipping be pleased to refer to the reply given to Unstarred Question No. 479 on the 4th April, 1967 and state:

(a) whether the report from the Japanese consultants on the Graving Dock Project at Visakhapatnam has since been examined by Government; and

(b) if so, the results thereof?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). The report is still under consideration of the Government.

श्रीमता में साव का उत्पादन

941. श्री गृहराज सिंह भारती : क्या साव तथा कृषि यंत्री यह बताने की कृपा करें कि :

(क) सावला (दिल्ली) में प्रति वर्ष कितना साव तैयार किया जाता है ;

(ख) किसानों को किस दर पर साव किस प्रकार बेचा जाता है ;

(ग) क्या यह साव दिल्ली के प्रतिष्ठित अन्य पड़ोसी राज्यों को भी दिया जाता और यदि हां, तो किस मात्रा पर; और

(घ) पिछले वर्ष में उक्त साव का कितना प्रतिशत भास के मंदानों के लिये प्रयोग किया गया ?

साव, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्ना-साहिब जिन्ने): (क) सावला में प्रतिवर्ष लगभग 36,000 टन साव तैयार किया जाता है ।

(ख) सावला को साव सरकारी ट्रकों द्वारा निम्नलिखित दरों पर सप्लाई की जाती है :—

प्रति एक टन	दर
5 मील की दूरी के अन्तर्गत	15.00
15 मील की दूरी के अन्तर्गत	20.00
25 मील की दूरी के अन्तर्गत	25.00
35 मील की दूरी से ऊपर	30.00
राज्यीय सड़कों में	35.00

सप्लाई टुक प्रयोग करने वाले कृषकों को 3 पैसे प्रति टुक (जिसका भार 3 टन तक हो) के हिसाब से साव दिया जाता है ।

सम्भरण के लिये श्रावना पक्ष श्रावण किये जाते हैं जिनके साथ साव की पूरी कीमत पश्चिम रूप से प्राप्त की जाती है । समस्त श्रावना पक्षों को तत्कालीन बार रिकार्ड दिया जाता है और उही रंग में साव सप्लाई किया जाता है ।

(घ) जी हां । साव-वास वाले राज्यों को भी दिल्ली संघ क्षेत्र की कतों पर ही साव सप्लाई की जाती है ।

(घ) साव के मंदानों में प्रयोग होने वाले साव के क्षेत्र में कोई रिकार्ड नहीं रखा जाता ।

Mangalore Port Project

942. श्री D. C. Sharma: Will the Minister of Transport and Shipping be pleased to state:

(a) whether the technical report from the National Mineral Development Corporation for seeking final clearance of the Central Government for the Rs. 28 crore Mangalore Port Project has been received;

(b) whether the same has been considered by Government; and

(c) if so, the decision taken thereon?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) to (c). The feasibility report of the National Mineral Development Corporation about the possibility of producing about 4 million tonnes of marketable product of magnetite ore for export through Mangalore Port was received on 19th May 1987 and is under consideration.

Agricultural Policy**943. Shri D. C. Sharma:****Shri K. Lakkappa:**

Will the Minister of Food and Agriculture be pleased to state:

(a) the steps taken to achieve a break through in agriculture to accelerate the process of economic development;

(b) the details thereof; and

(c) the success achieved so far?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasaheb Shinde): (a) Agricultural programmes envisaged for the Fourth Plan aim at securing quick and perceptibly large increases in agricultural production mainly through increases in per acre yields. The New Strategy adopted has the following important programmes:

(i) Applying a package of practices, comprising water management, high-yielding varieties of seeds, pest control and a sufficiency of fertiliser application along with good cultural practices covering an area of 32.5 million acres in 1970-71, and

(ii) Introducing short-term varieties in the major cereals of the country which are as good yielders as the long-term varieties under a suitable package of practices; thereby allowing for the growing of a major second crop in the irrigated areas of the country where only one crop was being grown under irrigated conditions. This programme is expected to reach 30 million acres in 1970-71.

These programmes together with the normal programmes for minor irrigation, soil conservation and land development are expected to create a production potential of 30 million tonnes in 1970-71 over 1965-66 and will have their certain impact on the economic development of the country.

(b) The principal elements of the agricultural production programmes which are being implemented in 1967-68 in pursuance of the new strategy are as under:

(i) High Yielding Varieties Programme will be undertaken over 15 million acres.

(ii) Multiple Cropping Programme will be organised over nearly 7.5 million acres.

(iii) Fertilisers to the extent of 13.5 lakh tonnes of nitrogen, 5 lakh tonnes of P_2O_5 and 3 lakh tonnes of K_2O will be made available for the various programmes.

(iv) An additional area of 3 to 3.5 million acres will be covered by minor irrigation works.

(v) The area to be benefited by plant protection measures will be extended to 126 million acres (gross).

(vi) Benefit of soil conservation measures on agricultural lands will be extended to an additional area of 3.9 million acres.

(vii) Supporting arrangements for the supply of inputs (e.g. seeds, pesticides, machinery and credit) training of extension personnel and of farmers, have also been made.

(c) The year 1966-67 was a year of experimentation and results so far achieved show that the High Yielding Varieties Programme is acceptable to the farmer and his response is most encouraging as will be seen from the following:—

(i) The willingness of the farmer to try out the new varieties and even experiment with them using large amounts of fertilisers and pesticides for plant protection;

(ii) The willingness of the farmer to invest in supplementary irrigation projects like open

wells, pump sets, filter-points and tube-wells; and

- (iii) The willingness of the farmer to take to proper land leveling for optimum use of water including contour terracing and his readiness to invest money in this programme.

Despite adverse weather, the yields from the High Yielding Varieties Programme have been encouraging during 1966-67. The Programme in all its aspects has been taken up only from 1967-68 and given normal weather, the full impact of the new policies and programmes is expected to be felt more clearly during the coming year.

समस्तीपुर सेन्ट्रल झुगर कम्पनी लिमिटेड

944. श्री भोगेन्द्र झा : क्या साध तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सरकार ने जनवरी, 1964 में समस्तीपुर सेन्ट्रल झुगर कम्पनी लिमिटेड का प्रबन्ध अपने हाथ में ले लिया था ;

(ख) क्या 13 जुलाई, 1967 को इसकी अवधि समाप्त होने पर इसका प्रबन्ध पुराने प्रबन्धकों को सौंपन का प्रस्ताव है ;

(ग) क्या पुराने प्रबन्धक अब इस कंपनी मिल का प्रबन्ध सम्हालने के लिये मजल है ; और

(घ) यदि हाँ, तो क्या सरकार का विचार इस मिल का प्रबन्ध स्थायी रूप से अपने हाथ में लेने के प्रश्न की जांच करने का है ?

साख, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य मंत्री (श्री अन्ना-साहिब शिन्धे) : (क) जी हाँ।

(ख) कारखानों को पहली जलाई, 1967 से पूर्व भारतीय सुरक्षा नियमों के अन्तिम नियन्त्रण से मुक्त करने का विचार है।

(ग) कारखानों के हिरसा धारियों से नये निदेशक बनने के लिये कहा गया था जो इसका कार्य चार समूहों में लेकिन उन्होंने इस प्रस्ताव का एक प्रस्ताव पास किया कि वे इस समय प्रबन्ध वापस लेने के अनिच्छुक हैं।

(घ) जी नहीं।

Tourist Week (March, 1967)

945. श्री K. N. Pandey:
Shri Dharendra Nath;

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether Government have assessed the impact of the Tourist Week celebrated in March, 1967 on the tourist traffic in the country; and

(b) if so, the result thereof;

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). The Tourist Week held in March, 1967 was celebrated only in Delhi. Similar Tourist Weeks have also been held in Madras, Jaipur and Chandigarh, and other States plan to celebrate Tourist Weeks during the course of the year.

It is too early to assess at this stage the impact of the International Tourist Week celebrations on the tourist arrivals in this country. The various facilities, concessions and other activities which are being observed as part of International Tourist Year are likely to show results by the end of 1967, when it will be possible to compare the tourist arrivals with those of last year.

Federal Road Transport Authority

946. श्री K. N. Pandey: Will the Minister of Transport and Shipping be pleased to state:

(a) whether there is any proposal for setting up a Federal Road Transport Authority; and

(b) if so, its functions and composition?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). There is no formal proposal on this question under consideration at present. However, the Minister of Transport and Shipping had stated in a speech at Calcutta that it may become necessary eventually to think of a Federal Road Transport Authority with a national policy and enhanced resources but owned and administered jointly with the States and possibly also the private sector and working in co-ordination with Railways and other forms of transport like inland water transport and coastal transport. All relevant material in this connection is being collected after which a decision will be taken on formulating a proposal for consideration.

Sailing Vessel "Suraj Salamat"

947. Shri Vishwa Nath Pandey: Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that a sailing vessel "Suraj Salamat" laden with onion and iron ore sank off Bilimora in rough sea as a gale lashed the Saurashtra coast on the 23rd March, 1967;

(b) if so, the total loss suffered; and

(c) the steps taken to safeguard ships from such accidents?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) Yes. The vessel however sank on the 19th March, 1967.

(b) The vessel and the cargo which were insured for Rs. 10,000 and 5,000 respectively became a total loss. There was no loss of life.

(c) The following measures have been taken to reduce accidents to sailing vessels:—

(1) Government have powers under Part XV of the Merchant Shipping Act, 1958, for regulating the carriage of cargo or passengers in sailing vessels and the protection of life and property on board such vessels.

(2) The Principal Officers, Mercantile Marine Departments and all Port Officers on the coast have been empowered to prevent any unseaworthy/unsafe sailing vessels from proceeding to sea.

(3) The Port Officers exhibit storm warning signals on receipt of advance information from the Meteorological Department. They also bring to the notice of Tindals of sailing vessels the danger of going out to sea in deteriorating weather conditions.

(4) Government have sanctioned short term training courses to educate Tindals and crew of sailing vessels in practical navigation, fire fighting, life saving appliances, light and sound signals and other statutory equipments, Rule of the Road, Meteorology etc. These training courses have been placed on permanent footing in consultation with the State Governments concerned.

(5) Government have established Air/Sea Search and Rescue Organisation to assist ships in distress on the high seas. This machinery which is available to sailing vessels also is set in motion immediately any information about sailing vessels in distress is received.

(6) The Maritime State Governments have installed and are in the process of installing wireless receiver sets at some of the minor ports considered important from the sailing vessels traffic point of view so that port authorities could forewarn seagoing vessels with a view to their taking timely shelter.

(7) The various Sailing Vessel Associations have been instructed to advise the owners of seagoing sailing vessels to carry transistor radio sets on a voluntary basis in the first instance to enable them to pick up periodical whether bulletins put out by the All India Radio in consultation with the Indian Meteorological Department.

Santa Cruz Airport

948. Shri Vishwa Nath Pandey: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is fact that Government are considering to remodel the Santa Cruz Airport, Bombay;

(b) if so, when; and

(c) the total amount involved on this scheme?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) to (c). Yes, Sir. The work on expansion of the International Wing in the Santacruz Terminal Building has just been completed at a cost of about Rs. 12.5 lakhs. Certain additions and alterations costing about Rs. 40 lakhs have recently been sanctioned. These works are expected to be completed by the end of 1968. The question of developing a new International Terminal Complex is under consideration.

Rise in Prices of Food-stuff in Himachal Pradesh

949. Shri Bal Raj Madhok: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that prices of food-stuffs have suddenly shot up in Himachal Pradesh in the wake of introduction of single State Food Zones;

(b) if so, the steps which Government have taken to ensure adequate food supplies at reasonable rates to Himachal Pradesh; and

(c) whether there is any proposal to re-constitute a single Food Zone of Punjab and Himachal Pradesh?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) Prices of some foodgrains which registered an upward trend immediately after the creation of single State Zones have recorded some decline recently.

(b) Additional quantities of wheat and rice have been made available to

Himachal Pradesh from the Central stocks and also by the Punjab Government, during May, 1967.

(c) A proposal was received from Himachal Government.

Accident to Sydney-bound Qantas Boeing

950. Shri Vishwa Nath Pandey: Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether it is a fact that passengers and some members of the crew were injured when a Sydney-bound boeing of Qantas airlines suddenly dropped before landing at Dum Dum Airport, Calcutta in March, 1967;

(b) if so, the causes of the accident; and

(c) the number of persons injured?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) to (c). Qantas Empire Airways Boeing aircraft, operating a scheduled service from London to Sydney on 27th March, 1967, encountered excessive turbulence near Jamshedpur on the Karachi/Calcutta sector. As a result, eight unstrapped passengers and two Flight Stewards were flung about in the cabin of the aircraft and were injured. The aircraft was given a priority landing and it landed at Calcutta after 23 minutes from the time of the incident. Six passengers, who received minor injuries, were given first aid and were allowed to proceed on the flight. The remaining two passengers and the two Flight Stewards were admitted to hospital at Calcutta.

ताइबुंग नेटिव—1 बान

951. श्री महाराज सिंह भारती : क्या साध तबा हवि बंकी बह बताते की कृपा करेंगे कि :

(क) घागावी बरीक कसल में फितने एकड़ जमीन में ताइबुंग नेटिव-1 किसने

का धान बोने का लक्ष्य निश्चित किया गया है तथा इस सम्बन्ध में खाद तथा कीटनाशी दवाइयों के बारे में लक्ष्य तथा सम्भरण योजनाओं का ज्वोरा क्या है ;

(ख) उपरोक्त क्षेत्र में सिंचाई की समुचित व्यवस्था करने के लिये क्या प्रबन्ध किये गये हैं ; और

(ग) धान की उपरोक्त किस्म के अन्धाधर और कौन-कौन सी किस्में बोई जायेंगी, इस कार्य के लिये, कितनी जमीन में बुछाई होनी और इस सम्बन्ध में किन-किन कक्षाओं को काम में लाया जायेगा ?

खाद, कृषि, सामुदायिक विकास तथा सहकार मन्त्रालय में राज्य-मन्त्री (श्री अन्ना-सहिव जिन्ने) : (क) से (ग). खरीफ 1967 के दौरान कुल लगभग 41.36 लाख एकड़ भूमि में धान की अधिक उपज वाली किस्मों को बोने का लक्ष्य है। जितने क्षेत्र में विभिन्न किस्मों को बोना है वह निम्नलिखित है :—

1. साइबुंग तेडिब-1	19.03 लाख एकड़
2. एडीटी-27	8.65 लाख एकड़
3. बाइनान-3	3.12 लाख एकड़
4. साइबुंग-65	3.32 लाख एकड़
5. आईआर-8	2.20 लाख एकड़
6. अन्य किस्में	5.04 लाख एकड़

41.36 लाख एकड़

उपरोक्त कार्यक्रम उन क्षेत्रों में शुरू किया जाएगा जिनमें सिंचाई/वर्षा होगी।

राज्य सरकारों ने सज्जित क्षेत्र में बोने हेतु इन किस्मों के बीज सप्लाई करने के लिये अपने प्रबन्ध किए हैं। यदि कमी पड़ी तो अकरलबन्द राज्यों को उनकी प्रार्थना

पर राष्ट्रीय बीज नियम आवश्यक मात्रा देने का प्रबन्ध करेगा।

जहाँ तक उर्वरकों का संबंध है उपरोक्त क्षेत्र की जरूरतों को पूरा करने के लिये राज्यों को 1.5 लाख टोन्स निट्रोजन उपलब्ध किया जाएगा। इस मात्रा का लगभग 85 प्रतिशत भाग पहले ही त्रिमासिक अग्रेस, जून 1967 के लिये केन्द्रीय पूल से राज्यों को अलॉट कर दिया गया है। जहाँ तक कीटनाशक धोषधियों का सम्बन्ध है कार्यक्रम की जरूरतों को पूरा करने के लिये राज्य सरकारों के पास पर्याप्त स्टॉक है।

अधिक उपज वाली किस्म कार्यक्रम के अन्तर्गत कृषि ऋण की जरूरतों को पूरा करने के लिये रिजर्व बैंक ऑफ इंडिया कोऑपरेटिव के सदस्यों को पर्याप्त ऋण स्वीकृत करने को सहमत हो गया है।

बीर-सदस्यों के मामले में राज्य सरकारें गत वर्ष की तरह किसानों को तकलीफ ऋण देने का प्रबन्ध करेंगी ताकि अधिक उपज वाली किस्मों की खेती शुरू की जा सके। 1967-68 के बड़े कार्यक्रम को दृष्टि में रखते हुए राज्य सरकारों को सलाह दी गई है कि वे रिजर्व बैंक ऑफ इंडिया द्वारा स्वीकृत किए जाने वाले उदार ऋणों का पूरा लाभ उठावें। राज्य सरकारों से जो विचार-विमर्श हुआ उससे संकेत मिलता है कि 1967-68 के दौरान अधिक उपज वाली किस्म कार्यक्रम के लिये अल्प-कालीन ऋण की जरूरतों को पूरा करने में कोई कठिनाई नहीं होगी।

दिल्ली शाहदरा में कृषा ऋण का प्रयोग

952. श्री महाराज सिंह भारती : क्या खाद तथा कृषि मंत्री यह बताते की कृपा करेंगे कि :

(क) क्या यह सच है कि शाहदरा (दिल्ली) में डम्प किये जाने वाले कूड़े को

इस समय कूड़ा खाद बनाने के लिये प्रयोग नहीं किया जाता बल्कि नीची भूमि को भरने के लिये प्रयोग किया जाता है ;

(ख) क्या यह भी सच है कि कूड़े में से जिससे खाद बनाई जाती है कंकड़, पत्थर, शीशों के टुकड़े आदि नहीं निकाले जाते हैं और क्या यही कारण है कि किसान दिल्ली की खाद नहीं खरीदते हैं ; और

(ग) क्या सरकार का विचार विदेशी सहयोग से एक उर्वरक कारखाना स्थापित करने तथा इस कूड़ा खाद को कच्चे माल के रूप में प्रयोग करने का है ?

साध, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अन्नासाहिब शिन्डे) : (क) तथा (ख) यह सच है कि दिल्ली नगर निगम इस समय कूड़े को नीची भूमि को भरने के लिये प्रयोग में ला रहा है। कूड़े को इकट्ठा करने की विधि द्वारा और विशेषकर नगर निगम द्वारा माहदरा कूड़े के भण्डार में इकट्ठा किये गए कूड़े में कन्कर पत्थर, शीशों के टुकड़े आदि प्रचुर पाए जाते हैं। इस कारण किसान इस खाद को नहीं खरीदते। अतः उन्हें यह खाद मुक्त उठाने की प्रवृत्ति दी जाती है। दिल्ली प्रशासन किसानों में बेचने के लिये इस खाद को छानने का प्रयत्न कर रहा है।

(ग) जी नहीं।

राज्यों में खाद्यान्नों के मूल्य

953. डा० माहेश्वर प्रसाद : क्या खाद तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उन राज्यों में, जहां नैर कांचसी सरकारें हैं, वस्तुओं के मूल्य, विशेषकर खाद्यान्न के मूल्य गिर गये हैं ; और

(ख) यदि हां, तो इसके क्या कारण हैं ?

साध, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अन्नासाहिब शिन्डे) : (क) कांचसी सरकारों और नैर-कांचसी सरकारों वाले राज्यों में खाद्यान्न सहित कृषि वस्तुओं के भावों में बढ़ोतरी और निरावृत्त के मामले में, जिनके बारे में खाद, कृषि, सामुदायिक विकास तथा सहकारिता मंत्रालय में सूचना उपलब्ध है ; कोई भेद-भाव नहीं देखा गया है।

(ख) प्रश्न ही नहीं उठता।

Sale of gift clothes in Bihar

954. Shri K. N. Pandey: Will the Minister of Food and Agriculture be pleased to state:

(a) whether it is a fact that gifts of clothes from Europe and North America distributed among the destitute persons in Bihar are sold in the open market to shopkeepers; and

(b) if so, the steps being taken to check this practice?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) and (b). Gifts of foreign cloths have been received from Europe only by the Central Relief Committee (India), New Delhi for distribution among the destitutes in the scarcity affected areas. The Bihar Relief Committee, who were entrusted by the Central Relief Committee with the distribution of these clothes in the scarcity-affected areas of Bihar have no direct knowledge of the sale of such clothes in the open market to the shopkeepers.

Detention of Vessels at Port Blair

955. K. R. Ganesh: Will the Minister of Transport and Shipping be pleased to state:

(a) whether it is a fact that the mainland-island vessel 'M.V. Nicobar' on her voyage ex-Port Blair on the

2nd May, 1967 was detained in the Port for about ten days;

(b) if so, the reasons therefor;

(c) the number of days for which the Vessels normally halt at Port Blair; and

(d) the extra detention charges paid by Government on account of enforced haltage of 'M.V. Nicobar' during her voyage ex-Port Blair on 2nd May, 1967?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) and (b). Yes, Sir. The ship was detained for about 3 to 4 days on account of the rush of passengers and to provide transport facilities for teachers and their families entitled to free passage to the main-land during the vacations.

(c) Normally the stay of the ship is 8 to 10 days depending on the nature and quantity of the cargo to be handled and the weather.

(d) The detention charges, if any, to be paid in this case will be known only after the receipt of annual accounts for the operation of the vessels. This will be rendered by the Shipping Corporation of India at the end of the current financial year.

Scheduled I.A.C. flights to Port Blair from Calcutta

956. Shri K. B. Ganesh:

Shri R. K. Sinha:

Will the Minister of Tourism and Civil Aviation be pleased to state:

(a) whether the Indian Airlines Corporation 'Skymaster' on its scheduled flight to Port Blair on the 15th May, 1967 had to return to Calcutta from near Port Blair due to cloud formation over Port Blair;

(b) whether it is a fact that the Indian Air Force Terminal Base at Car Nicobar could not be contacted by the aircraft;

(c) if so, the reasons therefor; and

(d) whether Government propose to instruct the Indian Air Force Ter-

minal Base at Car Nicobar to keep watch on the movement of the Indian Airlines Corporation aircraft on its scheduled flights to Port Blair and Calcutta?

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): (a) and (b). Yes, Sir.

(c) and (d). As there was a thunderstorm and heavy rain at Port Blair and also as the hill tops on the approach to Port Blair aerodrome were covered by clouds, it was not possible for the aircraft to land there. The pilot tried to contact Car Nicobar to obtain the weather conditions but *he could not do so. Car Nicobar* has been designated as alternate airport for Port Blair for I.A.C. scheduled flights. Arrangements already exist for Car Nicobar airfield to remain open one hour before the expected time of arrival and one hour after the expected time of departure of the aircraft. The circumstances in which the pilot was unable to contact Car Nicobar on that particular day, are being looked into.

Andaman Labour Force Co-operative Society

957. Shri K. B. Ganesh: Will the Minister of Food and Agriculture be pleased to state:

(a) whether the Andaman Labour Force Co-operative Society is not functioning now;

(b) whether the accounts of the said society have been audited;

(c) the main findings of the auditors;

(d) whether large number of shareholders have not been given their share-money back; and

(e) if so, the number of such shareholders and the reasons therefor?

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (a) to (e). The information is being collected and will be placed on the Table of the House.

Sailings ex-Port Blair

958. Shri K. R. Ganesh: Will the Minister of Transport and Shipping be pleased to state:

(a) the number of passengers who had applied for passages during the sailings of 'M.V. Andaman' and 'M.V. Nicobar', during their voyages ex-Port Blair on or about 2nd and 3rd May, 1967;

(b) the number of passengers who were refused passages during these voyages;

(c) the number of passages allotted to the general public during these voyages and their percentage to the total accommodation in both the vessels;

(d) the number of passengers who have continuously been refused passages during the last three sailings of the two vessels;

(e) whether it is a fact that passengers who had come from the different parts of the Islands have been stranded at port Blair; and

(f) if so, the remedial measures taken to clear the backlog of passengers awaiting accommodation in the vessels during the last few months?

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): (a) The number of passengers who applied for passages by 'M. V. Nicobar' (sailed for Calcutta on 2nd May) and by 'M. V. Andamans' (sailed for Madras on 3rd May) ex-Port Blair for saloon, bunk and deck is 2701.

(b) 1852 (one Thousand eight hundred and fifty two).

(c) Eighty six. This is a little over ten per cent.

(d) and (e). The information is not readily available. The information will be collected and laid in the table of the Lok Sabha.

(f) To meet immediate needs it is proposed to operate a special service in the first week of June.

As a long term arrangement it is proposed to operate a larger vessel on this service from about the last week of June this year.

बिहार की छायाओं को सप्लाई

959. श्री गुणानन्द ठाकुर : क्या साष्ट तथा कृषि मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बिहार की छायाओं की नियम मात्रा जनवरी में घटती, 1967 में बीच नहीं भेजी गयी।

(ख) क्या यह भी सच है कि बिहार में छायादान ठीक समय पर नहीं पहुँचते; और

(ग) यदि हाँ, तो इन कमियों को दूर करने के लिये सरकार का क्या व्यवस्था करने का विचार है ?

साष्ट, कृषि, सामुदायिक विकास तथा सहकार मंत्रालय में राज्य-मंत्री (श्री अन्नासहिव शिन्डे) : (क) जनवरी से मार्च, 1967 के महीनों में सप्लाई में कमी संभवान्त थी। अप्रैल का कोटा पूरा सप्लाई किया गया था।

(ख) और (ग). आयातित छायाओं का भेजना बन्दरगाहों पर जहाजों के पहुँचने जिनका ठीक ठीक नियमन नहीं किया जा सकता है, पर निर्भर करता है। कुछ मामलों में छायादान दूरस्थ स्थानों से भेजे जाते हैं और ऐसे मामलों में मार्ग में विलम्ब होना अनिवार्य है। माल देर से प्राप्त न हो इसके लिये सामग्री पर केन्द्रीय सरकार के स्थानीय अफसरों से माल दिया जाता है।

12.55 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

REPORTED NEWS ABOUT SOME OF THE
CENTRAL MINISTERS BEING ON THE
PAY ROLL OF BIRLAS

Shri S. M. Banerjee (Kanpur): I call the attention of the Prime Minister to the following matter of urgent public importance and I request that she may make a statement thereon:

Reported news about some of the Central Ministers being on the pay roll of Birlas.

Sir, before she makes a statement, I may suggest that we expect that one of the Ministers who is taking honoraria from the Birla trust and other institutions. . . . (Interruption).

Mr. Speaker: Don't anticipate anything.

श्री जार्ज फर्नेंडीज (बम्बई-दक्षिण) : अध्यक्ष महोदय, मेरा एक व्यवस्था का प्रश्न है। प्रधान मंत्री को इस प्रश्न का जवाब नहीं देना चाहिए। मैं कारण बताता हूँ। बिड़ला ने खुद मुझ को कहा था कि वे श्रीमती इन्दिरा गांधी का प्रधान मंत्री बनाने की कोशिश में हैं . . . (इंटरप्शन)

Mr. Speaker: That has nothing to do with it. (Interruptions).

श्री जार्ज फर्नेंडीज : बिड़ला ने खुद . . . (इंटरप्शन)

श्री मधु लिमये (मुंबई) : हस्ता करने की क्या जरूरत है। अध्यक्ष महोदय फैसला दे सकते हैं। इन लोगों को बड़ा गुस्ता घाता है ?

Mr. Speaker: All of you may please sit down. (Interruptions). Order, order. Will you kindly sit down?

Mr. Fernandes, you cannot discuss a private conversation over somebody. She is the Prime Minister. She has to reply. The attention of the Prime

Minister has been called. You have no right to object to it. (Interruptions).

Now I will not allow anything. Will you take your seats? She is the Prime Minister. She has to answer. (Interruptions).

Mr. Speaker: Order, order. May I request all of you to sit down? (Interruptions). That would not help the proceedings. You are only complicating it further. May I request all of you to sit down? She is the Prime Minister. She will now answer.

Shri Muthyal Rao (Nagar Kurnool): He must withdraw what he said.

Mr. Speaker: He did not say anything. I have prevented him from saying.

श्री मधु लिमये : यह सबसही नहीं उठना है। वापिस लेने का क्या सवाल है ? सत्य को कभी काटा जाता है ?

Shri M. R. Krishna (Peddapalli): It should be expunged.

An hon. Member: He is made to say this.

Mr. Speaker: The Prime Minister is on her legs. (Interruptions).

Shri Vasudevan Nair (Peermade): Is it Birla's Government?

Mr. Speaker: He may consider the Government as Birla's Government or they may consider him as somebody's agent. Where will it lead us, I want to know. I request you all to maintain order.

श्री मधु लिमये : बिड़ला का नाम लेंगे ही कितने लोग खड़े हो जाते हैं, इसी से पता चलता है।

Shri Baburao Patel (Shajapur): On a point of order.

Mr. Speaker: There are no proceedings before the House. There cannot be a point of order.

Shri Baburao Patel: It will add to the prestige of our country if you ask the foreign press to withdraw on such occasions.

Mr. Speaker: No, please. Our proceedings are public. There is nothing to hide from anybody.

श्री बाबू करनचंद: कांग्रेस के कितने एम० पी० को बिड़ला से पगार मिलती है... (इंटरप्शन)

The Prime Minister and Minister of Atomic Energy (Shrimati Indira Gandhi): Before I make the statement, may I just make one remark? Listening just now to the hon. Member, Mr. Fernandes, it seems to me that he is in the confidence of Mr. Birla. (Interruptions). No such confidential remarks have been made to me by anybody so far as my knowledge goes.

So far as the statement is concerned....

Shri S. M. Banerjee rose—

An hon. Member: Sit down. (Interruptions).

Mr. Speaker: Order, order. All of you may please sit down. Now let us hear the Prime Minister's statement.

Shrimati Indira Gandhi: At the recent meeting of the Congress Parliamentary Party, Shri Arjun Arora made a general statement to the effect that some Central Ministers were in the pay of Birlas. I have requested Shri Arora to furnish whatever facts or information he may have in his possession to support the allegation. He has promised to do so. When I receive this, I shall naturally look into it. Until then, it would be improper for me to say anything more.

Mr. Speaker: May I now suggest that at this stage....

Shri S. M. Banerjee: We have got information. I also come from Kanpur.

Mr. Speaker: I do not think the Prime Minister can have better information at this stage. She says she is awaiting further information.

Shri Dhireswar Kalita (Gauhati): We have further information. (Interruptions).

Shri S. M. Banerjee: May I know whether it is a fact that a Cabinet Minister and a Minister of State, who were on the Birla list of honorarium, are still getting the honorarium? The Cabinet Minister was the Chairman or Vice-Chairman of a Birla trust. The Minister of State was not a Minister of State, I believe, in 1966. I would like to know whether they are getting it still. Is it also a fact that the worthy son of a Cabinet Minister got Rs. 1,80,000 as commission from Birlas in 1966? I would like to know whether the hon. Prime Minister knows this fact, and whether the fact about the Cabinet Minister was brought to the notice of Shri Kamraj who shamelessly said that he knows it. (Interruptions).

Mr. Speaker: Whatever it is, they cannot now reply....

Shri J. M. Biswa (Bankura): She must reply.

Shrimati Indira Gandhi: I do not know. It has to be looked into.... (Interruptions).

Mr. Speaker: If Shri Banerjee has got information, he can pass it on. The Prime Minister has to look into it. If he or any other hon. Member has got some information, they may pass it on to the Prime Minister and she should be given a clear ten days. Naturally she has to verify it.

Shri N. Sreekantan Nair (Quilon): Has Shri Arjun Arora become the head of the intelligence department? (Interruptions).

Shri S. M. Banerjee: I want your guidance in the matter.

We tabled a call attention notice on the basis of press reports that a definite charge was made by one of Kanpur.

[Shri S. M. Banerjee]

the Congress members. Even in this call attention notice, there are so many Members who have put their signature to it, but all are Opposition Members and none a Congressman. No Congressman dare sign this call attention notice.

I seek your guidance. Can the Prime Minister withhold information about what I am asking? We know that Shri C. D. Deshmukh had written a letter to the ex-Prime Minister, Shri Nehru, giving information....

Mr. Speaker: No, no. He is going far beyond.

Shri S. M. Banerjee: You have admitted the call attention. Let me have my say.

The Prime Minister can withhold information on two grounds. One is that it cannot be disclosed in the interest of the security of the State. If a Cabinet Minister is in the payroll of Birlas, it is not a security matter. Rather, the elimination of the Cabinet Minister from the Cabinet will be in the interest of security.

The second point on which she can withhold information is public interest. I have put a pertinent question whether a Cabinet Minister and a Minister of State is a Minister of State.

Shri Pilloo Mody (Godhra): Name him.

Mr. Speaker: Do not name him.

Shri Pilloo Mody: What is the point in not disclosing the names? (Interruptions).

Shri S. M. Banerjee: I want to know whether this was reported to Shri Kamaraj, the Congress President, about the Cabinet Minister, the Minister of State and the worthy son of Cabinet Minister who got Rs. 1,80,000.

Some hon. Members: Name them. (Interruptions).

Shri S. M. Banerjee: Shri Satya Narayan Sinha; and my friend, Shri K. C. Pant, when he was not a Minister—he was getting the money when he was not a Minister. I would like to know whether he is getting it. (Interruptions).

Several hon. Members: Shame, shame.

Mr. Speaker: I am calling Shri Madhu Limaye.

Shri S. M. Banerjee: Let the Prime Minister say whether it is within her knowledge or not. They are trying to gag Shri Arjun Arora and asking him not to disclose the names. But it is in the public interest to disclose them. The public should know who are the Ministers who are in the payroll of Birlas who are controlling the Udyog Bhavan licensing committees and other important offices.....

Shri P. Venkatasubbalah (Nandyal): On a point of order.

Shri J. M. Biswas: Let the Prime Minister reply.

Shri Shashi Ranjan (Pupri): On a point of order... (Interruptions).

Mr. Speaker: She says she is looking into it. How can she reply now.

श्री वसु लिमये : माननीय सदस्य का सवाल यह है कि क्या ये नाम उनके पास आये हैं या नहीं।

Shri S. M. Banerjee: I want to know whether it is in her knowledge.

Shrimati Indira Gandhi: He has referred to things of the past, not about the present. He has made some allegations. One cannot say anything about them until those allegations are inquired into.

Shri S. M. Banerjee: I do not impute any motive. Shri Pant is a very good friend of mine. (Interruptions).

श्री मधु लिमये : अध्यक्ष महोदय, श्री धर्जुन धरोड़ा ने जो आरोप लगाए थे, शायद अब तक उन के बारे में यह कहा जा सकता था कि वे आरोप कांग्रेस पार्टी की बैठक में लगाए गए थे और यह उन का धनदस्ती मामला है—हालांकि मैं इस बात को नहीं मानता, क्योंकि जब भवबारा में यह बात आ गई है, तो यह एक सार्वजनिक मामला हो गया है—, लेकिन जब अब स्वयं प्रधान मंत्री जी ने यह उल्लेख किया है कि श्री धर्जुन धरोड़ा के द्वारा मंत्रि-परिषद् के सदस्यों के खिलाफ इस तरह के आरोप लगाए गए हैं और उन्होंने उन से नाम, तलब किये हैं और सबूत भी मांगा है इस लिए अब यह मामला केवल ध्यानाकर्षण का नहीं रहता है। प्रधान मंत्री जी के वक्तव्य के बाद अब मेरे विशेषाधिकार के सवाल को न काल लेना चाहिए। अब यह मामला प्रधान मंत्री, उप-प्रधान मंत्री और श्री धर्जुन धरोड़ा के बीच का मामला नहीं रह गया है, क्योंकि मंत्रि-परिषद् की जिम्मेदारी और दायित्व लोक सभा के प्रति है, राज्य सभा के प्रति नहीं। जब मंत्रि-परिषद् के किसी भी सदस्य पर इन तरह के आरोप या सांछन लगाए जाते हैं, तो हमारे लिए दो ही रास्ते रह जाते हैं। एक तो यह है कि हम श्री धर्जुन धरोड़ा से कहें कि वह इन सदन या इस सदन की एक कमेटी के सामने घायें और अपने आरोपों को साबित करें। अगर इन आरोपों को साबित कर दिया जायेगा, तो मंत्रियों के खिलाफ कार्यवाही की जा सकती है और करनी चाहिए—उस के बारे में मैं एक मिसाल दे रहा हूँ—और यदि श्री धर्जुन धरोड़ा अपने आरोपों की पुष्टि नहीं कर पाते हैं—इन सदन या इस सदन की किसी कमेटी के सामने, तो फिर हमें श्री धर्जुन धरोड़ा के खिलाफ भी कार्यवाही करनी पड़ेगी। यह तो मंत्रियों का मामला है। मुझे इस से मतलब नहीं है कि मंत्री राज्य सभा के सदस्य

Shri Krishna Kumar Chatterjee:
(Howrah): On a point of order....

एक माननीय सदस्य : क्या यह बिड़ला के एजेंट हैं ?

Shri Krishna Kumar Chatterjee:
There are more Birla agents on the other side than on this side.

I refer to rule 41(2)(ix) and (x):

"it shall not reflect on the character or conduct of any person whose conduct can only be challenged on a substantive motion;"

"it shall not make or imply a charge of a personal character."

I want your guidance whether in the light of this, he cou'd be allowed to make these remarks....

श्री मधु लिमये : माननीय सदस्य नियम नहीं जानते हैं और बेकार समय बर्बाद कर रहे हैं।

Shri Krishna Kumar Chatterjee:
He is circumventing the purpose of this rule.

Mr. Speaker: The hon. Member can go ahead. He has not made such an allegation now.

श्री मधु लिमये : मैं ने कोई आरोप नहीं लगाया है।

मैं यह धर्म कर रहा था कि इस बात से कोई मतलब नहीं है कि संबंधित मंत्री राज्य सभा के सदस्य हैं या लोक सभा के सदस्य हैं या किसी भी सभा के सदस्य नहीं हैं, क्योंकि मंत्री होने के नाते उन को सारे बड़ी विशेषाधिकार प्राप्त हैं, जो हम सदस्यों को प्राप्त हैं। मैं एक मिसाल देता हूँ जिस का संबंध अमेरीका की सेनेट से है। सेनेटर डाइ पर जो आरोप लगाए गए थे वे बहुत ही मामूली थे।

Mr. Speaker: All those things could be given to the Committee, if it is

[Mr. Speaker]

there. But now we are on a call attention notice. You are expected to ask a question.

श्री मधु लिमये : प्रधान मंत्री के बक्तव्य के बाद मैं बिसेवाधिकार के बारे में कह रहा हूँ। अगर उन का वह बयान न होता और श्री भर्तृहरि प्रसाद को बात सत्ता के सामने आ जाती, तो मैं इस बात को न उठाता।

सेनेटर डाड के खिलाफ जो कई आरोप लगाए गए थे, उन में से भी वे कि उन्होंने डेमोक्रेटिक पार्टी को और से चुनाव के लिए जो चन्दा इकट्ठा किया, उस को उन्होंने अपने लिए खर्च किया और अपने प्रवास के लिए दो लोगों से बिल इकट्ठा किया। एक वाक्य और है, बिल को आप ध्यान से सुनें। वह मैं म्यूचुअलीक में पढ़ रहा हूँ :

As for Dodd's trip to West Germany in 1964 allegedly to promote the business of Lobbyist Julius Klein's an agent for industrial and quasi political interests, the committee said that Dodd had been indiscreet.

Mr. Speaker: How is it relevant?

श्री मधु लिमये : रिलेवंट है।

"The six member committee of standards of conduct unanimously recommended that the Senate censure the Connecticut democrat for behaviour that is contrary to good morals, derogates from the public trust expected of a senator and tends to bring the Senate into dishonour and disrepute." Time-news magazine.

धर्मपूज महोदय, अब आप यह मामला प्रधान मंत्री जी पर न छोड़िए। यह सब सदन का मामला हो गया है। मैं ने आज ही यहां जाने से पहले नियम 184 के मातहत एक प्रस्ताव का नोटिस दिया है। या तो आप मेरे बिसेवाधिकार के प्रश्न को बिसेवाधिकार समिति को सौंप दीजिए या मेरा जो प्रस्ताव

कि यह सदन प्रस्ताव करता है कि श्री भर्तृहरि प्रसाद के द्वारा मंत्रि-परिषद् के सदस्यों के खिलाफ जो आरोप लगाए गए हैं, उन को जांच करने के लिए पंद्रह सदस्यों की एक संसदीय समिति बनाई जाए और उस पर छः सदस्य नामजद करने के लिए राज्य सभा को बिनती की जाए। जैसा कि मैं ने कहा है, या तो आप मेरे बिसेवाधिकार के प्रस्ताव को मानिए, या मेरे इस प्रस्ताव पर बहुत कराइये। मेहरबानी कर के अब आप इस को एक धरलू मामला न रहने दीजिए। अब यह कांग्रेस पार्टी का मामला नहीं रह गया है, न ही अब यह केवल मंत्रि-परिषद् का भ्रष्टाचार मामला है और न ही श्री भर्तृहरि प्रसाद, उप-प्रधान मंत्री और श्रीमती इन्दिरा गांधी के बीच का निजी मामला है। इस लिए आप तत्काल मेरे इन दो सुझावों में से एक को स्वीकार करें और सदन को इस पर बहुत करने का मौका दें।

Some hon. Members rose—

Mr. Speaker: I am now calling Shri Hardayal Devgun . . . (Interruptions). He has made a proposal and I shall consider it. I cannot give a ruling now. He told me that he has given notice of something. I have not even seen it. I will see it and then decide on it.

Shri H. N. Mukerjee (Calcutta North East): Before you decide on it, you should give us an opportunity.

Mr. Speaker: There is no question of any discussion now. I am asking Members to put questions on call attention statement.

Shri H. N. Mukerjee: My name is here and I know that I shall be called later but that is a different matter. Mr. Limaye has made a very important suggestion which you cannot evade at this point of time by saying that you will give consideration to it later on. Certain things are absolutely uncontested propositions. The Prime Minister had come forward &

admit in so many words and even mentioned the name of the Member of the other House and said that he had made certain allegations in regard to the members of the Cabinet of Ministers. As long as some inner party investigation conducted by the Prime Minister takes place, every Member of the Cabinet, the Prime Minister herself, Mr. Morarji, Mr. Chavan and the whole lot of them will be under suspicion... (Interruptions).

An hon. Member: This is most unfair.

Mr. Speaker: Let me call the name of Members. We can look into this.

श्री नरेश लिमये : अध्यक्ष महोदय, थाप
सुन नोजिए । ऐसे मामले बार-बार नहीं
घाते ।

Shri H. N. Mukerjee: Mr. Limaye has pointed out very legitimately that from the implications of the statement of fact which is uncontested, this is a matter which should be taken possession of by the House and not by the Prime Minister herself who might herself be the accused person, for all I know or do not know. Therefore, it is something of which the House must take possession. It is immaterial to get one fact or the other from Mr. Banerjee or Devgun or whoever else might be the signatory to this motion. These facts might be very important. But those facts should, in the nature of parliamentary propriety, be placed before some parliamentary body for investigation and not in this kind of "that we are having at this particular moment." (Interruption).

Shrimati Tarkeshwari Sinha (Barh): We object to the word ". Parliament is not a ". Parliament cannot be a ".

Shri Shao Narain (Basti): Parliament is not a ". It is wrong for him to say that. (Interruption).

Mr. Speaker: Order, order. This is an hon. House where all the Members are meeting. I expunge that word. (Interruption).

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): It is wrong for the hon. Member to have used that word. He must express regret. This is an hon. House of Parliament. (Interruption).

Some hon. Members rose—

Shri H. N. Mukerjee: I do not hesitate for a moment to withdraw that word; after all, the hon. Finance Minister, I thought, had a sense of humour, but that is an illusion.

Several hon. Members rose—

Mr. Speaker: Order, order. I am calling Shri Dange, the leader of the communist party.

Shri S. A. Dange (Bombay Central South): Mr. Speaker, Sir, I wanted to say, arising out of the remarks you were pleased to make—

Shrimati Lakshminanthamma (Khammam): Mr. Speaker, Sir, I am raising a point of order. Under rule 197, sub-rule (2), it is said that "There shall be no debate on such statement at the time it is made". Now, you are allowing a debate.

Mr. Speaker: There is no debate. They are raising a point that it should not be discussed now further, because it should be sent to a committee. This Calling Attention, they say, should not be discussed here. He has given notice; I shall give it my consideration later on. Whatever may be the argument, I am not going to take a decision now, and naturally it needs further consideration. About that motion, if any hon. Member wants to say anything, this is not the forum. He has given notice. It will come before the House only after I admit it. (Interruption). I am not giving any ruling. I am only taking the Calling Attention Notice. Shri Devgun,

Shri Banga (Srikakulam): In between, you have allowed this.

Mr. Speaker: I have called Shri Devgun now.

Shri S. A. Dange: I have been standing, Sir. Arising out of your remarks, that you will give consideration to Mr. Madhu Limaye's resolution later on, I want to bring to your attention one more point.

Mr. Speaker: It is not discussed now.

Shri S. A. Dange: You said just now—

Shri Surendranath Dwivedy (Kendrapara): Sir, you want to punish us because we are silent? There must be a procedure.

Shri S. A. Dange: I am not asking any question—

Shri Surendranath Dwivedy: I am asking the Speaker for my own information.

Mr. Speaker: Nobody can discuss the motion. The notice which he has given—that will be considered separately. Now, we are only taking up the Call Attention Notice. Hon. Members should confine their remarks to the Calling Attention Notice. If any hon. Member has something to say, he can certainly say. But this is not the forum for discussing the other thing, Shri Devgun.

Shri S. A. Dange: You allow me to speak, Sir.

Mr. Speaker: Not on this.

Shri S. A. Dange: I rose to speak on your remarks. I am not speaking on the resolution.

श्री हरदयाल देवगुण (पूर्व दिल्ली): अध्यक्ष महोदय, कांग्रेस पार्टी की मीटिंग में 26 मई को यह बात कही गई...

Shri Surendranath Dwivedy: Sir, a point of order. It is about the pro-

cedure that you have followed in this House. Now, there is a Calling Attention Notice. Shri Madhu Limaye was a signatory; he was perfectly within his rights to put a question. He continued with some other matter, and you permitted that to be recorded here. Therefore, it becomes necessary now, on that very matter which you permitted, to make observations, and observations can be made by as many such Members as want to make them. This is a serious matter that has come before the House. It will not be proper to bar other members from making any observations, once having permitted Mr. Limaye to introduce this.

Mr. Speaker: That is a separate matter. We will finish the Call Attention Notice first.

श्री मधु लिमये: मैं इस विषय प्रश्न नहीं पूछा क्योंकि प्रधान मंत्री के अगल में विमर्शालोचन का मामला साफ गमने जा गया। नहीं तो मैं प्रश्न पूछता। इन लिये मैं चाहता हूँ कि आप सब लोगों को मुनिये—जो भी इस के बारे में कहना चाहते हैं।

श्री हरदयाल देवगुण: अध्यक्ष महोदय, 26 मई को कांग्रेसी संसदीय दल की बैठक हुई, जिस में यह आरोप लगाया गया। 27 मई को यह सारे समाचार-पत्रों में प्रकाशित हुआ और सारे देश में इस में मनसूनी पैदा हुई—मंत्री मंडल के अनेक सदस्यों पर यह आरोप लगा, वे कौन से मंत्री हैं, यह लोगों को मालूम नहीं है। इस लिये इस में कोई भी हो सकता है, सारा मंत्री मंडल और भारत सरकार लालित हो कर सारे देश के सामने और संसार के सामने खड़े हैं। हम ने आप को काल-एटेन्शन का नोटिस दिया, उस पर आपने बतलाने का जवाब दिया, लेकिन उस मीटिंग में उपप्रधान मंत्री ने सर्वानुमति से कहा कि वह प्रधान मंत्री को नाम बता दें। लेकिन आज प्रधान मंत्री कहती हैं कि 5-6

दिन के बाद सभी तक उन को उनके नाम मालूम नहीं हुए हैं—इस का रहस्य क्या है ? जिससे आज सारे देश में जनमनी है, सारी गवर्नमेंट आज इण्डिया मेन्सर्ड है और लाजिस्त है । अब तक उन को नाम मालूम नहीं हुए हैं, कब मालूम होंगे और कब तक वह इस सदन को विश्वास में लेंगी ।

श्री बलराज मधोक : (दक्षिण दिल्ली)
प्रध्यक्ष महोदय, गव ने पूर्व

श्री अटल बिहारी वाजपेयी (बलरामपुर) :
प्रध्यक्ष महोदय, प्रश्न का उत्तर नहीं दिया गया, क्या प्रधान मंत्री महोदया ने नाम पूछे हैं ?

श्रीमती इन्दिरा गांधी : मैंने यह नहीं कहा है कि मुझे नाम बताये गये हैं या नहीं बताया गये है । मैंने यह कहा है कि अब उस के बारे में गव तक कोई (व्यवधान)

श्री अटल बिहारी वाजपेयी : प्रधान मंत्री महोदया ने कहा है कि वह जांच कर रही हैं । समाचार पत्रों में भी यह छरा है

श्रीमती इन्दिरा गांधी : मैं कोई जांच नहीं कर रही हूँ ।

श्री मधु सिमये : तो क्या कर रही हैं, कुछ नहीं कर रही हैं ।

श्री क० न० सिहारी (गोपालगंज) :
प्रध्यक्ष महोदय, मेरा प्वाइन्ट ऑफ़ ऑर्डर है । मैं यह जानना चाहता हूँ कि अगर किसी सदस्य के बारे में या मिनिस्टर के बारे में अगर किसी पार्टी की मोटिंग में या अखबार में कोई कोई निकल जाय, क्या वह काल-एटेंशन का सब्जेक्ट बन सकता है ? मैं जानना चाहता हूँ कि आपने इस को कबे यहाँ पर किया है ? कबे यह बयान दिया गया ?

श्री अटल बिहारी वाजपेयी : प्रध्यक्ष महोदय, पहले प्रश्न का उत्तर नहीं दिया । सबाल यह पूछा गया है कि क्या प्रधान मंत्री महोदया ने श्री धर्जुन धरोहरा से यह जानने की कोशिश की कि उन के आरोप किन मंत्रियों के बारे में हैं ? प्रधान मंत्री महोदया कहती हैं कि वे जांच नहीं कर रही हैं, तो क्या कर रही हैं ?

Shrimati Indira Gandhi: What I have said is this:

"I have requested Mr. Arora to furnish whatever facts or information he may have in his possession to support the allegation. He has promised to do so. When I receive this, I shall naturally look into it."

श्री बलराज मधोक : प्रध्यक्ष महोदय, हमारा राजनीतिक जीवन बहुत दिनों से ट्रैपिंग हो चका है, इस लिये कि जो देश के बड़े-बड़े बिजनेस हाउसेज हैं, उन के साथ सत्ताकद दम का सम्बन्ध रहता है यह सर्वविदित है (व्यवधान)

एक माननीय सदस्य : वे सब से ज्यादा मदद तो जनसंघ की करते हैं ।

श्री बलराज मधोक : समय समय पर इस प्रकार के आरोप लगते रहे हैं कि बहुत मारे मंत्री या उन के रिश्तेदार या उन के संबंधी किसी न किसी बड़े, बिजनेस हाउस से कोई न कोई नाम उठाते रहे हैं । कभी कभी कोई बिजनेस हाउस—किसी कारण यदि उन का सम्बन्ध बिगड़ जाय—तो निश्चितमाइज भी हुआ है । इस समय हमारे सामने एक स्पेसिफिक क्वेश्चन आया है—यहाँ पर का भेदी बोला है, पर के घन्बर से आबाख उठो है कि कुछ मंत्री और कुछ अन्य लोग बिरला की वे में होंगे, कुछ किसी और बिजनेस हाउस की वे में होंगे । प्रधान

[श्री बलराज मधोक]

मंत्री महोदय ने कहा है कि उन के बारे में वे फैक्ट्स इकट्ठे कर रही हैं। यह जो मंत्री मंडल है इस को प्रधान मंत्री ने नॉमिनेट किया है, इसकी रेस्पॉन्सिबिलिटी कनेक्टिव है और जिस ने उस मंत्री मंडल को गठित किया है और जिन प्रधान मंत्री के स्वयं के बारे में इस प्रकार के संगण हैं कि उन के चनाय में बिड़ना हाउस को और से महाया निवः है, मैं पूछना चाहता हूँ..... (अवधार) क्या वही प्रधान मंत्री—वही चोर और वही जज—यह बात नहीं बन सकती।

इनव्वायरी होनी आवश्यक है क्योंकि यह सारे हाउस और सारे देश की प्रतिष्ठा का सवाल है। मैं पूछना चाहता हूँ कि क्या इस प्रश्न के ऊपर जैसा सुझाव दिया गया है कि एक पार्लियामेन्टरी कमेटी का गठन कर के उस कमेटी के सामने वह सारे तथ्य श्री अजुन खरोड़ा भी रखें, प्रधान मंत्री भी रखें और अन्य मंत्री भी रखें ताकि उस के बाद सारी चीज स्पष्ट हो जाय तो क्या वह इस के लिए तैयार हैं यह मेरा एक स्पेसिफिक सवाल है और उस का मैं उन से उत्तर मांगता हूँ?

संसद-कार्य तथा संचार मंत्री (डा० राम सुभग सिंह) : अध्यक्ष महोदय, श्री बलराज मधोक ने प्रधान मंत्री जी के लिए जो अभी शब्द इस्तेमाल किये.....

Shri Bal Raj Madhok: I want an answer from the Prime Minister.

डा० राम सुभग सिंह : मेरा प्वाइंट योंक साईर है कि मानीय सदस्य श्री बलराज मधोक ने प्रधान मंत्री के लिए जो शब्द इस्तेमाल किये वह अनुचित हैं। उन्होंने कहा था.....

Shri Banga: Is he answering the question or is he raising a point of order? What is he doing?

Mr. Speaker: He is raising a point of order.

डा० राम सुभग सिंह : वह जो माननीय सदस्य श्री बलराज मधोक ने कहा कि वही चोर और वही जज तो प्रधान मंत्री के लिए उनका ऐसे शब्द इस्तेमाल करना अनुचित है और यह वही चोर और वही जज शब्द उन्हें वापिस लेने चाहिए।

Sir, I want your ruling as to whether it is parliamentary. If it is not parliamentary, it must be expunged from the proceedings. (Interruptions).

Mr. Speaker: Unfortunately, this is tending to become something out of which nothing will come out. The point made by Shri Madhok and others is that there should be a parliamentary committee. That is a question which cannot be decided here and now. This is only a Calling Attention Notice. In view of the fact that there is already a substantive motion, I do not know whether there is any point in discussing it now in this House.

Shri Bal Raj Madhok: Sir, my question arises out of the statement made by the Prime Minister. She said that she has not the facts at her command and she is trying to get those facts. In view of that statement of the Prime Minister my question arises. It is a very pertinent question and a specific question. Therefore, she must answer it. (Interruption).

Shri Banga: Sir, my hon. friend wants to know whether she would be willing to place all these facts before a committee of this House, preferably the Privileges Committee. It is for her to say yes or no.

Some hon. Members: No, no. (Interruptions).

Dr. Ram Subhag Singh: Sir, what is your ruling on my point of order?

Mr. Speaker: If those words were used against the Prime Minister, I am very sorry.

Shri Bal Raj Madhok: Sir, I did not mean any reflection against any hon. Member, least of all the Prime Minister. I used only a Hindi proverb. It is not meant against anybody. I do not think it is unparliamentary. It means that the same people who made the charge cannot be the judge also. Shri Arjun Arora of the Congress Party has made the charge. The Prime Minister belonging to the same party cannot sit in judgment over that. It is wrong.

Mr. Speaker: If those words "chor" and all that were meant against the Prime Minister, they are unparliamentary and I would have them expunged. But I shall feel happy if Shri Madhok says that they were not meant against the Prime Minister and they were said in a general way.

Shri Bal Raj Madhok: I only quoted a Hindi proverb which means that the thief and the judge cannot be the same person. I did not call the Prime Minister 'thief'.

Mr. Speaker: Then it is all right. The hon. Member says that they were not used against the Prime Minister. (Interruptions).

Shri Ranga: Sir, we must understand how these proceedings are being conducted. We are not able to follow anything. The hon. Member, Shri Madhok, has put a question. It is for the Prime Minister to say 'yes' or 'no'. Instead of asking the Prime Minister to give her reply, you are proceeding with the next question.

Shrimati Indira Gandhi: Sir,.... (Interruptions).

Mr. Speaker: Order, order. Do you not want to hear the reply of the Prime Minister? All of you resume your seats.

Shrimati Indira Gandhi rose—

Shri Abdul Ghani Dar (Gurgaon): Sir, on a point of order.

Mr. Speaker: You do not want to hear the Prime Minister? Let us hear her. Now the short point made by the opposition is whether instead of a further inquiry the Privilege Committee or some other committee of the House could go into it.

श्री बटस बिहारी बाजपेयी : अध्यक्ष महोदय, मैं प्रधान मंत्री से यह पूछना चाहता हूँ कि आखिर वह अपने ऊपर इस जाच की जिम्मेदारी क्यों लेती हैं ?

Shri Shivaji Rao S. Deshmukh (Parsi): Sir, I rise on a point of order. By the very nature of the question, whether the issue should be left to the committee of this House or the Privileges Committee to consider, it is not for the Prime Minister to decide this question.

श्री मधु लिपये : अब यह तो स्वीकर माह्व तय करेंगे ।

Mr. Speaker: There is no point of order.

Shrimati Indira Gandhi: There is a Code of Conduct which, I believe, was accepted by the House.

श्री मधु लिपये : कब हुआ ?

Shri A. B. Vajpayee: It was only placed before the House.

Shrimati Indira Gandhi: If any charge is levelled against any Minister, naturally it must be looked into. But I do not think that there can be a demand for an inquiry on the basis of entirely unsubstantiated allegations.

श्री मधु लिपये : सदन करेगा धाप नहीं ।

Shri Nath Pai (Rajapur): Mr. Speaker, will you allow me to speak one sentence to help you?

Mr. Speaker: The position is yet to be clarified.

Shri Nath Pai: I want only to help you not obstruct you.

Shri Abhin Ghandi Dar: Sir, on a point of order. میں پچھنے چار دن سے دیکھ رہا ہوں کہ کونسی فرم ٹریڈنگ نوٹیسز جو یہاں پر لیئے جاتے ہیں ان پر غور کرنا سب سے پہلے ضروری ہے کہ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔

میں بتلانا چاہتا ہوں کہ کانگریس کی ایجنسی بچانے کے لئے بڑی بڑی رقمیں خرچ کر رہی ہیں۔ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔

شری عبدالغنی ڈار: میں پچھنے چار دن سے دیکھ رہا ہوں کہ کونسی فرم ٹریڈنگ نوٹیسز جو یہاں پر لیئے جاتے ہیں ان پر غور کرنا سب سے پہلے ضروری ہے کہ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔

میں بتلانا چاہتا ہوں کہ کانگریس کی ایجنسی بچانے کے لئے بڑی بڑی رقمیں خرچ کر رہی ہیں۔ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔ ان کے نام کونسی فرم ٹریڈنگ نوٹیسز میں دیئے گئے ہیں۔

سنا ہے کہ انہوں نے راولپنڈی کو دیا ہے

Mr. Speaker: There is no point of order.

Shri Nath Pal: Mr. Speaker, I want to cite an example which may be of some use to you in reaching a final decision on the proposal put before you by Shri Limaye. In the House of Commons there was an incident very identical to the one with which you are concerned now. One Mr. Belcher, Minister and Under Secretary in the Ministry of Lord Attlee, it was suggested, was guilty of accepting illegal gratification. No substantial charge was mentioned and no facts were furnished at that time. What happened was, at the Tory Club it became a fashion those days to remark that since the worthless members of the proletariat have become Ministers, naturally corruption is inevitable and Britain is going to pieces. Such a report was again repeated by Mr. Winston Churchill. But when Mr. Churchill repeated it, Mr. Attlee thought it his bounden duty as the Prime Minister of Britain to stand on the floor of the House and say "here and now I announce the appointment of a Committee under Lord Sankey, anybody who has got any evidence"—not only Mr. Arora—"may come and furnish it; I shall bow down to the verdict of that Committee". Now the position is that the Prime Minister has been good enough to make a reference to the Code of Conduct. She was not here when only last week her right hand man, Shri Chavan, said here that he has not accepted the Code of Conduct of the Santhanam Committee. So, when did they accept it?

But I submit that before you give your final ruling on the proposal the Prime Minister should seize the initiative. Very serious allegations are being made. The allegations may be wrong, but this is a parliamentary democracy and when allegations are made on the floor of the House—I am not concerned with what Shri Arora

says—when a senior Member says that, she just cannot say that she is asking somebody to furnish the facts. That will not satisfy anybody and the cloud of suspicion will continue to hang. Therefore, I appeal to her not to go by small procedural things, whether it was in order or not. What is important is that serious allegations have been made and therefore let us call the highest judiciary to our rescue. But first I want a parliamentary committee to go into this.

Mr. Speaker: Shri Madhu Limaye says that he has written to me on this but I have not yet seen that. Now a new suggestion has been made. In view of this, may I suggest that we proceed with the next item so that it will give me time to see that and later on, if necessary, I will consider this.

Shri S. A. Dange: When you pay attention to Shri Madhu Limaye's proposition in your Chamber, may I request you to add to that one more item. It is not only a question of Shri Arjun Arora's facts being verified but also it is a question of Shri Gulzarilal Nanda, the ex-Home Minister, having stated that 45 Members of this House were in the pay of Birlas. That should also be added to Shri Madhu Limaye's proposition.

Shri Hem Barua (Mangaldai): May I cite a precedent of this House?

Mr. Speaker: So, if the House agrees, I would take it out now and consider the question raised by Shri Dange, Shri Madhu Limaye, Professor Ranga and others.

Shri Hem Barua: I want to help you in that.

Mr. Speaker: If you want to go through the calling-attention, each one of you is going to put questions and naturally she has no answer because she has asked Shri Arjun Arora to give her the facts.

Shri S. M. Banerjee: It is no use...
(Interruption).

Mr. Speaker: Now we will proceed to the next item on the agenda and will take up this question separately.

12.53 hrs.

PAPERS LAID ON THE TABLE

AUDIT REPORT (CIVIL), 1967 ON REVENUE RECEIPTS

The Deputy Prime Minister and Minister of Finance (Shri Morarji Desai): Sir,

I beg to lay on the Table a copy of the Audit Report (Civil), 1967 on Revenue Receipts, under article 151(1) of the Constitution. [Placed in Library. See No. LT-450/67]

ANNUAL ACCOUNTS OF THE COCHIN PORT TRUST FOR 1965-66 AND NOTIFICATIONS UNDER MOTOR VEHICLES ACT

The Minister of Transport and Shipping (Dr. V. K. R. V. Rao): Sir,

(1) I beg to re-lay on the Table—

(i) A copy of the Annual Accounts of the Cochin Port Trust for the year 1965-66 and the Audit Report thereon under sub-section (2) of section, 103 of the Major Port Trusts Act, 1963. [Placed in Library. See No. LT-105/67.]

(ii) A copy each of the following Notifications under sub-section (3) of section 123 of the Motor Vehicles Act, 1939:—

(a) The Delhi Motor Vehicles (Third Amendment) Rules, 1966, published in Notification No. F.8(13)/66-66. Transport in Delhi Gazette dated the 22nd December, 1966.

(b) Notification No. 158/66/F. No. 68-322/66-Pub. published in Andaman and Nicobar

[Dr. V. K. R. V. Rao]

Gazette dated the 8th December, 1966, making certain amendments to the Andaman and Nicobar Islands Motor Vehicles Rules, 1939.

- (c) Notification No. 166/66/F. No. 68-261/66-Pub. published in Andaman and Nicobar Gazette dated the 27th December, 1966, making certain amendments to the Andaman and Nicobar Islands Motor Vehicles Rules, 1939. [Placed in Library. See No. LT-196/67.]

(2) I beg to lay on the Table—

- (i) A copy of the following papers under sub-section (2) of section 103 of the Major Port Trusts Act, 1963:—

(a) Annual Accounts of the Visakhapatnam Port Trust for the year 1964-65 and the Audit Report thereon. [Placed in Library. See No. LT-451/67.]

(b) Annual Accounts of the Mormugao Port Trust for the year 1964-65 and the Audit Report thereon. [Placed in Library. See No. LT-452/67.]

- (ii) A copy of the Annual Report of the Central Road Transport Corporation Limited, New Delhi, 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. [Placed in Library. See No. LT-453/67.]

- (iii) A copy each of the following Notifications under sub-section (3) of section 122 of the Major Port Trusts Act, 1963:—

(a) The Mormugao Port Trust (Payment of Fees and Allowances to Trustees) Amendment Rules, 1966, published in Notification No. G.S.R. 1977 in Gazette of India dated the 24th December, 1966. [Placed in Library. See No. LT-454/67.]

(b) The Major Port Trusts (Payment of Fees and Allowances to Trustees) Amendment Rules, 1966, published in Notification No. GSR 2027 in Gazette of India dated the 31st December, 1966. [Placed in Library. See No. LT-455/67.]

BENGALI SCRIPT OF LABOUR MINISTER'S TALK

The Deputy Minister in the Ministry of Information and Broadcasting (Shrimati Nandini Satpathy): Sir, on behalf of Shri K. K. Shah, I beg to lay on the Table a copy of the Bengali Script of the Labour Minister of West Bengal, Shri Subodh Banerji's proposed talk on the All India Radio on the 1st May, 1967 along with its English translation. [Placed in Library. See No. LT-456/67.]

Shri S. M. Banerjee (Kanpur): Sir, Shrimati Nandini Satpathy has laid a copy of the Bengali script of the Labour Minister of West Bengal, Shri Subodh Banerji's proposed talk on the All India Radio on the 1st May, 1967 along with its English translation. When this question was raised in the form of a Call Attention notice, you will remember, we wanted to know under what rule or code it was done and we also demanded under what rule the ex-Home Minister, Shri Gulzarilal Nanda, was allowed to make a speech which made a mention of a particular political party, the Left Communist Party, on the All India Radio and we wanted to know what action had been taken in that regard.

Mr. Speaker: You want them to lay Shri Nanda's speech also?

Mr. Speaker: They will look into the legal aspect of it.

श्री सुबोध बनर्जी : वह कह रहे हैं कि निदम रखे जायें ।

NOTIFICATIONS UNDER AIRCRAFT ACT

Shri S. M. Banerjee: In this particular case, because Shri Subodh Banerji had mentioned the name of some party in his proposed speech, it was disallowed by the Station Director. We wanted to know under what rule it was done. At the same time, we wanted to know under what rule Mr. Nanda, when he was the Home Minister, was allowed to make his speech in which there was a similar remark to a particular political party, the Left Communist Party, on the All India Radio. Both these statements should have been laid on the Table of the House so that we could have judged whether Mr. Nanda was correct or Mr. Subodh Banerji was correct.

The Minister of Tourism and Civil Aviation (Dr. Karan Singh): I beg to lay on the Table a copy each of the following Notifications under section 14-A of the Aircraft Act, 1934, together with Explanatory Note:—

- (1) The Aircraft (Amendment) Rules, 1967, published in Notification No. G.S.R. 484 in Gazette of India dated the 8th April, 1967.
- (2) The Aircraft (Second Amendment) Rules, 1967, published in Notification No. G.S.R. 511 in Gazette of India dated the 15th April, 1967.
- (3) The Aircraft (Third Amendment) Rules, 1967, published in Notification No. G.S.R. 548 in Gazette of India dated the 22nd April, 1967. [Placed in Library. See No. LT-457/67.]

Shrimati Nandini Satpathy: About the code and Mr. Nanda's speech on the All India Radio, the hon. Minister said that he would look into those things. About the script of the speech of the West Bengal Labour Minister, he said that it would be laid on the Table. About other things, he said that he would look into them.

NOTIFICATION UNDER RICE-MILLING INDUSTRY (REGULATIONS) ACT

Shri C. K. Bhattacharyya (Raiganj): I have a submission to make. The speech of the West Bengal Labour Minister is under the scrutiny of the Calcutta High Court. The Calcutta High Court has issued a notice against the Minister for having published his speech in a weekly of Calcutta. The High Court has issued a notice and asked the Minister to be personally present at the hearing. Laying this speech on the Table of the House will amount to giving publicity to it. The Calcutta High Court has issued contempt proceedings against the Minister himself for having given publicity to it. Would it be proper for us to give publicity to it? Should we be a party to it? I suggest that this matter may be held over till the High Court dismisses it.

The Minister of State in the Ministry of Food, Agriculture, Community Development and Cooperation (Shri Annasahib Shinde): (1) I beg to lay on the Table a copy of the Rice-Milling Industry (Regulation and Licensing) Amendment Rules, 1967, published in Notification No. G.S.R. 187 in Gazette of India dated the 11th February, 1967, under sub-section (4) of section 22 of the Rice-Milling Industry (Regulation) Act, 1956. [Placed in Library. See No. LT-128/67.]

(2) I beg to lay on the Table—

- (1) A copy of the Rice-Milling Industry (Regulation and

[Shri Annasaheb Shinde]

Licensing) Second Amendment Rules, 1967, published in Notification No. G.S.R. 735 in Gazette of India dated the 20th May, 1967, under sub-section (4) of section 22 of the Rice-Milling Industry (Regulation) Act, 1958. [Placed in Library. See No. LT-458/67.]

(ii) A copy each of the following Notifications, under sub-section (6) of section 3 of the Essential Commodities Act, 1953:—

(a) G.S.R. 497 published in Gazette of India dated the 5th April, 1967, making certain amendment to Notification No. G.S.R. 153 dated the 1st February, 1967.

(b) G.S.R. 499 published in Gazette of India dated the 10th April, 1967, rescinding the West Bengal Essential Commodities (Restrictions on Movement) Control Order, 1965.

(c) The Rajasthan Foodgrains (Restrictions on Border Movement) Second Amendment Order, 1967, published in Notification No. G.S.R. 561 in Gazette of India dated the 22nd April, 1967.

(d) The Inter-Zonal Wheat and Wheat Products (Movement Control) Fourth Amendment Order, 1967, published in Notification No. G.S.R. 582 in Gazette of India dated the 22nd April, 1967.

(e) G.S.R. 563 published in Gazette of India dated the 22nd April, 1967, rescinding the Gujarat Roller Mills Mixed Atta (Price Control) Order, 1966.

(f) The Inter-Zonal Wheat and Wheat Products (Movement Control) Third Amendment

Order, 1967, published in Notification No. G.S.R. 567 in Gazette of India dated the 15th April, 1967.

(g) The Delhi Specified Food Articles (Movement Control) Amendment Order, 1967 published in Notification No. G.S.R. 568 in Gazette of India dated the 15th April, 1967.

(h) The Northern Inter-Zonal Rice (Movement Control) Order, 1967, published in Notification No. G.S.R. 573 in Gazette of India dated the 18th April, 1967.

(i) G.S.R. 574 published in Gazette of India dated the 18th April, 1967, rescinding the Northern Zone Paddy (Restriction of Export) Order, 1959.

(j) The Northern Inter-Zonal Gram (Movement Control) Order, 1967, published in Notification No. G.S.R. 575 in Gazette of India dated the 18th April, 1967.

(k) The Northern Inter-Zonal Maize (Movement Control) Order, 1967, published in Notification No. G.S.R. 658 in Gazette of India dated the 3rd May, 1967.

(l) G.S.R. 708 published in Gazette of India dated the 10th May, 1967, making certain amendments to Notification No. G.S.R. 1842 dated the 24th December, 1964.

(m) The Rajasthan Foodgrains (Restrictions on Border Movement) Third Amendment Order, 1967, published in Notification No. G.S.R. 736 in Gazette of India dated the 20th May, 1967. [Placed in Library. See No. LT-458/67.]

- (iii) A copy of the Annual Accounts of the Animal Welfare Board, Madras for the year १९६६-६६ along with the Audit Report thereon. [Placed in Library. See No. LT-४६०/६७.]

ORDERS UNDER DELIMITATION COMMISSION ACT

The Deputy Minister in the Ministry of Law (Shri D. R. Chavan): I beg to lay on the Table—

- (1) A copy each of the following Orders of the Election Commission under sub-section (2) of section 11 of the Delimitation Commission Act, १९६२.

- (i) Order No. ५८ published in Notification No. S.O. १४७ in Gazette of India dated the ११th January, १९६७, making certain amendments in the Delimitation Commission's Order No. ५ dated the २nd June, १९६६, relating to the State of Bihar.

- (ii) Order No. १५४ published in Notification No. S.O. ३५२ in Gazette of India dated the २७th January, १९६७, making certain corrections in the Delimitation Commission's Order No. १५ dated the २३rd May, १९६६, relating to the State of Uttar Pradesh.

- (iii) Order No. ५९ published in Notification No. S.O. ४२० in Gazette of India dated the ३१st January, १९६७, making certain corrections in the Delimitation Commission's Order No. ५ dated the २nd June, १९६६, relating to the State of Bihar. [Placed in Library. See No. LT-४६१/६७.]

- (3) A copy of the Delimitation of Council Constituencies (Mysore) Amendment Order, १९६७, published in Notification No. G.S.R. ६२६ in Gazette of India dated the २६th April, १९६७.

under sub-section (3) of section 13 of the Representation of the People Act, १९५०. [Placed in Library. See No. LT-४६२/६७.]

(3) A copy of the Registration of Electors (Amendment) Rules, १९६७, published in Notification No. S.O. ११२७, in Gazette of India dated the १st April, १९६७, under sub-section (3) of section २८ of the Representation of the People Act, १९५०. [Placed in Library. See No. LT-४६३/६७.]

(4) A copy of the Conduct of Elections (Amendment) Rules, १९६७, published in Notification No. S.O. १५४२ in Gazette of India dated the २५th April, १९६७, under sub-section (3) of section १६९ of the Representation of the People Act, १९५१. [Placed in Library. See No. LT-४६४/६७.]

१२.५९ hrs.

PETITION RE. SHIFTING OF VEHICLE RESEARCH DEVELOPMENT ESTABLISHMENT FROM AHMEDNAGAR TO AVADI

श्री जावं करनेबीज (बम्बई दक्षिण) : अध्यक्ष महोदय, मैं बहिन रिमर्व डेवेलपमेंट इन्स्टीट्यूट को अहमदनगर से आवाडी हटाने के संबंध में अहमदनगर के वसंत बाबुदेव कुलकर्णी और अन्य नागरिकों की ओर से एक याचिका पेश करता हूँ।

अध्यक्ष महोदय, यह याचिका करीब...

Mr. Speaker: No speech please ..
(Interruption)

The House stands adjourned for lunch to meet at २ O' Clock.

१३ 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]

**STATEMENT UNDER DIRECTION
115 RE. FOODGRAINS SUPPLIED
TO KERALA**

Shri Vasudevan Nair (Peermade): Sir, under Direction 115(1) by the Speaker, I seek to make a statement correcting the statement made by Shri Jagjivan Ram, Hon. Minister for Food, concerning monthly food supplies to Kerala.

I am quoting a portion of the statement made by the Minister on 22nd May, 1967 while replying to the debate on the adjournment motion. He has repeated the same in Rajya Sabha also.

"Shri Jagjivan Ram: In April, the shortfall had been quite sizeable. Instead of 70,000, it has been 53,000.

Shri P. Ramamurthi: 41,000. That was what the Kerala Chief Minister told me the day before yesterday.

Shri Jagjivan Ram: I am quite sure of my facts. I am not going to take figures from my friend."

Subsequent to this statement by the Central Food Minister, the Kerala Food Minister has sent a message to Shri A. K. Gopalan, M. P. In that message, the April supply is shown as 43,869 tonnes. I have attached a copy of the telegram to the Speaker. There is a disparity of nearly 10,000 tonnes for April.

This statement of the Union Food Minister is a misleading one. So, it has to be corrected.

The Minister of Food and Agriculture (Shri Jagjivan Ram): I have already stated that in April, the shortfall had been quite sizeable and that instead of 70,000 tonnes the supply was 53,000 tonnes. The Food Corporation of India handled all foodgrains issued in Kerala whether moved from

other surplus States within the country or from imports or from their local procurement. The Food Corporation has confirmed that 53,000 tonnes of rice was issued through its depots to the Ration Shops in Kerala during April 1967. The figure of 43,869 tonnes mentioned by the Kerala Revenue Minister in the telegram quoted by the hon. Member presumably relates to the actual receipts in the State out of the quantity of about 45,000 tonnes despatched from Andhra Pradesh and Madras or received through imports during April.

There has been no attempt on my part to mislead the House. (Interruptions).

Shri N. Sreekantan Nair (Quilon): What is this? We do not understand this.

Mr. Deputy-Speaker: No discussion now.

Some hon. Members rose—

Mr. Deputy-Speaker: Mr. Vasudevan Nair made a statement and the Minister has made a statement in reply. There cannot be any discussion now.

Shri A. K. Gopalan (Kasargod): Generally, according to rules, it is correct. We do not disagree. But we have seen what the rules are and how the rules are followed. The Chief Minister and the Food Minister of Kerala have given some figures. The Food Minister here also gives a figure. There is difference in those figures. This is what we are pointing out. It is not only giving an answer and saying, "this is what the Kerala Minister says, this is what I say, I am correct". There must be some inquiry into it. The Food Minister says that his figure is correct. The Chief Minister and Food Minister of Kerala have given their figure and they have written to Members of Parliament here. It is not a question of pointing out the rule and saying that this is the rule and that we cannot say anything. If it is not misleading, then what else is it?

Mr. Deputy-Speaker: Will the hon. Member please resume his seat? I am not just pointing out the rules of procedure, but I am only saying that if he is not satisfied with the reply, then there are other methods. He can put a question and pursue the matter, but if we continue like this, it would be very difficult.

Shri A. K. Gopalan: We are forced to continue this discussion.

Shri S. M. Banerjee (Kanpur): I want to rise on a point of order . . .

Shri A. Sreedharan (Badagara): He must apologise to the House.

Shri E. K. Nayanar (Palghat): He should apologise to the House.

Shri Jyotirmoy Basu (Diamond Harbour): We have been misled all the time with wrong figures.

Shri E. K. Nayanar: Let the hon. Minister say whether the figure is correct or not; if it is incorrect, let him apologise to the House.

Shri A. Sreedharan: Let him say that his figure was incorrect. He cannot just make this statement and get away with it.

Shri E. K. Nayanar: Let him say whether the figure is correct or not, and if it is incorrect, he should apologise.

Mr. Deputy-Speaker: He has given certain figures which he has ascertained to be correct; his agencies are there. If the hon. Member wants to challenge those figures, he can certainly request him to clarify the position. Beyond that, what is possible in the circumstances? Could the hon. Minister enlighten me on that?

Shri A. K. Gopalan: We have got this information that a ship that was going to Cochin with 10,000 tonnes . . .

Shri Jagjwan Ram: If the hon. Member would give me some time for a little clarification, perhaps, there

may be no necessity for any discussion.

Shri A. K. Gopalan: Before he clarifies the position, I want him to answer this point also. A ship laden with 10,000 tonnes of rice had gone to Cochin; out of that, 5,000 tonnes had been unloaded, and 5,000 tonnes had not been unloaded, and that ship then went to other places. That is what the Chief Minister and the Food Minister of Kerala have said. If they are wrong, then certainly the hon. Minister can make an enquiry and punish them for saying that. But if the Food Minister here is wrong, then something must be done in that regard and there must be some inquiry about it. We have been supplied with certain facts by the Food Minister and Chief Minister of Kerala. When we had asked them why they were saying like that, they told us that this was the position and that the ship had gone to other places after half the quantity had been unloaded. It looks as if, therefore, that if a ship goes to Cochin with 10,000 tonnes, that goes into the account of Kerala. Is this the way in which it should be done?

Mr. Deputy-Speaker: Let the hon. Minister have his say.

Shri Jagjwan Ram: I was going to explain why this divergence had arisen. There is no intention to withhold anything from either the hon. Members of Kerala or from the whole House, because I have admitted that there has been a shortfall. The point is that we have been maintaining here the figures of supply to Kerala, which the Food Corporation gives us, and that is what has led to this difficulty. I have no difficulty in admitting that.

Shri Vasudevan Nair: Who is wrong? Is the Food Corporation wrong?

Shri Jagjwan Ram: The Food Corporation is wrong to this extent that what they are supplying includes not only what we have given from Andhra Pradesh or may have procured in this

[Shri Jagjiwan Ram]

country but also imported from abroad it may contain also certain quantities procured locally. Therefore, this difficulty has arisen.

Shri E. K. Nayanar: Let the hon. Minister accept that his figure is incorrect.

Shri Jagjiwan Ram: As regards why this divergence in figures has arisen, I have since gone into that. What I said was the quantity supplied to Kerala. Naturally, one will presume that the supply meant supply from outside Kerala. The practice has been that the Food Corporation has been releasing from its stock. 53,000 tonnes is the quantity moved from rice procured in Andhra Pradesh, imported from outside and also released from the stock of the Food Corporation which they may have procured locally there. I shall give the figures presently. Since then I have ascertained the position. That is the figure of supply, and that is what we have been maintaining here. I have got the figures for the last year and also this year.

I shall give the quantities which have actually moved into Kerala and that will remove the misunderstanding that has arisen.

In January, the total movement of rice was 66,300 tonnes.

Shri E. K. Nayanar: That is incorrect.

Some hon. Members: Let us hear the hon. Minister fully.

Shri Jagjiwan Ram: In February, it was 48,200 tonnes. In March, it was 70,700 tonnes. In April, it was 45,200 tonnes.

Shri E. K. Nayanar: That is wrong. It was 43,869 tonnes.

Shri Jagjiwan Ram: There are according to the figures that have been supplied to me. There is a difference there also because according to them it is 43,869 tonnes. I shall look into that and see why this divergence of

about a thousand tonnes has arisen. I shall try to see why this divergence has arisen.

Shri Vasudevan Nair: That is not the main divergence. The hon. Minister made a statement that it was about 53,000 tonnes. We challenged it at that very time. Shri P. Ramamurti said that it was not 53,000 tonnes. And now the hon. Minister says that it was only 45,000 tonnes. That means that his statement at first was incorrect.

Shri Jagjiwan Ram: I am saying that 53,000 tonnes is the quantity that has been supplied by the Food Corporation which functions on our behalf, and on the order of the Kerala Government releases to the various ration shops and fair price shops. That has been the misunderstanding. The figure that I had quoted was the figure supplied by the Food Corporation which had been doing this for the last . . .

Shri E. K. Nayanar: That is incorrect.

Shri Jagjiwan Ram: There is no intention to withhold information . . .

Shri A. Sreedharan: The main point is that the hon. Minister had made an incorrect statement on the floor of the House. What was the actual quantity supplied?

Shri E. K. Nayanar: That means that the hon. Minister admits that he had made an incorrect statement to the House.

Shri Jagjiwan Ram: I do not admit that. I say that the figure that I have supplied is the quantity supplied by the Food Corporation to the Kerala ration shops and fair price shops and other places.

Shri A. Sreedharan: Will he verify it with the State Government? Has he verified it, and if so, what is the reply given by the State Government?

Shri Jagjiwan Ram: I am giving the figure that the State Government thinks has been received there. The difference has arisen because the

quantity supplied and the quantity received from outside are different. I shall give the quantity received . . .

Shri A. Gredharan: What was the reply from the State Government?

Shri Jagjiwan Ram: This is the figure that the State Government presumably quotes; and if there is any divergence in this figure, I have said that I shall ascertain from the State Government why this divergence of 2,000 or 3,000 tonnes has arisen.

So far as April is concerned, I have said that the figure is 45,000 tonnes, but according to them and according to the telegram, it is 43,869 tonnes. So, there is a slight difference of about one thousand tonnes. We shall have to check up why this difference has arisen.

That was why I wanted to explain to the Members that there was no intention to withhold any information, because I have admitted already that there has been a shortfall. The difficulty has arisen only because we have given the figure of supply made to Kerala

Shri P. Ramamurti (Madurai): What about May?

Shri Jagjiwan Ram: . . . from the stock that is maintained in Kerala, either the imported foodgrains or foodgrains procured in this country or procured locally in Kerala itself.

Shri P. Ramamurti: What about May? The hon. Minister had said that by the end of May, about 63,000 tonnes would have moved to Kerala. That was the solemn promise that he had made. We would like to know how much has actually been moved to Kerala so far?

Shri Jagjiwan Ram: I have not got the up-to-date figure showing what quantity has moved there up to this day. I have not got the up-to-date figure about that.

Shri P. Ramamurti: Would he be surprised if I tell him that till the 24th of this month, as against 63,000 tonnes, only 29,000 tonnes have been moved?

Shri Jagjiwan Ram: I shall not be surprised.

Shri A. K. Gopalan: It is a very serious matter. I can understand his saying that there was no time to enquire. Before the day of the adjournment motion also, I had sent a letter to the Food Minister giving all these figures. I had got a letter from the Food Minister of Kerala where all the figures had been mentioned, and the April figures were also there. I had sent a letter to the Food Minister here pointing out all those figures. When the hon. Minister here knew from the letter that I had written on the basis of the information supplied by the Food Minister of Kerala, that there was some difference between his figures and the figures given by the Kerala Food Minister, he should have enquired about it and found out why the difference had arisen. On the day of the adjournment motion also, we had referred to it. Then also, instead of going into the matter, the hon. Minister said that we might have got the information from some other place, and it might not be correct. This morning, the Chief Minister of Kerala has given a press statement wherein also the figures are like this. So, it is not a question whether there is some discrepancy. Why is it that when we, Members of Parliament, get some information from our State, from the Minister, the Food Minister or the Chief Minister—and I wrote a letter to the Food Minister saying all these things—the Food Minister here did not at least look into it? Even though he does not reply, and when he understands that there is some discrepancy? It may be that when we wrote letters some figures may not have been correct, but he should have said "No; your figures are not correct", or he should have enquired from the

[Shri A. K. Gopalan]

State and then said, "there is some discrepancy. I shall enquire into it." So, it may not have been done consciously or unconsciously, but it is misleading the people and it is misleading the House also, because, so many times the letters have been sent to the Food Minister. The same copy of the letter sent to me was sent to him. In that, the figures are given. At least at that time, he should have enquired into it. He must have respect; it may not be a Congress Food Minister in Kerala, but when the Food Minister of Kerala says something, he must have enquired and then advised the Food Minister, "Your figures are not correct," or told the Food Minister that "my figures are correct, or the information that I have got is not correct." It is not a simple thing today to say that "there is some discrepancy and I shall enquire into it." It must have been enquired into earlier.

We are sitting here as Members of Parliament. I have respect for Shri Jagjivan Ram. I am also a Member of Parliament elected to this House from 1962 onwards. When I send a letter to him saying this is the position, he must reply and say "Your figures are not correct," or "I shall enquire into it." There were 15 days' time for enquiry. Even now, it is not being done.

श्री आनन्द ठाकुर (सहरसा) :
उपाध्यक्ष महोदय, बिहार के सम्बन्ध में भी यही हालत है।

Shri Jagjivan Ram: Mr. Gopalan wrote a letter to me. Unfortunately, at that time, I was out of the headquarters. I returned only on the 21st morning. Unfortunately, I saw the letter of Mr. Gopalan after the Adjournment Motion was over. That is why I have not been able to send replies to his letter.

Shri Manoharan (Madras North):
Even now you are not in a position to say.

Shri Jagjivan Ram: There is no question of mining matters. I am

saying that a misunderstanding has arisen because here, in the department, they have been maintaining the figures of supplies from the Food Corporation.—

श्री बबु लिवरे (मुंगेर) : उपाध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है। निदेश 115 के मामला इस सदन में कई दफ्ता उठ चुका है। जब मन्त्री महोदय कोई गलतबयानी करते हैं या गलत आंकड़े या जानकारी देते हैं, तो उन को सीधे कुबूल करना चाहिए और अपनी जिम्मेदारी को स्वीकार करना चाहिए। इस तरह की बातें नहीं करनी चाहिए कि मेरे डिपार्टमेंट में फलाना प्रकार ने यह किया। उस से हमें कोई मतलब नहीं है। हमारा सीधा सम्बन्ध मंत्री महोदय से है। यहां पर इस बारे में कई बार निर्णय हो चुका है, लेकिन मंत्री महोदय अपनी धादत नहीं बदलते हैं। उन को अपनी जिम्मेदारी कुबूल करनी चाहिए।

श्री जगजीवन राम : इस में धादत बदलने का सवाल नहीं है। मैं पूरी जिम्मेदारी लेने के लिए तैयार हूँ।

The figures that have been maintained are the figures relating to the supplies from the stocks of the Food Corporation to the fair price and other shops of the Kerala State.

Shri N. Sreekantan Nair: Even in regard to the allocation, there is a difference of 10,000 tons. The Ministry has given to the press that 70,000 tons have been supplied, but the Chief Minister of Kerala says it is only 60,000 tons. How is it that always the figures given by the Government of India are higher than what we receive? It is a question of human life; it is a question of human suffering. It is not a question of mere figures.

श्री बबु लिवरे : बात रास्ते में बाधव हो जाता होगा ?

Mr. Deputy-Speaker: Let him finish.

Shri Jagjiwan Ram: So far as the figures quoted by the Kerala Minister or Mr. Gopalan are concerned, they are the figures of arrivals in Kerala. One is the supply; the other is the arrival. And even in arrivals, there may be a difference of one thousand or two thousand tons, because it may be on the last day. As I have said, these two figures are there. I have read the figures. (Interruption). Even if there is a divergence or discrepancy in regard to that, certainly I will check up with the Food Minister of Kerala and my own Ministry and find out why there has been this discrepancy.

Shri P. Ramamurti: It is not just so simple as the minister would make out that there is a discrepancy in the figures supplied by the Food Corporation and these figures. The point is, 10,000 tonnes of rice which were arriving by a steamer was also taken into account here. But the Kerala Food Minister had specifically pointed out in her letter to Union Food Minister that after unloading 5000 tonnes, the ship went to unload the balance at Bombay. In spite of her repeated telegrams asking the Food Ministry to allow the entire quantity to be unloaded in Cochin, it was not done. Even after all this, on the 22nd, on the floor of this House, the Minister said that the 10,000 tonnes of rice were unloaded in Cochin. He cannot throw the whole blame on the Food Corporation. There has been a deliberate attempt to mislead the House by saying that much more has been supplied to Kerala than has been the case actually. This question had to be brought to the notice of the House under rule 115. I do not see why the Minister on his own did not come forward with a statement that he has made a mistake. We are faced with a situation where on the 22nd he made a statement that by the 30th of this month, 63,000 tonnes would have moved there. 3 days later in Rajya Sabha, he says, it will be 60,000 and not 63,000. Then to the press on the 25th he says it is 60,000. Is the Food Corporation to be blamed for these discrepancies in figures also?

400 (A) 15-9

Shri Jagjiwan Ram: So far as 10,000 tonnes are concerned, the figure of 10,000 has not been taken into account here. Only 5,000 has been taken into account. It so happened that in the previous month, the 10,000 tonnes that was to be unloaded arrived two days later. It came on the 2nd of the succeeding month and it was taken into account in the succeeding month as 10,000. So far as the 5,000 is concerned, only 5,000 has been taken into account. (Interruptions).

Shri Vasudevan Nair: What is the explanation for giving out, various figures like 63,000, then 60,000 and then 50,000?

Shri Jagjiwan Ram: So far as the supply to be made was concerned, that was on the expectations of the despatches from Andhra. When there was a meeting of the Southern Zonal Council, the Food Secretary met the Chief Minister and Food Minister of Andhra and he was assured that the despatches will increase. On that basis, it was expected that larger quantities of rice would move from Andhra to Kerala. On that basis, I said our expectation is that larger quantities of rice will move to Kerala. I never said that it has moved.

Shri H. N. Mukerjee (Calcutta North East): It does seem very queer that on the basis of the hypothetical proposition that certain quantities might have moved, a Minister made a statement in this House which has led to all this imbroglia. We are confronted with a very peculiar situation, where the Chief Minister of a State issue a press statement after paying a visit to Delhi only the other day that in the six-month period, nearly 80,000 tonnes have been short as far as receipt is concerned and the Minister comes forward and says, "If only you look into the figures more closely, the Food Corporation supplies would seem to cover up the lag." That does not seem to be the view of the Chief Minister. I do not belong to Kerala, but I am confronted with a position

[Shri H. N. Mukerjee]

in Parliament where the Central Government gives some figures which are entirely controverted by the Chief Minister of Kerala, which Chief Minister was here only the other day. The Minister's explanation ultimately boils down to this that "we were expecting certain things to happen and on that basis I had told the House that the supply would be adequate, but it did not happen."

It was for him to come first of all *suo motu* before the House to say that his expectations regarding supplies to Kerala had been falsified and, therefore, the statement that he made on that day was not correct. It was for him to come forward and say that. But, unfortunately, it was the duty of the Members of the Opposition to put in a statement and get him to come and try to explain sophistically what the reason was. This is a very peculiar situation for which there are remedies, and those remedies should be applied.

Shri P. Ramamurti: Sir, this is a very strange thing. Here is the Food Minister of the Government of India who does not understand that there is a Food Corporation which supplies food not only from whatever is procured from inside but also from outside. He came and made a statement on the floor of the House on the 22nd. Then we asked him what was the actual supply from outside. That was a specific question, because the Central Government was committed to supply 75,000 tons of foodgrains per month from outside Kerala. That was the only question that was being discussed. Here is our wonderful Food Minister who does not understand what is the difference between food supplied from outside and the supply....that is procured from inside. Either the Food Minister does not know any of these things or he must honestly admit that he was deliberately trying to mislead the House. The only question that

was being discussed on the floor of the House was not what was procured from inside but what was actually the commitment of the Government of India for supply from outside the State and out of which what was actually fulfilled. That was the real issue in the adjournment motion. For him to come and say that the Food Corporation had given something, that also stands, and all that sort of thing is a wonderful way of explaining things. Either he does not know how the Food Corporation functions or he is deliberately trying to mislead the House. What sort of Ministry is this?

श्री क० ना० तिवारी (बेतिया) :
उपाध्यक्ष महोदय, मैं यह जानना चाहता हूँ कि जब फर्टीलाइजर के लिये, इरिगेशन के लिये और दूसरी चीजों के लिये पैसा स्टेट्स को दिया जाता है ताकि उनकी फूड प्रोडक्शन बढ़े, इन के बजाया और भी मदद दी जाती है, तो स्टेट्स को खिलाने की रेस्पॉन्सिबिलिटी कम्प्लीटली सेंटर की है या स्टेट्स की है? अपनी पोपुलेशन को खिलाने और उन के प्रचुर उत्पाद पैदा करने का काम तो स्टेट्स का है, जहाँ कमी हो, उस में बोझी बहुत मदद कर देना सेंटर का काम है..... (अवधान)

Mr. Deputy-Speaker: That is not relevant to the issue under discussion (Interruptions). We are discussing the discrepancy in some figures of supplies (Interruptions).

Shri P. Ramamurti: Let him offer to make Shri Tiwary the Food Minister.

श्री क० ना० तिवारी : मैं कोन बहस तोचते हूँ कि प्रोक्विरेन्ट करना, बहुत से बंवाकर स्टेट्स को खिलाना, इत्यादि प्रोक्विरेन्ट—ये सब स्टेट्स की रेस्पॉन्सिबिलिटी नहीं है..... (अवधान)

Shri N. Sreekantan Nair: Sir, he has no business to interfere. I can understand the Food Minister giving a reply. Our people are starving. He must sit down.

Mr. Deputy-Speaker: Order, order. Let all hon. Members resume their seats. This being a sensitive issue I allowed some latitude and allowed questions seeking clarification to be put. There is no question of arguments and counter-arguments being put forward at this stage. What I would suggest is, the hon. Minister has given an explanation and, therefore, let us stop it here. If there is any further argument... (*Interruption*).

Shri S. M. Banerjee: Sir, on a point of order. From the statement of the hon. Minister it is clear now that whatever he said on the 22nd, some of the figures have been proved to be wrong. He has taken shelter under the plea that he did not know exactly what was supplied or procured by the Food Corporation. As mentioned by Shri Ramamurti, the Chief Minister of Kerala, who is here today has given a statement that the total allotment from December to May was 3,94,059 tons while the actual receipt up to 24th May was only 3,14,269 tons. If you will permit me, Sir, I would like to pay it on the Table of the House so that hon. Members may see for themselves who is confusing the country, whether it is the Chief Minister of Kerala or the Food Minister of the Union Government. I shall lay it on the Table of the House.

Mr. Deputy-Speaker: This will be published and sent to the Food Minister. He will go through it. It is not necessary to lay it on the Table.

Shri S. M. Banerjee: Sir, if you will allow me, I will lay it on the Table.

Mr. Deputy-Speaker: If public statements of either the Food Ministers or the Chief Ministers of different States are to be laid on the Table of

the House, it would create a difficult situation. He can send it to the Food Minister so that he can go through it.

Shri S. M. Banerjee: I wish to know whether that statement is correct or not.

Mr. Deputy-Speaker: He has already replied to it.

Shri Chengalraya Naidu (Chittoor): Sir, on a point of order. The Minister has given a statement. Are we to rely on that statement of the Food Minister or the statement of somebody who does not belong to this House?... (*interruptions*). If this continues you are not going to get any more rice from Andhra... (*interruptions*).

श्री गुणानन्द ठाकुर : इसकी जांच हो, जांच कमिशन बैठाया जाय ।

Mr. Deputy-Speaker: The hon. Members are within their right to quote what their Chief Minister has stated and try to seek further clarification from the Central Food Minister. There is nothing wrong in it.

Shri Tenneti Viswanatham (Visakhapatnam): I would like to say a word. I understand that a friend from Andhra Pradesh has said that if this continues Andhra will not supply rice to Kerala. Did I hear him correctly?

Mr. Deputy-Speaker: I do not think he has said anything of that sort. That is a personal expression... (*interruptions*). It is not the Government's view nor is it the party's view; it is an individual opinion and it has no value. Anyway, I thank you for pointing it out to me.

Shri Tenneti Viswanatham: Shall we take it that he has not said it?

Mr. Deputy-Speaker: I would like to agree with you.

Shri Tenneti Viswanatham: He has not said it.

Mr. Deputy-Speaker: Yes.

Shri N. Sreekantan Nair: Two weeks ago there was a statement by the official spokesman of the Andhra Government that because the attitude of Kerala was not reasonable, they were not going to give Kerala the priority. We are not at anybody's door with the beggar's bowl. If you cannot give us rice, we will get rice from outside; give us the foreign exchange. We are not begging. We do not go about seeking alms at the doors of Andhra. We are people who do our work and earn foreign exchange.

Shri Jagtiwan Ram: Sir, may I say just one thing? As regards the question of figures, I attach great importance to the figures given by the Food Minister or Chief Minister of Kerala—I cannot brush them aside—and I will have to see that we reconcile our figures of arrivals in Kerala with their figures of arrivals in Kerala.

So far as Andhra is concerned, it will be our endeavour to see that Andhra meets the commitment of 6 lakh tonnes of rice to be given to the Centre for supply to Kerala.

Shrimati Lakshminakshamma (Khammam): I just want to remove the misunderstanding or misapprehension in the House. Andhra Government has been very anxious to help the people in other States and I do not think there need be any fear or misapprehension on that score. In spite of the suffering of the people of Andhra, we have been giving rice to others.

14.33 hrs.

ELECTIONS TO COMMITTEES

(1) INDIAN COUNCIL OF AGRICULTURAL RESEARCH

The Minister of Food and Agriculture (Shri Jagtiwan Ram): Sir, I beg to move:—

“That in pursuance of Rule 3(13) of the Rules of the Indian Council of Agricultural Research,

the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the Indian Council of Agricultural Research.”

Mr. Deputy-Speaker: The question is:

“That in pursuance of Rule 3(13) of the Rules of the Indian Council of Agricultural Research, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the Indian Council of Agricultural Research.”

The motion was adopted.

(II) NATIONAL SHIPPING BOARD

The Minister of State in the Ministry of Food, Agriculture, Community Development and Co-operation (Shri Annasahib Shinde): Sir, on behalf of Shri V. K. R. V. Rao...

Shri A. B. Vajpayee (Bairampur): Has he been authorised?

The Minister of Parliamentary Affairs and Communications (Dr. Ram Subhas Singh): Yes.

Shri Annasahib Shinde: I beg to move:—

“That in pursuance of sub-section (2) (a) of section 4 of the Merchant Shipping Act, 1958, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the National Shipping Board to be reconstituted with effect from the 8th June, 1967.”

Mr. Deputy-Speaker: The question is:

“That in pursuance of sub-section (2) (a) of section 4 of the Merchant Shipping Act, 1958, the members of Lok Sabha do proceed to elect, in such manner as

the Speaker may direct four members from among themselves to serve as members of the National Shipping Board to be reconstituted with effect from the 8th June, 1967."

The motion was adopted.

(11) NATIONAL FOOD AND AGRICULTURE ORGANISATION LIAISON COMMITTEE
Shri Annasahib Shinde: I beg to move:

"That in pursuance of the Ministry of Food, Agriculture, Community Development and Cooperation Resolution No. F-10-1/65 FAIT, dated the 9th September, 1966, as subsequently amended, the members of Lok Sabha do proceed to elect in such manner as the Speaker may direct, four members from among themselves to serve as members of the National Food and Agriculture Organisation Liaison Committee for a term of three years, subject to the other provisions of the said Resolution."

Mr. Deputy-Speaker: The question is:

"That in pursuance of the Ministry of Food, Agriculture, Community Development and Cooperation Resolution No. F-10-1/65 FAIT dated the 9th September, 1966, as subsequently amended, the members of Lok Sabha do proceed to elect, in such manner as the Speaker may direct, four members from among themselves to serve as members of the National Food and Agriculture Organisation Liaison Committee for a term of three years, subject to the other provisions of the said Resolution."

The motion was adopted.

164 hrs.

RAILWAY BUDGET—GENERAL DISCUSSION—contd.

Mr. Deputy-Speaker: The House will now resume general discussion of the Railway Budget. Shri Vajpayee.

जी महाराज बिहारी बाबूदेवी (बनारसपुर):
उपाध्यक्ष महोदय, रेलवे मंत्री ने जो बजट प्रस्तुत किया है वह चाटे का बजट है, और पच्चीस सालों में पहली बार यह चाटे का बजट रखा गया है। यह चाटे का बजट रेलों में दिखाई जाने वाली उस साल झंडी की तरह से है जिसे न देखने का भय होगा रेलों को एक बिलीय खार्ड में घटकना और देश के सर्व संकट को धीरे धीरे गहरा करना।

रेलवे मंत्री ने यह कहा है कि चाटे का कारण कम माल की बुलाई का होना है। माल ढोने का जो अनुमान लगाया गया था उस की तुलना में प्रायः 80 लाख टन कम माल ढोया गया। लेकिन मैं पूछना चाहता हूँ कि यह अनुमान लगाने के लिये जिम्मेदार कौन है? रेलों को कितना माल ढोना पड़ेगा इस का यत्न अनुमान लगाया गया, और इस गसती के लिये योजना आयोग और अन्य मंत्रालय उत्तरदायी हैं, लेकिन प्रायश्चर्य की बात यह है कि उन की गसती के लिये सब यात्रियों पर फिराया बढ़ाया जा रहा है और माल ढोने की दर में भी वृद्धि की जा रही है।

रेलवे मंत्रालय स्वयम् किस तरह से अनुमान लगाता है यह हम ने मार्च और मई में पेश किये गये बजट में देखा। मार्च के बजट में अनुमान था कि कुल मिला कर 15 करोड़ टन का बाटा होगा, लेकिन मई के बजट में बाटा 15 करोड़ टन से बढ़ कर 24 करोड़ टन हो गया। अब यदि रेलवे मंत्रालय दो महीनों की अवधि में अपने अनुमानों में इतना अन्तर करता है तो समझना चाहिये कि न तो प्रायश्चर्य के अनुमान सही किये जाते हैं और न मार्च के अनुमान सही किये जाते हैं और न माल ढोने के बारे में जो मध्य निर्धारित किये

१० [बी सटल बिहारी माजबेबी]

आते हैं उन लक्ष्यों का निर्धारण बराबर जारी आकार पर किया जाता है ।

यह कहा गया है कि माल होने में इस लिये कमी हुई कि सूखा पड़ा और घनाब तथा अन्य कृषि उत्पादनों में कमी हुई। लेकिन इस बात से इन्कार नहीं किया जा सकता कि रेलों को काफी मात्रा में धमरीका से घाया हुआ गेहूँ डोना पड़ा। यदि सूखा न होता, घनाब न होता तो इतनी बड़ी मात्रा में धमरीका से गेहूँ मंगाने की आवश्यकता न पड़ती। यह भी कहा गया है कि कोयला होने में कमी हुई, इस से बाटा हुआ। उदाहरण महोदय, आप की तुलना कर ताज्जुब होगा कि एक धीरे तो कोयला होने में कमी की शिकायत की जा रही है और दूसरी धीरे तो राष्ट्रीय में कोयला पानी के जहाज से डो कर ले जाया जा रहा है। मंत्री महोदय इस में पता लगायें कि भावनगर धीरे कांडला में कोयला रेलों से नहीं ले जाया जाता, पानी के जहाज के सारी परिक्रमा कर के ले जाया जाता है। यदि रेलों के पास बैगन खाली हैं, उन बैगनों के लिये माल नहीं है, तो हम जहाज से कोयला ले जायें इस बात की क्या आवश्यकता है ?

मंत्री महोदय ने अपने भाषण में कहा है कि इस्पात के कारखानों का जो माल डोना जाता है धीरे वहां से जो माल लाया जाता है उस में कमी होने की वजह से भी माल की दुर्घटनाएं घटा हुआ है। लेकिन मैं निवेदन करना चाहूंगा कि इस्पात के कारखानों में कच्चे माल के ले जाने या वहां से पक्के माल के लाने में इतना बड़ा बाधा नहीं हो सकता। आवश्यक की बात तो यह है कि एक धीरे तो माल कम डोना गया है उस की वजह से बाटा हुआ और दूसरी धीरे माल होने की दर बढ़ाई जा रही है जो दूसरे प्रकार की उद्घोषणा से बढ़ा कर 6

मिलेसही किया जा रहा है। क्या यह रेलों में अधिक माल को प्रभावित करने का तरीका है ?

इस बात से कोई इन्कार नहीं कर सकता कि रेलों में धीरे सड़क पर चलने वाले परिवहन में जो प्रतियोगिता हो रही है उस में रेलें पिछड़ रही हैं और सड़क परिवहन रेलों को पछाड़ रहा है। माल भाड़े की दर बढ़ा कर मंत्री महोदय सायब 15 करोड़ रुपये कमा लें, लेकिन वे रेलों की अधिक माल होने के लिये प्राक्कण नहीं बना रहे हैं। सभी जानते हैं कि सड़क से माल डोना मंहंगा पड़ता है क्योंकि उस को बालन-कोमत ज्यादा है। लेकिन फिर भी हम रेलों की तुलना में सड़क परिवहन का प्राथम्य लेते हैं, कम से कम उन मालों को होने के लिये जिन का मूल्य ज्यादा है क्योंकि एक तो माल ठीक समय पर अपने गन्तव्य स्थान पर पहुंचता है और दूसरे बीच में माल की क्षति नहीं होती और जो माल हसाने वाले हैं उन को सम्पौष मिलता है। लेकिन रेलों के माल होने का तरीका क्या है ? क्या रेलों ने माल होने के अपने तरीके में सुधार कर के सड़क परिवहन की प्रतियोगिता में अधिक योग्य विड करने का प्रयत्न किया है ? मेरा निवेदन है कि नहीं। मैं एक उदाहरण आप के सामने रखता हूँ। मैं अभी पटना गया था। वहां सोन नदी की रेत बाहर खेपी जाती है। उस का डोमेन्ट बनाने और अन्य कार्यों में उपयोग होता है। जब रेल कम्पनी की बी टी वे माफ होने की दर कम रख कर डोने नहीं की रेत बाहर ले जाते थे, लेकिन प्राय रेत के सिरे बड़ी माल भाड़ा है जो घनाब के लिये भाड़ा है। बीटा बहुत अन्तर हो सकता है लेकिन अधिक अन्तर नहीं है। मनीष यह ही रहा है कि सोन नदी का जो रेत रेलों में डोना जाता था वह दुर्गम के बोझ का रहा है। माल कर्मियों का वह बोझ है कि कर्मियों के

सभी एक मास गाड़ी ने करीबाबाद से जालंधर पहुंचने में बीस दिन लगाये। इन बीस दिनों में मांस बरबाद हो गया, व्यापारी को बाटा हुआ और जब मुदावजे के लिए वह व्यापारी स्लेम लें कर गया तो साल भर जांच में लगा और जांच का नतीजा यह निकला कि करीबाबाद से जालंधर पहुंचने में जो बीस दिन लगे, वह बिल्कुल ठीक था, इससे पहले मास गाड़ी जालंधर नहीं पहुंच सकती। अब रेलों से कलों को कौन ले जाएगा, क्यों ले जाएगा, बैगन क्यों नहीं आली पड़े रहेंगे।

एक तीसरा उदाहरण मैं देना चाहता हूँ। रेलों एक धोर जो बिकायत कर रही है कि उनके पास बैगन पड़ी रहों, उनके पास मांस नहीं बा लेकिन दूसरी धोर देख में व्यापारियों की यह बिकायत रही है कि उनका मांस पड़ा रहा और उनकी बैगनों नहीं मिले। मैं रेल मंत्रालय के प्राकड़ों पर विश्वास करने में बड़ी कठिनाई अनुभव करता हूँ। प्राकड़े कहाँ तैयार किये जाते यह मेरे लिये कहना कठिन है। लेकिन कभी कभी संसद की धोर जनता की भावों में भूल भौंकने के लिए प्राकड़े गढ़े जाते हैं और देख के माथे पर गढ़े जाते हैं। इस बारे में मैं एक बहुत गम्भीर धारोप लगाया चाहता हूँ। रेल मंत्रालय द्वारा करता है कि रेलों के समय से चलने में उत्तरोत्तर प्रगति हो रही है, जब अनेक रेलों समय पर जाने लगी है। लेकिन क्या उपाध्यक्ष महोदय, आपकी धोर इस सब को बाखूब है कि गाड़ियों के जाने जाने का वास्तविक समय नहीं बताया जाता है, जहाँ समय, गाड़ियाँ सचमुच स्टेशन पर आती है वह बता दिया जाता है। एक गाड़ी ब्राह्मपुरा में आई बटे नेट आई और वह गाड़ी दिल्ली स्टेशन पर ठीक समय पर पहुंच गई। यह कैसे हुआ? एक रेल इंडियन मूगलतराय के लोको में से दो बड़े निकला लेकिन गाड़ी उसकी साने-सामुद्र बने रहना हो गई। किस गाड़ी

के लिए लोको के इंडियन नहीं आया वह गाड़ी साने सामुद्र बने [किसे रखता हो गई? रेलों के जाने जाने का समय प्रत्यक्ष प्रत्यक्ष बताया है, स्टेशन मास्टर का समय प्रत्यक्ष होता है, गाड़ी का समय प्रत्यक्ष होता है और कंट्रोलर का समय प्रत्यक्ष होता है। स्टेशन मास्टर कहता है गाड़ी दो बटे नेट आई है, कंट्रोलर कहता है चिल्ला मत करो, गाड़ी को राइट टाइम दिखाओ और गाड़ी राइट टाइम दिखाई जाती है। यह बड़ा गम्भीर धारोप है। संसद को प्रॉब्लेमें रखा जाता है, देख को छोड़ा दिया जाता है। मैं इस धारोप को साबित करने के लिए तैयार हूँ। अगर संसद के सदस्यों की कोई कमेटी बने तो मैं साबित कर सकता हूँ कि रेलवे बोर्ड और रेल मंत्रालय सभी तक संसद को छोड़ा देते रहे हैं, जनता को घुमराह करते रहे हैं। गाड़ी किस समय पर स्टेशन पर आती है वह समय कंट्रोलर के बाट में नहीं दिखाया जाता है। इस तरह से धोर भी प्राकड़ों में गड़बड़ हो सकती है। मैं चाहता हूँ कि रेलों के पास मांस की कमी या बैगनों की कमी भी इस बात की भी पूरी जांच होनी चाहिये।

रेलें किस तरह के अपने उपबोत्ताओं का काम करती है इसका मैं उदाहरण आपकी देने लगा था। नार्थन रेलवे के दिल्ली डिपिडन में बैगन की कमी हो गई। जल्मा स्टेशन पर व्यापारी बैगन मांग रहे थे जिससे वे पंजाब से अनाज बाहर ले जा सकें और वे जानते थे कि पंजाब की सरकार अनाज बाहर ले जाने पर प्रतिबन्ध लगाने वाली है। लेकिन डिब्बे नहीं थे और इसलिए बीमार और मान-शटर कुछ डिब्बे विवेक, ऐसे डिब्बे विवेक नए जो लीक हो सकते थे। कुछ डिब्बे व्यापारियों ने लिए, कुछ डिब्बे व्यापारियों ने लेने से इन्कार कर दिया। उक्त स्टेशन मास्टर के कहा गया कि कुछ ने डिब्बे नहीं दिये, कुछ डिब्बेदार हो और उस स्टेशन मास्टर

[श्री भटल बिहारी बाजपेयी]

का सवादा कर दिया गया। वह बार महीने पहले उस स्टेशन पर आया था। मैंने उसका भामला मंत्री महोदय को दिया है। क्या रेलवे प्रशासन व्यापारियों को मजबूर कर सकता है कि वे बेकार बीमार और जिन में पानी रिसता हो ऐसे डिब्बे लें? मैं चाहता हूँ कि मंत्री महोदय जबकि देते समय इस बात का ठीक तरह से स्पष्टीकरण करें कि सारे देश में माल गाड़ी के कितने डिब्बों की मांग थी और कितने डिब्बे बेकार पड़े रहे। कोयले के लिए स्टील कारखानों के सामान को ढोने के लिए अगर भ्रम से डिब्बे बनाये गए हैं भ्रम तरह के डिब्बे बनाये गए हैं तो मैं उन्हें इस गिनती से निकालने के लिए तैयार हूँ। लेकिन मैं मंत्री महोदय का यह दावा नहीं मानता कि बाटे के लिए माल की दुलाई ही मुख्य रूप से जिम्मेदार है। और भी चीजे हैं जो जिम्मेदार हैं।

भ्रम भ्रम रेलें हैं उनके भ्रम भ्रम विविध हैं। जहाँ दो रेलों के दो विविध मिलते हैं वहाँ माल गाड़ी कई दिनों तक पड़ी रहती है। विविध विविध के बीच में संघर्ष होता है रेलों और रेलों के बीच में मझाई होती है माल ढोने वाले बाटे में रहते हैं व्यापारी नुकसान उठाते हैं। इसका मतीबा यह होता है कि रेलों का रास्ता छोड़ कर सड़क परिवहन का रास्ता मकड़ते हैं।

रेल मंत्री जी ने दावा किया है कि 1965-66 में सब से कम दुर्घटनाएँ हुई हैं। लेकिन इसी रिपोर्ट में उन्होंने यह भी माना है कि 1966-67 में जिन दुर्घटनाओं की जांच कमिशन आफ रेलवे सेफ्टी के द्वारा की गई है वे दुर्घटनाएँ ज्यादा हुई हैं और ऐसी दुर्घटनाओं में मरने वाले लोगों की संख्या भी ज्यादा है। अभी तक हम अपनी रेलों को सुरक्षित नहीं बना सके हैं। दुर्घटनाएँ क्यों होती हैं? वेरा

निवेदन है कि दुर्घटनाएँ होती नहीं हैं दुर्घटनाएँ की जाती हैं। दुर्घटनाओं को टाला जा सकता है। जिस दिन रेल मंत्री महोदय इस सदन में रेलवे बजट पेश कर रहे थे उसी दिन दक्षिण में हुई एक दुर्घटना का हवाला दिया गया था जिस में बहुत बड़ी संख्या में लोग मरे थे। यहाँ तक कि गोहद से मिड के लिए जो लाइट रेलवे जाती है नैरोगेज और जिस में धाव तक हमने कभी दुर्घटना की बात नहीं सुनी उस पर भी दुर्घटना हो गई गोहद और नैनेरा के बीच में। इस में तीन लोग मर गए, 32 घायल हो गए। जब कभी दुर्घटना का सवाल उठाया जाता है मंत्री महोदय दावा करते हैं कि अधिकतर दुर्घटनाएँ इसलिए होती हैं कि रेल कर्मचारी अपने कर्तव्य का ठीक तरह से पालन नहीं करते। इसे वह फेल्योर आफ ह्यूमन एसीमेंट कहते हैं। इस रिपोर्ट में भी उन्होंने दावा किया है कि गाड़ियों की टक्कर और पट्टी से उतरने की 1046 की घटनाओं में से 688 घटनाओं के लिए अर्थात् 60.58 फीसदी के लिए रेल कर्मचारी जिम्मेदार हैं। मैं पूछना चाहता हूँ कि रेल कर्मचारी जिन परिस्थितियों में काम करते हैं उनके लिए जिम्मेदार कौन हैं। रेल कर्मचारी गलती कर सकते हैं लेकिन रेल कर्मचारी गलती न करें, रेल कर्मचारी अपने कर्तव्य का अच्छी से अच्छी तरह से पालन करें यह वातावरण पैदा करना, इस तरह की काम की बातें उन्हें देना ताकि वे ठीक तरह से काम कर सकें, इसलिये उपयुक्त सुविधाएँ देना क्या वह रेल मंत्रालय की जिम्मेदारी नहीं है?

15 hrs.

उपाध्यक्ष महोदय, अगर रेल-दुर्घटनाओं के लिए केवल रेलवे कर्मचारी जिम्मेदार होंगे, तो फिर 1 दिसम्बर से लेकर 31 दिसम्बर के बीच में, जब स्टेशन मास्टरों और एजिडेंटों को

मास्टर्स ने बर्कट्स का सम्बन्धन किया था, ऐसा न होता कि एक भी दुर्घटना न होती। जब तीस हजार स्टेशन मास्टर और सहायक स्टेशन मास्टर बर्कट्स का सम्बन्धन बना रहे थे, उन इक्कीस विलों में देश में एक भी रेल दुर्घटना नहीं हुई।

रेल-दुर्घटनाओं इस निम्न होती हैं कि रेल-कर्मचारियों को मजबूर किया जाता है कि वे नियमों का पालन न करें और शार्ट-कट तरीके धपनाने। ऊपर के अधिकारी धपनी बलता को दिखाने के लिए और धपना रिकार्ड बनाने के लिए रेलवे कर्मचारियों को नियमों का उल्लंघन करने और शार्ट-कट तरीके धपनाने के लिए मजबूर करते हैं।

मैं इस सम्बन्ध में दो उदाहरण आप के सामने रखना चाहता हूँ। धागरा में एक स्टेशन मास्टर को इस लिए मुश्किल कर दिया गया कि उस ने कहा कि जिस मास गाड़ी में बैकयूम नहीं है और शार्ड नहीं है, मैं उस को धागे बढ़ाने से इनकार करता हूँ। क्या आप ने कभी बिना बैकयूम के और बिना शार्ड के गाड़ी चलते हुए सुना है? जब जब स्टेशन मास्टर ने शिकायत की कि बर्कट्स और बैकयूम नहीं है, इस लिए गाड़ी धागे नहीं बढ़ सकती, तो उस को धमकी दी गई कि गाड़ी धागे बढ़ाओ, वरना इन-सबाबिनेमान के लिए तुम्हारे खिलाफ कार्यवाही की जावेगी। कार्यवाही की गई और बाध में वह धपस भी ले ली गई। अगर प्रश्न यह है कि कर्मचारियों को नियमों का उल्लंघन करने के लिए मजबूर क्यों किया जाता है।

अभी 4 मई को एक मास-गाड़ी हथिहार से देहरादून जाते हुए डोईवाला पर दुर्घटना-ग्रस्त हो गई, जिस में शार्ड सहित पांच लोग मारे गए। जब गाड़ी हथिहार से चली, तो उस को चेकवाला कब्जे नहीं निकाला

गया। गाड़ी में बैकयूम नहीं था—बाकी इंजिन में बैकयूम था, लेकिन पूरी गाड़ी में बैकयूम नहीं था और इसलिए जब गाड़ी ऊपर चढ़ने लगी डोईवाला की तरफ, तो उस के लिए ऊपर चढ़ना सम्भव नहीं हुआ। मासगाड़ी के डिब्बे इंजिन से निकल गए और डलान पर दीड़े। धागे जा कर वे डिब्बे चकना-चूर हो गए। डी० एम० ई० की प्रिलिमिनरी एन्क्वायरी हुई। रेल मंत्री इस बात का पता लगाने कि डी० एम० ई० ने यह प्रिलिमिनरी एन्क्वायरी रिपोर्ट देने की कोशिश की कि यह दुर्घटना धपने धाप हुई, इस के लिये कोई जिम्मेदार नहीं है। मैं चाहता हूँ कि इस मामले की विशेष जांच कराई जाये, क्योंकि जिस डी० एम० ई० ने प्रिलिमिनरी एन्क्वायरी रिपोर्ट दी, वही डी० एम० ई० एन्क्वायरी कमेटी का भी एक मेम्बर है और वह कर्मचारियों को धमका रहा है कि वे सही बात न कहें।

उस गाड़ी के इंजिन का ड्राइवर बारह घंटे से ज्यादा काम कर चुका था। उस गाड़ी का इंजिन, जिस का नम्बर डी० डबल्यू० डी० 12499 है, एक निकम्मा इंजिन था। डोईवाला में दुर्घटना के बाद वह इंजिन देहरादून में मुस्किल में फंस गया और बाध में मुराबाबाध में मुस्किल में फंस गया। वह छराब इंजिन दे दिया गया ड्राइवर को बारह घंटे से ज्यादा काम करने के लिए मजबूर किया गया और गाड़ी में बैकयूम नहीं था, इसलिए वह मास-गाड़ी चकना-चूर हो गई। ड्राइवर समेत पांच धावबी मर गए।

मंत्री महोदय कह सकते हैं कि यह भी फेस्यूर आफ ह्यूमन एलियेंड है, अगर क्या इस दुर्घटना के सम्बन्ध में किसी प्रकार के खिलाफ कार्यवाई हुई, क्या किसी प्रकार को जवाबदेही के लिए बुलाया गया? दुर्घटनाईं टाली जा सकती हैं, लेकिन इस के लिए छोटे कर्मचारियों की विश्वास में लेना होगा। बाकी बाकी

[श्री बलराज मिश्रा जी का बयान]

भारत में सैफ्टी ब्यारनाइजेशन जारी करने में और सैफ्टी इंस्पेक्टर इम्प्लायमेंट करने में मुश्किलें नहीं टर्नीं। करोड़ों रुपया सैफ्टी ब्यारनाइजेशन पर खर्च किया जा रहा है, पोस्टर लगाए जा रहे हैं, रैस्पॉन्सिबिलिटी काटने जा रहे हैं, मगर जिस इन्फ्रान्स्ट्रक्चर से रेलवे प्रशासन को काम लेना है, उस को कोई बर्षों के लिए नहीं बुलाता, उस से कोई नहीं पूछता कि बर्किंग स्क्व में कितने ऐसे स्क्व हैं, जो अम्बुवाहक हैं, जो बमल में नहीं लाए जा सकते हैं, जो पुराने पड़ गए हैं, जिन को बदलने की जरूरत है।

तीस हजार स्टेशन मास्टरों और सहायक स्टेशन मास्टरों ने इसी लिए बर्कट्स का ऑप्शन किया था कि नियमों के अनुसार काम हो और शीट-कट तरीके में घपनावे जायें। लेकिन रेलवे अफसर शीट-कट तरीके से घपनाने के लिए मजबूर करते हैं। उस बर्कट्स का ऑप्शन के दौरान कोई मुश्किल नहीं हुई। उस समय को रेल मंत्री, श्री पाटिल, ने यह आश्वासन दिया कि तीस हजार स्टेशन मास्टरों की मांग पर विचार किया जायेगा और किसी भी कर्मचारी के खिलाफ बदले की कार्रवाई नहीं की जायेगी। मगर बानापुर डिविजन में तीन कर्मचारी अभी तक सस्पेंशन में हैं और उन को काम पर वापस नहीं लिया गया है। अपनी सारे तबादले रह नहीं किये गए हैं। हजारों स्टेशन मास्टरों पर चार्जशीट लगाई गई है।

16.97 hrs.

[SHRI BAL RAJ MISHRA in the Chair]

उन चार्जशीट्स को वापस नहीं लिया गया है। मुझे लगता है कि रेल मंत्रालय पुराने रेल मंत्री के द्वारा दिये गये आश्वासन का पालन करने के लिए उत्सुक नहीं है। यह आश्वासन मुझे और मेरी एंजोसियेस

को दिया गया था। यह हमारे लिए इति-यास का सवाल है। अगर वे सस्पेंशन, ट्रांसफर और चार्जशीट्स वापस नहीं लिये जायेंगे, तो मुझे कुछ करना होगा, मेरी एंजोसियेस को कुछ करना होगा। मैं धमकी नहीं दे रहा हूँ। मैं रेलों में शांति और अनुशासन चाहता हूँ। कोई मुझे मलत समझने की कोशिश न करे। लेकिन आन्दोलन रोकते समय जो बातें लय हुई थीं, यदि उन का उल्लंघन किया जायेगा, तो रेल-कर्मचारियों के एक सैबक के नाते मैं चुप नहीं बैठ सकता। मुझे कुछ कठोर कार्रवाही करनी पड़ेगी।

लेकिन मुझे रेल मंत्री पर धमकी भी विश्वास है। वह नये-नये धाएँ हैं, मगर रेलवे बोर्ड के चंगल में फँस रहे हैं। रेलों में जो अफसर साही है, किसी भी रेल मंत्री के लिए उस से बच निकलना बड़ा मुश्किल है। कभी कभी मुझे लक होता है कि भारतीय रेलों का आत्म-विश्वास कौन है। इस लोक सभा के प्रति बिम्बेदार मंत्री या रेलवे बोर्ड के ऊँचे ऊँचे अफसर। यह बकरी है कि कर्मचारियों के साथ अच्छे सम्बन्ध कायम किये जायें। रेल मंत्री महोदय ने दावा भी किया है कि जो दो अविज्ञ-भारतीय संगठन हैं, उन के साथ हमारे सम्बन्ध बहुत अच्छे हैं। लेकिन जो कर्मचारी इन संघ-ठनों से नहीं हैं, उन का क्या होगा?

रेलवे प्रशासन ने दो कर्मचारी-संघठनों को मान्यता देकर बम इंडस्ट्री, बम रेफायर-इण्ड्रूनिंग के सिद्धान्त को सिद्धांतित दे दी। अगर रेलवे में दो कर्मचारी-संगठन माने जा सकते हो तीन क्यों नहीं माने जा सकते हैं, बार क्यों नहीं माने जा सकते हैं मैं यह पूछना चाहता हूँ कि जो सैफ्टी-महत्व कर्मचारी हैं, चाहे वे इंड्रूनिंग कर्मी हों या कार्गो-महत्व कर्मी, स्टेशन मास्टर या

वाहें हों, या जो धीर भी ऐसे कर्मचारी हैं, जो बर्कशाप में काम नहीं करते, लेकिन रेलों को चलाने में, रेल का पहिया चालू रखने में जिन का महत्वपूर्ण योगदान है, उन के हितों का संरक्षण और संबर्धन कौन करेगा। दो प्रमुख भारतीय संगठन उनके हितों का रक्षण नहीं कर सके, इस लिये मैं चाहता हूँ कि रेलों में भी डाक तार विभाग की तरह कैटगरी वाइथ यूनियन्ड रिकग्नाइज की जायें। यह ठीक है कि रेलों में कैटेगरीज ज्यादा हैं, मगर उनकी बुझि की जा सकती है और उन यूनियन्ड को रिकग्नाइज करके उनका एक कन्फ़ेडरेशन बने, जैसा पी० एण्ड टी में कन्फ़ेडरेशन है और इस तरह से हर एक श्रेणी के कर्मचारियों की शिकायतों को सुना जाय। रेल मंत्री को अपनी धम नीति पर फिर से विचार करना होगा।

महोदय, मैं आपका अधिक धन्य नहीं जूंगा। रेलवे बजट में यात्रियों के किराये और माल भाड़े में जो वृद्धि की गई है, उस वृद्धि का कोई क्षीय नहीं है, उस वृद्धि को वापस से लेना चाहिए। शायद वित्त मंत्री महोदय ने अपना बोझ रेल मंत्री पर डाल दिया है। रेल बाट में नहीं चल रही है, रेल जनरल रेवन्यू में अपना हिस्सा बराबर दे रही है। अगर वह हिस्सा थोड़ा कम कर दिया जाता तो यात्रियों का किराया बढ़ने से रोका जा सकता था, माल भाड़े की दरों को भी यथावत बनाये रखा जा सकता था, मगर रेल मंत्री ने यह रास्ता नहीं अपनाया। लेकिन मैं उनसे एक बात कहना चाहता हूँ कि अगर वे रेलों का पुनर्गठन करें, अगर रेलों का व्यवस्थापन रोक, अगर किसानवतारी अपनाये, तो 20 करोड़ रुपये का बाटा बिना किराया बढ़ाये, बिना भाड़े की दरों को बढ़ाये, पूरा किया जा सकता है। मैं इस सम्बन्ध में अब कुछ और सुझाव देना चाहता हूँ—

1. रेलवे के बजटों की यह अधिकतर

है, कि व डेमेरेज और बारफ़ेज माफ़ कर सकते हैं। जितना बड़ा फ़ायदा उसे उतनी ही बड़ी रकम माफ़ करने का अधिकार है। यह अधिकार उपयोग में लाया जाता है बड़ी बड़ी कम्पनियों को, मिलों को, बड़ बड़ व्यापारिक संगठनों को छुट देने के लिये। जिन मिलों से, व्यापारिक संगठनों से रुपया बचस किया जाना चाहिए, जिनसे डेमेरेज और बारफ़ेज लिया जाना चाहिए उनके साथ साठ-गांठ कर के रेलवे के फ़ायदा उसको माफ़ कर देते हैं। करोड़ों रुपया इस तरह से माफ़ किया जाता है। मैं मंत्री महोदय से जानना चाहता हूँ कि जिस साल का बजट हम चर्चा में इस वक्त लिये हुए हैं, उस साल में डेमेरेज और बारफ़ेज में फ़ायदों ने कितने करोड़ रुपये की माफ़ी दी है—इसका ज्योरा व सदन के सामने रखें। मेरा निवेदन है कि यह अधिकार फ़ायदों से वापस ले लेना चाहिए, इससे रेलवे की प्रामदनी बढ़ सकती है।

2. कर्मचारियों को प्रचारण बाज-मीट दी जाती है, उन पर मानसे चलते हैं और सरकारी धन का प्रयोज्य होता है, कर्मचारियों का बस्त बरबाद होता है। सभापति जी, आपको जान कर ताज़्जुब होगा कि केवल एक कोटा डिवीजन में 300 रेल कर्मचारियों को मुघतिल किया गया और बाद में उनको बालिंग देकर ड्यूटी पर लाया गया। एक कोटा डिवीजन का यह हाल है, सभी डिवीजनों में कर्मचारियों को धरर इस तरह से मुघतिल किया जाएगा तो पता भी चर्च होगा और कर्मचारियों में असन्तोष भी होगा।

3. सेप्टी संगठन बनाये जायें या नहीं—इस पर गम्भीरता से विचार होना चाहिए। मुझे लगता है कि सेप्टी संगठन के बाव भी पुर्बतमायें नष्ट रही हैं। काकरी और से पुर्बतमायें कम होंगी भी नहीं, बल्कि वे भी अपनी कीम रीवर करने की क्षमता रखेंगे।

[श्री अटल बिहारी वाजपेयी]

नहीं है, सेप्टी संगठन पर खर्च होने वाला खपवा बचाया जा सकता है।

4. बिना टिकट यात्रा से 9 करोड़ रुपये का घाटा होता है—ऐसा कहा जाता है। अगर मंत्री महोदय सभी राजनीतिक दलों और विद्यार्थी संगठनों का सहयोग से सो इस घाटे को बहुत मात्रा में कम किया जा सकता है। बिना टिकट यात्रा करना एक अपराध है, लेकिन उसके लिये हमें प्राप्ति पैदा करनी होगी, रेलों को बेक करने और यात्रियों की बेकिंग करने का इन्तजाम भी कड़ा करना होगा, सभी बिना टिकट यात्रा करने वालों की संख्या घटाई जा सकती है—ऐसा मेरा निवेदन है। इस दिशा में प्रभावी कार्यवाही होनी चाहिये।

5. यह भी जरूरी है कि अफसरों को जो सलून दिये जाते हैं, वे सलून बन्द कर दिये जाय। रेलवे के अफसर सलूनों में बनें, यह आज के युग में शोभा नहीं देता। रेलवे के अफसर अन्य मंत्रालयों के अफसरों के समक्ष होने चाहियें। अगर अन्य मंत्रालयों के अफसर साधारण गाड़ी में चल सकते हैं अपना काम कर सकते हैं तो रेलवे के अफसरों के लिये सलूनों की जरूरत नहीं है। मुझे बताया गया है कि इस समय 900 सलून हैं, अगर 900 सलूनों को सवारी गाड़ियों में परिवर्तित कर दिया जाय, तो कम से कम 50-60 नई गाड़ियां चल सकती हैं। रेलवे मंत्रालय ने इस साल कुछ कुल 67 गाड़ियां नई चला कर बताई हैं, अगर वे सारे सलून सवारी गाड़ियों में परिवर्तित कर दिये जायें, तो इस साल में पिलनी नई गाड़ियां चली हैं उतनी ही और नई गाड़ियां चल सकती हैं।

6. यह भी जरूरी है कि अफसरों के गोल्ड-पास और सिल्वर-पास रद्द होने

चाहियें। गोल्ड-पास की क्या जरूरत है। पार्लियामेंट के मेम्बर कार्ड पास से काम चला सकते हैं, अफसरों के लिये गोल्ड-पास सिल्वर पास.....

श्री श्रींकार लाल बोरवा (कोटा) : टोकन दिये हुये हैं।

श्री अटल बिहारी वाजपेयी : वह मुझे टोक रहे हैं—बात टोकन की कर रहे हैं। मैं चाहता हूँ कि गोल्ड पास और सिल्वर पास की जरूरत नहीं है। यह बहुत पुरानी व्यवस्था है, पंचजी राज्य से चल रही है, अब जरा रेलवे अफसरों को अपना ढंग बदलना होगा, उन को अपना काम करने का तरीका बदलना होगा। जब अफसर स्टेशनों पर जाते हैं तो नवाबी जमाने का उन का स्वागत स्कार किया जाता है। उन को पंचजी सलामी दी जाय, हटो-बचो का वातावरण बनाया जाय—यह लोक-तंत्र के साथ मेल नहीं खाता है, इस वातावरण को बदलना होगा।

महोदय, मैं आपको धन्यवाद देता हूँ—आपने मुझे जो समय दिया है। मैं आशा करता हूँ कि मैंने जो मुद्दे खड़े किये हैं, रेल मंत्री महोदय उन पर विचार करेंगे और जो आश्वासन हमें "बक-टू-कल-कम्पेन" के बारे में दिया गया था, उसे को धमल में साने की कोशिश करेंगे। धन्यवाद!

Shri Krishna Kumar Chatterji (Howrah): Sir, I rise to give my whole-hearted support to the budget proposals placed before the House by the Railway Minister, although I must confess I cannot give the same amount of support to the underlying principle that guided him to bring forward these proposals. A member on this side of the House is a much-harassed person. He has too many masters to serve. He has to be loyal to the party to which he has the privilege and honour to belong. He has

to prove his fidelity to the electorate he represents and to the people at large. He has to be honest to his conscience, which is perhaps already dead or dying. In addition to this, he has to face the onslaughts from the other side, sometimes unreasonable and unfair. Even then, I shall try to discharge my responsibility in the best way possible under the circumstances.

When the interim budget proposals came before the House, our Railway Minister gave some sinister hints about the proposals to come. The financial position as he has pictured in the railway budget is far worse than it was in the interim budget. We find that the fall expected in the railway earnings amounts, to Rs. 90 crores and the expenditure has gone up by Rs. 14 crores. Naturally the Minister finds himself in between Scylla and Charydis—on the one hand the stern warning of the Deputy Prime Minister that he will not be tolerating any deficit budget from any quarter and on the other some unwarranted and I should say irrelevant attack from the other side shaking the very foundations of the budget proposals. He has no choice. He, therefore, chooses the path of least resistance and functions as a routine accountant. He balances his budget by making up the deficit with an increase in the rates of freights and fares.

But, Sir, why has this deficit occurred? We have to go deep into this matter. The deficit has come because the annual rate increase in goods movement slowed down. If we examine how it functioned last year we will find that only 200.5 million tons were lifted by the railways. This is to be considered against a colossal investment of Rs. 1538 crores. This was done in anticipation of an estimated goods movement of 245 million tons. Sir, the Railways provide a clear example of bad planning and mis-directed investment. The result is that our Railway Minister is forced

to bring before this House a budget which will pose not only miseries to the people but will perhaps, in the long run, prove infructuous in the way he expects the budget to turn up.

In the matter of investment he has taken the House into confidence and said that he will not go beyond the present level, he will not increase the investment. But one thing he has forgotten, that many sectors of our economic life depend on railway investments and railway orders to feed them. I come from a constituency which is full of big engineering firms and also small ones. They want the railway orders to keep the economy going. The employment potential there also very much depends on the railway orders. All of a sudden, because of this reason, if the Railways curtail their investment, naturally it disturbs their economic and social adjustments. I would appeal to the hon. Railway Minister to see that such a kind of dislocation does not come in due to want of proper planning and due to want of foresight.

As I have already pointed out, the reason for this deficit is on two counts. One is the slow rate of growth of goods traffic. There was an increase of over 18 million tons in 1962-63 over the previous year. The growth in 1963-64 was about 12.3 million tons. In 1964-65 this dropped to 2.7 million tons. In 1965-66 it went up to 9.3 million tons, but in 1966-67 the growth was hardly one million tons taking both revenue and non-revenue traffic together. Thus in 1966-67 the growth in originating tonnage has slowed down to a trickle. The shortfall in earnings in 1966-67 was as a direct result of fall in traffic. If that was the reason why our Railway Minister was forced to come in with proposals for higher rates of freights, I am afraid these higher rates of freights may prove even more

[Shri Krishna Kumar Chatterji]

harmful to the railway interests because ultimately we may find that the amount of goods traffic has gone down because of these higher rates.

Sir, one other thing has contributed to this kind of deficit. The working expenses have been going up. The ordinary working expenses rose, from Rs. 325 crores, in 1961-62 to Rs. 362 crores and in 1962-63 to Rs. 392 crores. In 1963-64 it went up to Rs. 433 crores, in 1964-65 to Rs. 486 crores and in 1965-66 according to the approximate figures now available Rs. 531 crores. Out of the increase of Rs. 124 crores in ordinary working expenses between 1962-63 and 1965-66 nearly Rs. 77 crores was on the cost of staff. This was in spite of the fact that the number of staff on million gross ton per kilometer fell from 3.52 to 3.37 between 1962-63 and 1965-66. The biggest single factor in the increase in expenses has thus been the increase in the cost of staff, which has risen from Rs. 19.53 to 19.62 and 23.28 in 1965-66. Thus, it appears to me that the hon. Minister has been forced to balance the budget to avoid deficit financing and there went one step further by trying to save something to the extent of Rs. 1½ crores.

Here I want to say that the hon. Railway Minister must choose one thing. He must not choose the same old path lest one day he may find himself in the wilderness of inefficiency, mismanagement, corruption and certain obsessed ideas which will land him into difficulties. I must confess that sometimes I feel dejected that even after freedom we have been pursuing the same course of action in administrative matters.

Here is a huge piece of document, the report of the Railway Board, that august body. I am one of those who seldom agree with our friend over there, Shri George Fernandez, but I am at one with him at least on this

count that I agree with him that this august body should be wound up and replaced by a department of the Ministry which can do a good piece of job. In that case I am sure there will be no necessity to increase the fares and freights.

As I go through this document it appears to me to be a lifeless piece of document without any sense of purpose or urgency in it. I will read a few observations that will substantiate what I want to convey. The members of the Railway Board have brought out this report for perusal by the Members of Parliament. With regard to ticketless travel it has enumerated how they are very vigilant now, how they have organised a pilot scheme where additional ticket checkers and all the paraphernalia has been brought into existence. But what is the result? Look at the result. Here I will quote only one item, item No. 6, amounts realised from unbooked and partially booked luggage. In 1964-65 the realisation amounted to Rs. 40.59 lakhs and in 1965-66 after so much effort on the part of the officers of the Railway Board, what an improvement, it has gone up from Rs. 40.59 lakhs to Rs. 40.78 lakhs. I am sure the expenditure involved in this process must have much outweighed the gain that we have got. Not only this. There are other portions of the report which reveal the same position. Because of the limited time at my disposal, I cannot refer to all of them. The Efficiency Bureau and the Economic and Statistical Bureau are some such departments. I would request the hon. Railway Minister to look into the archives of the Railway Ministry. Probably, in the early part of the 19th century you will find some such reports underneath the dust there, written or couched in the same language, printed in the same noble manner and presented to the Parliament of those days. I would, therefore, request the hon. Minister of

Railways to think whether the Railway Board is really a necessity now. This is a fast changing world and we are in the atomic age now. We must not stick to old ideas; we must leave our old moorings and try to think in a dynamic manner so that we move with the times.

Mr. Chairman: The hon. Member should try to conclude now.

Shri Krishna Kumar Chatterji: I will only point out a few irregularities and finish my speech. It is very interesting to note how our administrative machinery is functioning. Take for example the affairs of the GM (Statistical Branch), Eastern Railway. The irregularities have been so pronounced that a leading Bengali newspaper of Calcutta came out with a list of these irregularities in 1966. It was published in Bengali language and I may read out a translation of the same:—

“A deep sense of resentment and frustration is haunting the mind of each and every staff of this Department on account of the irregular promotions of a few hot favourites in supersession of many deserving and efficient persons far senior to them. Extent rules regarding selection of candidates for promotion to higher posts are honoured by the officer in charge of the department more in their breach than in observance.”

This is only one part of it. In the matter of selection of staff for training in IBM machines installed on this Railway, the selection of staff for IBM training at Faridabad was made most arbitrarily. As per Board's orders, staff attached only to the Machine Section were to be sent for training at the Faridabad Training Centre. But a junior staff not working in the Machine Section at that time was sent for such training and on return therefrom posted in the Machine Section and within a very short period elevated to the post of

Machine Supervisor in supersession to many of his seniors. This is a very serious matter.

Then, the initial selection of other staff for operating the IBM machines including Punchers was done in the most erratic manner.

Then I will refer to the injustice to ex-North Eastern Railway staff absorbed in the Eastern Railway. When in 1958 NE Railway's headquarters offices were shifted to Gorakhpur, the Railway Board's notification mentioned that staff who declined to go to Gorakhpur were to be absorbed by Eastern and South Eastern Railways. The NE Railway staff were not given regular cadre at that time due to shortage of sanctioned staff strength. Railway Board have directed that all staff would be absorbed in the regular cadre gradually. But 8 years have elapsed since then. The fate of these staff still remains undecided without having equitable scope of promotion. The local authorities are not implementing the Board's order.

There are a few more cases. In 1956 when the Second Five Year Plan work was very greatly hampered due to want of technical staff, to face this critical situation draftsmen/estimators were recruited locally, but they have been denied all the privileges of seniority because of some technical questions although it is found that the Railway Board in certain similar cases have gone over their own decision and have allowed them this facility.

Mr. Chairman: The hon. Member should conclude now.

Shri Krishna Kumar Chatterji: In the end I will submit that unless the hon. Minister decides to think anew as to how the administrative machinery can be streamlined and how we can bring down the cost of running the railway, probably the necessity for such kind of increase of fares and freights will be there and the miseries of the people will not be removed. Of course, I stand in support of

[Shri Krihna Kumar Chatterji]

the Budget proposals because there is no other alternative left for us. But if he just takes my suggestion and avoids an increase in the fares of third class passengers, probably, he will earn the gratitude of the millions of people who will bless him and bless the Government of the day.

श्री राज चरण (बुर्जा) : सभापति महोदय, हम देख रहे हैं कि जितनी भी हमारी गवर्नमेंट आफ इंडिया की मन्डरेटोफिस हैं वह अधिकतर बाटे में चल रही हैं। हमारे रेलवे मंत्री ने जो रेलवे का बजट तैयार किया है वह ऐसी इंडस्ट्री का बजट है जो कि हिन्दुस्तान की सबसे बड़ी गवर्नमेंट की इंडस्ट्री है। आश्चर्य की बात है कि मंत्री महोदय ने उसमें बाटा बिछलाया है।

मंत्री जी ने बाटे के तीन कारण बताये हैं। पहला कारण यह बताया है कि हमारे माल भाड़े में कमी आई, दूसरा कारण यह बताया है कि महंगाई के बढ़ जाने से मेन्टेनेन्स और मेटेरियल की कास्ट बढ़ गई और तीसरा कारण यह बताया कि गवर्नमेंट एम्पलायीज का डी० ए० बढ़ाना पड़ा है इस बात को बताना चाहता हूँ कि बाहिर फ्रेट का शार्ट फाल कैसे पैदा हुआ? वैसे तो हमारे बहुत से साथी इसके बारे में बोल चुके हैं और उन्होंने भी बताया कि इस शार्ट फाल की वजह क्या हुई, लेकिन घसली कारण यह है कि रोज ट्रांसपोर्ट जो है वह बढ़ता जा रहा है और लोग उसमें ज्यादा इन्टरेस्टेड होते जा रहे हैं बमुकाबले रेलवे ट्रांसपोर्ट के। रेलवे ट्रांसपोर्ट में सेफ्टी नहीं है। अगर यहाँ से सी मील के फासले के लिये भी कोई माल बुक करता है और उस पर कवर नहीं है तो आधा माल भी ठीक से नहीं पहुँच पाता है जिसकी वजह से बिजनेसमैन इन्टरेस्टेड नहीं रहते हैं और रेलवे की भी क्लेम बयर्स में बहुत सा कम्प्लेन्स जमा पड़ता है। थैंक दाय जनता इन्टरेस्टेड

नहीं है इसलिये यह मानवनी रेलवे की दिन ब दिन बटती जा रही है। लोग बमुकाबले रेलवे के रोज ट्रांसपोर्ट को प्रिकरेंस देते हैं।

दूसरी बात यह कि मंत्री महोदय ने कहा कि कास्ट आफ मेटेरियल इन्कीज हो गया है। यह मानने की बात है कि मेटेरियल की कास्ट इन्कीज हो गई है लेकिन रेलवे की मेन्टेनेन्स पर जो पैसा खर्च होता है उस में ५० फी सदी बेस्टेज है। अगर इसका सही ढंग से प्रयोग किया जाये और प्रापर विजिलेंस हो तो इस बाटे को पुरा किया जा सकता है। लेकिन जो रेलवे के बड़े बड़े अधिकारी हैं वह इस की बिस्कुल परवाह नहीं करते हैं, सिर्फ घपने पाम्य और मो में लगे रहते हैं। जब भी रेलवे के बड़े बड़े अधिकार किसी स्टेशन पर उतरते हैं तो अगर स्टेशन का स्टाफ उन को सैल्यूट मारे तब तो ठीक है नहीं तो वह उनके खिलाफ ऐडवर्स रिपोर्ट लगा देते हैं। लिहाजा प्रापर सुपरविजन इस पर होना चाहिए और मेन्टेनेन्स पर जो बेस्ट हो रहा है उसको बचाना चाहिए।

इसके अलावा बेस्टेज कौन सा है? यह बेस्टेज सिविल के अन्दर भी है एलेक्ट्रिकल के अन्दर भी है और मिकैनिक्स के अन्दर भी है। सिविल के अन्दर जो मेन्टेनेन्स के पी० डब्ल्यू० आई० हैं वह सरकारी पैसा बचाकर जा जाते हैं। एलेक्ट्रिकल के अन्दर भी प्रापर मेन्टेनेन्स नहीं होता है। मैनेजिंग ज्यादा हो जाते हैं। मिकैनिक्स के अन्दर में बतलाना चाहता हूँ कि बुद्ध गुप्त के अन्दर नीचे की तरफ जो बास होता है उसको लोग निकास से बाते हैं। लेकिन गवर्नमेंट के लिये तो उसकी कास्ट सावद ३०० रुपये के आसपास होती है लेकिन यह लोग बाजार में आ कर बेचते हैं और १०-१५ रुपये अपने लिये कमा लेते हैं। यह सारा नफासा सुपरविजन न होने की वजह

के होता है। मैं बतलाना चाहता हूँ कि अगर रेलवे के धर्मर सही ढंग से बिजनेस को वो यह सास कवर किया जा सकता है।

बांच लाइनों पर टिकटलेस ट्रेवल बहुत ज्यादा होता है। इसकी धोर रेलवे बोर्ड का धाज तक ध्यान नहीं मया है। क्या कारण है कि बांच लाइज पर ज्यादा टिकटलेस ट्रेवल होता है? वहाँ पर जो टी० टी० धाई० चलता है उसको कोई प्रोटेक्शन नहीं मिलता है स्टेट गवर्नमेंट की तरफ से उसको सपोर्ट नहीं मिलती है। अगर वह मिले तो जो पोजीशन है वह इम्प्रूव हो सकती है। मेन लाइज पर टिकटलेस ट्रेवल कम होता है लेकिन बांच लाइज पर ज्यादा होता है। बांच लाइज पर रेलवे की प्रापटी की भी सेपटी नहीं होती है। मैं चाहूँगा कि रेलवे बोर्ड स्टेट्स से खपोर्ट माँगे ताकि बांच लाइज पर भी टिकटलेस ट्रेवल को कम किया जा सके और प्रापटी की भी रक्षा की जा सके।

रेलवे मिनिस्टर से मैंने धपनो कंस्ट्रक्शन्स से एक शटल की मांग की थी। मैं उनको तीन पक्ष भी लिख चुका हूँ। उनके जो स्पेशल असिस्टेंट हैं उनका जबाब धाया है कि यह मामला धंडर कंसिडरेशन है। धलीगढ़ और धुर्जा की जनता की धोर से धापको रिजिस्ट्रेशन इन धारे में धाए है। जो लोग धलीगढ़ से दिल्ली बिजनेस के सिलसिले में धा धाफिस एटेंड करने के लिए धुर्जा से धाते हैं उनको बड़ी सफलीक होती है। कई धार ऐसा होता है कि जो लोग धाफिस एटेंड करने के लिए धुर्जा से धाते हैं वे धुँफि गाड़ी सेट होती है इस धाखे तीन-तीन धोर धार-धार १८९९ (A1) L&D—18.

धरे धाफिस सेट पधुंचते हैं धोर इसका नतीधा यह होता है कि उनकी धाघे दिन की छुट्टी काट ली जाती है। धाजिया-बाघ से नई दिल्ली तक एक शटल धाती है वह नई दिल्ली में धा कर रुक जाती है धोर शाम को धापिस होती है। उसी को धपार धाप धलीगढ़ धा धुर्जा तक चला दें तो जनता को बहुत सुविधा हो सकती है।

रेलवे में कुछ श्रेणियों के कर्मधारियों को बहुत परेशानी होती है। उनको इतना डी० ए० नहीं मिलता है कि वे बड़नी हुई महंगाई की धार से बच सकें धोर धपना धुजारा चला सकें। कुछ लोग हैं जो कि धनफेवर मीज से धपनी धामदनी बड़ा लेते हैं लेकिन बाकी लोग जो ईमानदार हैं, बड़ी तकलीफ में दिन काटते हैं। मैं चाहता हूँ कि कास्ट धाफ लिमिय जिस तरह से बड़ता है उसी हिसाब से उनको महंगाई भत्ता भी मिलना चाहिये, उसी हिसाब से उनका महंगाई भत्ता बड़ना चाहिये साथ ही जिनको मकान नहीं मिले हैं उनको हाउस रेंट दिया जाना चाहिये।

दूसरी जो फेसिलिटीज हैं वे भी उनको मिलनी चाहिये। जिन को मैडीकल फेसिलिटीज नहीं मिली हुई हैं उनको ये फेसिलिटीज मिलनी चाहिये। उन के बच्चों की एडुकेशन का इंतजाम होना चाहिये। जहाँ पर स्कूल नहीं हैं वहाँ पर उनको उनके बच्चों की एडुकेशन के लिए वैसे दिये जाने चाहिये।

रेलवे के धन्वर बड़े-बड़े स्टेशनों पर, मेन लाइज पर दो-दो धोर तीन-तीन धाक्टर रखे जाते हैं। इन धाक्टरों का काम यह होता है कि ये सिकनैस धोर फिटनेस के सटिफिकेट दें, इसके धतिरिक्त उनका कोई काम नहीं होता है। ये फस्ट क्लास धाफिसर होते हैं। किसी ने पांच रुपये दे दिये तो उसको सिकनैस सटिफिकेट मिल जाता है। धपार धाप उनके नम्बर को कम कर दें तो काफ़ी इकोनोमी

[श्री राम चरण]

हो सकती है। तीन के बजाय एक प्राप कर सकते हैं। अगर उनको सिकनेस और फिटनेस के सर्टिफिकेट ही देने हैं तो एक से ही काम चल सकता है। अगर तीन डाक्टर वहां हैं तो दो प्राप कम कर सकते हैं और एक डाक्टर उस काम को कर देता है। इस तरह से इकोनोमी हो सकती है।

अब मैं एम्बुलेंस के बारे में कुछ कहना चाहता हूँ। ये क्यों होते हैं? ये इसलिए होते हैं कि जो प्रापने सेवटी प्राक्रियस रखे हुए हैं वे अपना काम ठीक तरह से नहीं करते हैं। वे फर्स्ट क्लास में सफर करते हैं और स्टेशन पर वास्तव में जो उनकी ड्यूटी होती है उसको वे निभाते नहीं हैं। उनको जो सुपरवाइज करना होता है वह नहीं करते हैं। जो प्रफर या स्टाफ ठीक ढंग से काम नहीं कर रहे हैं उनके खिलाफ एक्शन लें। वे फर्स्ट क्लास में बैठते हैं, स्टेशनों पर जो स्टाफ है उनके साथ चाय पीते हैं और ओ० के० कह कर चले जाते हैं। यही काम उनका हर एक स्टेशन पर होता है। ओ० के० कह कर वे एक स्टेशन से दूसरे स्टेशन चले जाते हैं। केरल साइड में अभी एक एम्बुलेंस हुआ था। तब मैं बंगलौर से आ रहा था। मेरे साथ तब फर्स्ट क्लास में एक सेपटी प्रफर बैठे थे। मैंने उन से कहा कि आपकी ड्यूटी क्या है। उसने कहा कि मैं सेपटी प्रफर हूँ। मैंने उससे कहा कि फर्स्ट क्लास में बैठ कर प्राप सेपटी क्या करेंगे? अगर देखा है इंचल को देखो, गार्ड के पास जाओ, देखो कोई डिफेंस नहीं पर गाड़ी में तो नहीं है। लेकिन जबले स्टेशन पर वह उतरे और हाथ मिला

कर और चाय पी कर चले गए। इस तरह की सेफटी का फायदा नहीं और इस तरह से एम्बुलेंस को होने से प्राप नहीं रोक सकते।

और एक बात प्राप देखें। जो ट्रेन एग्जामिनर होता है वह स्टेशन पर आता है। उसकी ड्यूटी होती है कि वह स्वयं हर बिन्वे को चैक करे, गाड़ी के नीचे देखे कि कोई डिफेंस तो नहीं है जिसको रिमूव किया जाना है या ऐसा पार्ट तो नहीं है जिसको रिपेस किया जाना है? लेकिन वह इस जिम्मेदारी को खलासी पर छोड़ देता है। जो खलासी है वह इसको कुत्ता पर छोड़ देता है। कुत्ता हथौड़ा ले कर टक, टक, टक, करके जहां तक उससे बन पड़ता है उस डिफेंस को दूर कर देता है। स्टेशनों पर जब गाड़ियां खड़ी होती हैं तब वह हथौड़ा नीचे से घुमाता है और इसको प्रापने भी अनुभव किया होगा। जो ट्रेन एग्जामिनर है वह कभी ट्रेन को चैक कर नहीं देखता है कि क्या डिफेंस है और जो डिफेंस है क्या वह रिमूव कर दिया गया है। प्रफर यहाँ कारण होते हैं जिन की वजह से एम्बुलेंस हो जाते हैं या डिरेलमेंट्स हो जाते हैं। ट्रेन एग्जामिनर अपनी ड्यूटी को प्रापरी नहीं करता है और इसकी प्रौर प्रापका ध्यान जाना चाहिये।

लोको शीड के स्टाफ के बारे में मैं कुछ कहना चाहता हूँ। वहाँ पर कोयले की वेस्टेज बहुत अधिक होती है। कम्प्लेंट्स अगर की जाती हैं तो कोई सुनवाई नहीं होती है। कोयला ब्लैंक में जा कर बिकता है। ट्रकों में भर कर उसको ले जाते हैं। इस प्रौर भी प्रापका ध्यान जाना चाहिये। अगर एकाउंट्स बाकायदा रखे जायें तो कोयले के अन्धर काफी इकोनोमी हो सकती है, लीकेज भी बन्द हो सकता है।

विजिलेंस डिपार्टमेंट के बारे में मैं कुछ कहना चाहता हूँ। यह रेलवे का ही स्टाफ है और रेलवे स्टाफ का ही यह विजिलेंस करता है। मैं समझता हूँ कि इस तरह से विजिलेंस नहीं हो सकता है। सिवाय टी० ए० और बी० ए० बनाने के यह स्टाफ कुछ नहीं करता है। घूम कर एक आध केस पकड़ कर देने के बजाया यह कुछ नहीं करता है। मुझे विजिलेंस स्टाफ के कुछ प्राथमिक मिले थे। वे बैठे हुए गप-गप उड़ा रहे थे। मैंने उन से पूछा कि आप क्या करते हैं, उन्होंने कहा कि विजिलेंस करते हैं। मैंने कहा कि आप तो फर्स्ट क्लास बेटिंग रूम में बैठे हुए हैं, इस तरह से क्या कभी विजिलेंस हो सकता है। विजिलेंस करना है तो प्रापर वे में करें। लैब पर जायें, चैक करें। उन्होंने कहा कि हम क्या करें हमारा सैपरेट केबर नहीं है, हमारी प्रमोशन नहीं होती है। हम तो समय गुजार रहे हैं। इस तरह से विजिलेंस का कोई फायदा नहीं है। अगर विजिलेंस स्टाफ आपने रखना है तो उसका आप सैपरेट केबर बनायें, उनको प्रमोशन के बास दें और उनको रेलवे से बिल्कुल अलग कर दें। अगर वे किसी अफसर की शिकायत करें तो उसकी इनक्वायरी रेलवे बोर्ड को नहीं बल्कि जिस तरह से सी० आई० बी० है उस तरह से होनी चाहिये जिस तरह से सी० आई० बी० के आफिसर्स इनवैस्टीगेट करते हैं उस तरह से यहां भी होना चाहिये। अगर किसी के खिलाफ शिकायत कुर्रान की जाती है तो जो कम्प्लेंट होती है उसको एक अफसर दूसरे अफसर के पास भेज देता है और दूसरा तीसरे के पास और इस तरह से जिस के खिलाफ वह की जाती है उसी के पास वह पहुंच जाती है। वह प्राथमिक खुशामद कर लेता है या कोई और तरीका अपना कर उसको रफा-दफा करता लेता है। जरूरत इस बात की है कि इनका बिल्कुल सैपरेट केबर बनायें और रेलवे बोर्ड के अन्दर

या उसके मातहत यह नहीं होना चाहिये। होम मिनिस्ट्री के मातहत इसको होना चाहिये। तब ये अपना काम अच्छी तरह से कर सके और विजिलेंस भी ठीक तरह से हो सकेगा। बाद का जो एक्शन है वह पुलिस के जरिये से होना चाहिए।

हमारे गद्दा खूजा में एक लाइन निकली है, मिर्जापुर स्टेशन पर। उस लाइन को नार्दन माइड में एक्स्टेंड करना था। इस काम को कन्ट्रिबटर को करने के लिये दिया गया। जब उस कन्ट्रिबटर ने देखा कि नार्थ की साइड में जंगल काफी गहरी है और उस पर काफी खर्च आया, काफी लेबर लगानी पड़ेगी तो उसने नार्थ के बजाय साउथ में उसको डाल दिया। इसका नतीजा यह हुआ कि गरीब लोगों के जो उस तरफ घर हैं उनका डिमालिश करने की ताबत आ गई। निजी लोग वे लिये बेवारं गरीब लोगों के घरों को इन तरह से बहा देना उचित नहीं है। इसके बारे में प्रिजेंटेशन भी हुए हैं लेकिन कोई ध्यान नहीं दिया गया है। मैं चाहता हूँ कि आप इनको देखें।

रेलवे का बजट जो पेश किया गया है इसमें बूँकि घाटा या इव वास्ते फेड और फयर्ज को बढ़ाया गया है। मैं समझता हूँ इनको बढ़ाने की ताबत नहीं आ सकती थी अगर एडमिनिस्ट्रेशन में एफिशेंसी आ जायें। प्रापर सुपरविजन हाता और साथ ही माथ जो डिफिकल्ट में बताए हैं उनको रिमूव कर दिया जाता।

अगर आपको फेड्स को बढ़ाना ही है तो आप यह भी देखें कि लोगों को माल भेजने में सुविधा हो, उनका माल सुरक्षित और समय पर अपने गन्तव्य स्थान पर पहुंचे। अगर यह कर दिया जाता है तो विजिलेंसमें को भी लाभ होगा और रेलों को भी ज्यादा फायदा होगा।

[श्री राम चरण]

रेलों के भन्दर जो कुरजान है वह ऊपर से शुरू होती है और नीचे तक चली जाती है। किन्हीं स्तरों पर यह ज्यादा है और किन्हीं पर कम। मैं मिलास देना चाहता हूँ। क्लास फोर की रिक्लूमेंट होती है। वह मैरिट पर नहीं होती है। अगर कोई चार पांच सौ रुपया दे देता है तो उसको सिलेक्ट कर लिया जाता है बाकियों को जबाब दे दिया जाता है और उनको इंटरव्यू लैटर तक नहीं भेजे जाते हैं। उन लोगों तक को रख लिया जाता है जिन की एप्लीकेशन तक नहीं आई होती और उनको कह दिया जाता है कि वह एप्लीकेशन भेज दें। ट्रांसफर जब होती है तो बिना किसी ग्राउंड के वह हो जाती है और पैसा दे कर वह रुक जाती है या किसी की सिफारिश हो जाए तो रुक जाती है। इस तरह जो कुरजान होती है इससे एडमिनिस्ट्रेशन में इनएफिशेंसी आती है, स्लैकनेस आती है^१। इस कुरजान को खरम किया जाना चाहिये।

मैंने जिस बटल का जिक्र किया है उसको आप देने की कृपा करें। अगर आपने ऐसा किया तो लोगों को भ्राज जो तकलीफ होती है वह नहीं होगी। गांव वालों को, विद्या-चियों को, गवर्नमेंट एम्पलायीज को, बिजि-नेसमैन को जो परेशानी होती है उससे उनको मुक्ति मिल जाएगी। यह सभी के इंटि-रेस्ट में होगा। ट्रेन में ज्यादा लोग सफर करेंगे और आपकी जो इनकम है वह भी इस तरह से बढ़ सकती है।

मैं मंत्री जी से निवेदन करूंगा कि रेलवे एम्पलाइज की प्रीविलिज को रीमूव करने की तरफ भी ध्यान दिया जाना चाहिए। उन की ओपरेटिंग है चाहे वे इंडिविजुअल हों या जेनरल उन को दूर करने की कोशिश की जाये। मेरा सुझाव है कि हर एक डिविजन में एम्पलाइज के वेलफेयर के लिए एक

सेपरेट कमेटी सैट-अप की जाये जिस में नान-पोलीटिकल व्यक्ति और अफसर आदि हों। वह कमेटी उन लोगों के प्रीविलिज को एग्जा-मिन करे और उन को दूर करने के उपाय करे।

Shri N. K. Sanghi (Jodhpur): I along with the millions of people of this country have been watching the railway budget which is being de- bated in this House today but I am sorry to say that the hopes and as- pirations of the people have been completely belied in this budget. It has been termed as a routine account- ant's budget. The expenditure has increased; the income from freight has reduced, and the revenues have fallen, and naturally, as a corollary to that, the freights and fares have been increased in order to present a balanced budget to this House. May I be permitted to say that instead of a Railway Minister's budget it is more a Railway Board Chairman Budget? The Chairman of the Railway Board has been giving expression to various facts and figures at official and non- official meetings, which we find today incorporated in this budget.

The budget lacks complete dyna- mism. During the last twenty years, we have been discussing the various vagaries, such as corruption, pilfera- be in freight and goods, overcrowding of trains and lack of amenities to the third class passengers. But I am sorry to say that no way has been found to redeem the situation or to improve the conditions.

If I may be permitted to say in all humility, to the Members present here, the Railway Ministry has offer- ed a bait of first class pass to the Members of the House here, with the result that the third class passengers have kept on suffering all these years. I would suggest instead of a first class railway pass, a third class pass should be given to all the Members, because that will put the Railway Ministry

or the Railway Administration on their feet; if that is done, I am sure problems like overcrowding in the trains, overcrowding in the third class compartments, lack of sitting accommodation in the third class carriages etc. could certainly be solved, and the Railway Administration would be on their feet to find out a way to see what best can be done to improve the position.

Sir, I come from Rajasthan, and I would be failing in my duty if I did not point out that Rajasthan has suffered very badly at the hands of the Railway Ministry all these years. We have suffered both in regard to the development of new lines and also in regard to intensification of the present services there. If the Railway Minister or the VIPs of the Railway Administration would ever care to go to Rajasthan, they would themselves realise how slow the movement is; both in regard to passenger as well as freight traffic. I shall give you just one example. The journey from Udaipur to Jodhpur, a distance of 285 k.m. is completed in sixteen hours. This gives an average speed of 19 k.m.p.h. So, it would be right if we call the Railway Ministry the Ministry of "Cartways" instead of Railways. I think that would be the most appropriate name for it. In these modern days, in these days of scientific progress and fast movement, if in a particular State, we have got to trail behind and the speed is slower than that of the bullock cart, I think it is high time that we call the Ministry as the Ministry of Cartways and not the Ministry of Railways. The same is the case in regard to the Bikaner-Ajmer section or the Bikaner-Jaipur section. In all these sections, whatever services existed during the last twenty years have continued to exist without any increase; if twenty years back there were only two services, even today you will find that only those two services are there, and there has been no intensification of the services there at all. There had been so much criticism in the House that the freight earnings

had fallen. I wish to draw the attention of the hon. Minister in this connection to the fact that Jodhpur is a place where there is a lot of good stone industry. 25,000 people are employed in this industry and the stone from this place is sent out to all stations over Rajasthan. But there is the bottleneck on the part of the railways. Whenever the demand for wagons is made, the usual argument advanced is that they could not give priority for supply of wagons. I am sorry to say that they are side-tracking the issue. What are required for the transport of these goods are not the high priority wagons but open truck type wagons which is plentiful in supply in Rajasthan. Their present earnings is about 300,000 per month by way of revenue. About 250-300 trucks are taking stones all over the country. I see no reason why the supply of wagons could not be enhanced further.

Rajasthan has been suffering from continuous and perpetual famine. We are in the midst of famine for the last many years. The attention of the whole House had been attracted to the food shortage. In Rajasthan there is complete lack of arrangements for providing water to the people. There are no rail-borne water tanks. The civilian administration there, the Collectors, etc. are willing to pay the railways for the supply of water through these tanks so that it could be carried to distant places where there is absolutely no drinking water. But no action has been taken and the famine in Rajasthan has been continuing with vigour year after year.

Rajasthan is important because it is a border State, having on its border Pakistan. During the 1965 hostilities with Pakistan Rajasthan had got one of the biggest onslaughts. One of the most important things that was realised during the war was the scantiness of railways in Rajasthan. But after the war the border has been neglected. The Railway Administra-

[Shri N. K. Sanghi]

tion thought of connecting a small sector between Pokran to Jaisalmer only due to the hostilities in 1965. I am sorry they did not pay further attention to this matter. In case there are hostilities again, it will be difficult for us unless stations like Jaisalmer and Gadra Road are joined by the railways. The Centre is spending a lot of money in the provision of border roads. It is high time the Railways took up the construction of border railway lines which help the defence of the country.

The progress of the Rajasthan Canal is well and it is going at full speed and vigour. The Centre is spending a large amount of money on this Canal but I am sorry to say that no planning had been done for providing a rail link by the side of the Rajasthan canal. It is time that some action is taken on these lines, simultaneously while the canal works are in progress. After the lands are allotted and other developments had taken place, it will be very difficult for the railways to plan the line. What has really hurt us has been the statement of the Railway Minister that no priority would be given to railway lines unless they are fully economical. If that is the attitude, I do not think any expansion of the railways can be done in Rajasthan.

We find a lot of attention paid to flying; we hear a lot from the Members about it. Caravels are bought, discounts are added and jets and Boeings are asked for. They talk of more speed. But when it comes to the railways, they are slowing it down. Now dynamism has to be brought into the railway ministry and they should adopt the slogan. Why fly? Fly via the Railways and see the country side. It is time they adopted this attitude. My opposition friends may argue that it may lead to more accidents. They are mistaken as statistics the world over prove that with faster trains there are less accidents because everything moves faster. Not only that.

There will be a lesser drain on the economy of the Railway Administration. May I draw your attention to the fact that once the railways are faster, then some of the extra amenities could be reduced since the passengers will be travelling faster from one point to another, the depreciation of the rolling stock will be lesser; the wage-bill of the operating staff would be much lesser. All these things will go a long way in reducing the malaise in the economic sluggishness of the running of the railway administration to an end, and will bring efficiency in the administration.

16 hrs.

Every year, we find that the railways are coming out with a time-table; rather every six months, they bring out a revised time-table, in which there are some adjustments made here and there. If you go through these time-tables, you will find that a train is speeded up by five minutes and the starting time of another train is put back by five minutes and so on; there are some minor changes made here and there. And a few air-conditioned coaches are added. These are the things that are done in every revision of the time-table. If you look into it deeply, there is really no fundamental difference in the time-tables over the six months, made by the railway administration.

I would draw the attention of the Railway Minister here to one point, namely, that in making these time-tables, some incentive should be given to the operating staff who are handling these time-tables, if they show a better way of co-ordinating and giving faster services; that will go a long way in bringing efficiency to the railway administration.

I also find that the price of the platform tickets has been increased, and there has been increase in other aspects also. When I talk of railway platform tickets, I would like to say that we find the present-day platforms

very congested; they are congested, not because of the passengers but because a lot of goods are usually lying on the platforms, and there is hardly any space for the passengers to move. It is a very serious matter, and I think that authorities should have separate goods godowns or goods yards where these goods can be kept. Not only this. When we see the people travelling on these trains, there is usually a large crowd waiting on the platform, and the people who are travelling by the train cannot see where the guard is, or where the conductor is or where the coach is. I do not mind if the price of the platform tickets is further increased, but the whole idea is that the influx of unwanted people on the platform, of people who are not travelling, should be reduced. That is an important matter, and that should solve a lot of difficulties of the travelling public.

Mr. Chairman: The hon. Member's time is up.

Shri N. K. Sanghi: So, I hope all these things would be given a thoughtful consideration. I request that the case of Rajasthan should be looked into. It has been forgotten history as far as the Railway Ministry is concerned.

Shri Samsinathan (Gobichettipalam): *Mr. Speaker, Sir, at the outset, let me express my grateful thanks to you, Sir, and this august House to have given me this opportunity to participate on the Railway Budget and begin my maiden speech in the Lok Sabha.

The Budget presented by the Hon'ble Railway Minister is most disappointing in every respect. The Budget imposes heavy burdens on the common man day by day and on behalf of my Party, the Dravida Munnetra Kazhagam, I should like to condemn this Budget which is anti-people. I believe last year the Railway Minister with an eye on the forthcoming elections did not dare to increase the passenger

fares. But after the elections, with only a slender majority, the Congress Government has come forward to bring all round increase in the passenger fares not even leaving the poor third class passengers. Not only the increase in railway fares, approximately Rs. 110 crores are proposed to be collected from the people by way of general taxation by the Finance Minister which will undoubtedly hit the middle class and lower middle class people of our country. It should be remembered that the Railways is a national and monopoly institution and if it goes on increasing the burden of the people without adequately making provisions for the convenience of the travelling public, it deserves to be condemned. At present over-crowding in Railways which is very heavy in the Southern Railway, has gone to such an extent that one passenger train normally carries a passenger load which should be carried by at least two trains. Even inspite of the fact that the income of the Railways has increased substantially on account of the over-crowding, yet the net surplus shown during the year 1967-68 is Rs. 1.28 crores only, which is really a very sorry state of affairs and the Railway Ministry should be ashamed at this poor performance. According to the Budget, the passenger income for the year 1967-68 is expected to increase from Rs. 237 crores to Rs. 256 crores, thus fetching an additional income of Rs. 19 crores than the last year by way of passenger fares. Similarly the expected income from freight charges during the year 1967-68 would be Rs. 526 crores, as compared to the last year's figure of Rs. 507 crores. The total income that would accrue to the Railways by way of increased passenger fares and freight rates would come to Rs. 38 crores. I should like to emphasize that out of a total income of Rs. 847 crores and with the addition of Rs. 38 crores by way of increase in the passenger fares and freight rates, the net surplus is shown as Rs. 1.28 crores only. It is really distressing

*The original speech was delivered in Tamil.

[Shri Samminathan]

and does not inspire confidence in the minds of our people as regards the performance of the Railways. I would appeal to the Hon'ble Minister to consider the fact that for the last 20 years since Independence the fares have been increased several times with no resultant benefit to the poor people. I do not even mind air-conditioned First Class travel being made more costly as those who travel in such class could easily afford to pay the increased fares. It is really pitiable that by increasing the III class passenger fares by 12 per cent the poor people will be heavily hit. We are Members of this august House and are entitled to travel by First Class. If we travel from Madras to Delhi, thanks to the dust and the heat when we get down at New Delhi, we look like Desert Nomads. Only when the Hon'ble Railway Minister travels by First Class from Delhi to Madras, he could realise the hardships and sufferings undergone by First Class passengers. Why I am saying this is that if such is the condition of First Class passengers, nothing need be said about third class passengers. It has become customary with our Ministers that whenever they bring forth any fresh taxation proposals, comparisons are made with some foreign countries and the Railway Minister is no exception to this general practice. But when comparisons are made as regards fare, it is only proper if at the same time we take into consideration the conveniences and amenities provided to people in other countries. I think the amenities and conveniences enjoyed by III class passengers in foreign countries are not enjoyed even by the first class passengers in our country and there is no use therefore in making comparisons. Life has been made so difficult these days and even for getting a reservation, which is made now one month in advance, people have to go and sleep at the railway station for days together to come in the line for getting reservation. This is the position even after 20 years of Inde-

pendence and if the Railway Administration is not able to provide more trains and attach more bogies so that our people could afford to travel to their places without much physical hardships, what justification is there for the Railway Minister to bring forward all round increase in the fares which will add to the miseries of our people.

Not only that, I should like to express my indignation at the sudden increase in the cost of meals, both vegetarian and non-vegetarian, served at the Dining Cars in the trains, which has been effected from 15th May 1967. Before 15th May, a vegetarian meal cost Rs. 1.35 which has now been increased to Rs. 1.86—an increase of 37 per cent. When the meal was charged at Rs. 1.35, Rasam, Dhal and Ghee were served. It is really strange that after the meal charge is increased to Rs. 1.86, all the above three items are not being served, for what reasons one does not know. Similarly the non-vegetarian meal now costs Rs. 2.37 as compared to Rs. 1.55 before, 15th May 1967. I should like the Railway Minister to inform the House the reasons and the compelling circumstances for the steep and sudden increase in the cost of vegetarian and non-vegetarian meals served in the dining cars. In the present state of our economy and the conditions of our people, it is the duty of the Government to keep the price line and instead of doing that, the Railways are doing everything to aggravate the position. I would appeal to the Railway Minister to ponder over this important aspect and see that the Railways being a national institution should not adopt measures which would bring forward all round increase in prices.

As everybody is aware, in my State i.e. Tamilnad, our Party the Dravida Munnetra Kazhagam has come to power. You are all aware our revered and respected leader Arigiar Anna is the Chief Minister of Tamilnad. Within three months of his coming to power, he was able to solve many of

the problems of our people. As regards food problem, he has set an example to the rest of our country and is taking energetic steps to tackle it. It may be mentioned that from 15th May onwards, both in Madras and in Coimbatore, covering a population of over 32 lakhs, rice is supplied to the people at two litres per rupee. Shortly this scheme will be implemented throughout the State. Before this step was taken by our Government in Tamilnad, rice was being sold at Rs. 1.50 to Rs. 1.75 per kilo. After this new scheme, everywhere rice is available at Re. 1 or below per kilo. I am mentioning the above facts because the Railway Minister should know that if the price of rice has been brought down and rice is sold at a reasonable low price in Madras State there is absolutely no justification for the Railways to increase the cost of vegetarian and non-vegetarian meals served by the Railways, at least as regards my State.

If we look at the Fourth Five Year Plan, except the Salem-Bangalore line, no new line is proposed or contemplated in Tamil Nad. At this, on behalf of Tamilnad, we express our great resentment. For the last over ten years, there is a great public pressure to open a new line from Erode to Chamarajanagar in Mysore State via Satyamangalam and Gobichettipalayam. I would like to mention in this connection that my respected friend, Shri K. S. Ramaswamy, who is the present Union Deputy Home Minister and who belongs to my constituency, has spoken about the necessity of opening the above new line both in the Rajya Sabha and in the Lok Sabha. I have been elected to this House from the Gobichettipalayam Parliamentary Constituency after defeating the former Union Food Minister Shri C. Subramaniam. I am stating this because during the election campaign, promises were made to the people by the former Union Food Minister and several other Congress leaders that the Central Government will take steps to

undertake and complete the above new scheme. I had put a question in the Lok Sabha, question No. being 820 and in reply thereto the Railway Minister stated on 7th April 1967 that the Erode to Chamarajanagar via Gobichettipalayam and Satyamangalam Scheme was not at all under the consideration of the Railways, but that in 1948-49 the Mettupalayam-Chamarajanagar via Satyamangalam scheme was surveyed and that it was considered financially unjustified, and that is why the Bangalore-Salem line is proposed to be taken up. It should be remembered that Salem-Bangalore line is a separate line and has no relevance to the point at issue. The Minister has not given any details or facts on the basis of which he has come to the conclusion that the opening of the new line from Erode to Chamarajanagar is considered financially unjustified. I should like to know the facts. In our opinion, the new scheme will certainly be financially justified and if implemented will prove profitable to the Railways. I would therefore appeal to the Hon'ble Minister to reconsider the question of opening a new line from Erode to Chamarajanagar via Gobichettipalayam and Satyamangalam. The total distance covered by the new Scheme will be below 90 miles only. Along with the opening of this new line, there are some proposals for opening some new lines linking Satyamangalam viz. Erode to Satyamangalam via Bhavani and Andhiyar which is only about 45 miles and Tiruppur to Satyamangalam via Avinasi and Puliampatti which is below 40 miles and Coimbatore to Satyamangalam via Kovilpalayam, Annur and Puliampatti which is about 43 miles and Mettupalayam to Satyamangalam via Bhavanisagar Dam which is about 35 miles. All the above proposals should be considered. The above places are great business centres and now every half an hour service buses are plying on all these routes. The scheme consisting of all the above new lines will cover a distance of below 230 miles only. I am confident

[Shri Saminathan]

and I can assure the Hon'ble Minister that if the above schemes are implemented, the Railways will earn substantial profits in the years to come and will prove financially very sound. It will also be of great help to the people in the above places. I would, therefore, once again humbly appeal to the Hon'ble Minister to consider my above suggestions and implement them as early as possible.

Mr. Speaker, Sir, once again I thank you on my behalf and on behalf of my Party for having afforded me this opportunity of participating on the Railway Budget.

16.12 hrs.

[Mr. Deputy-Speaker in the Chair]

श्री प्रबुद्ध गनी वार (गुडगांव): उपाध्यक्ष महोदय, श्री जी जब वह माननीय सदस्य अपना भाषण दे रहे थे तो यहां आपने रेकॉर्डिंग का कांई भी मादमी उनको रिपोर्ट नहीं कर रहा था। इसलिए क्या आप कोई ऐसा इंतजाम यहां के लिए करेंगे कि माननीय सदस्य जिस किसी भी जगह में बोलें उस जगह का ज्ञानने वाला यहां कोई न कोई मौजूद हो जा कि उनकी स्पीच को रिपोर्ट कर सके। मैं इस पर आपका हुक्म चाहता हू कि क्या यह जरूरी नहीं है कि सब जगहों के समझने वाले कम से कम एक रिपोर्टर जरूर हो जा कि पूरी तौर पर सभी तकरीरों को वरबैटम में नोट कर सकें?

[श्री मदनलाल दार (कोठल):

आपने हमें सुनाया— अभी जब वे मानल्ले सदस्य अपना भाषण दे रहे थे तो मैंने आपके सेक्रेटरीट का कोणी भी आदी अन को रिपोर्ट नहीं कर रहा था इसलिए क्या आप कोणी ऐसा इंतजाम यहां के लिए करेंगे कि मानल्ले सदस्य जिस किसी भी जगह में बोलें उस जगह का ज्ञानने वाला यहां

कोणी न कोणी मौजूद हो जा कि उनकी स्पीच को रिपोर्ट कर सके— मैंने इस पर आप का हुक्म जाना है कि क्या आप कोणी भी जगह में बोलें उस जगह का ज्ञानने वाला यहां कोई न कोई मौजूद हो जा कि उनकी स्पीच को रिपोर्ट कर सके। मैं इस पर आपका हुक्म चाहता हू कि क्या यह जरूरी नहीं है कि सब जगहों के समझने वाले कम से कम एक रिपोर्टर जरूर हो जा कि पूरी तौर पर सभी तकरीरों को वरबैटम में नोट कर सकें—]

Mr. Deputy-Speaker: The speech of the hon. Member has been tape-recorded. The hon. Member, if he so desires, will submit a translation of his speech.

Shri S. Kandappan (Mettur): Sir, the record is played back, a translation is made and incorporated in the proceedings.

Mr. Deputy-Speaker: If need be we will supply a translation for correction by the hon. Member.

Shri S. Kandappan: On a previous occasion the hon. Speaker said that Member's can speak even without supplying prior translation.

Mr. Deputy-Speaker: That is what I ruled once. I know it, That is why he got permission to speak and he has spoken.

Shri S. Kandappan: The question is about records.

Mr. Deputy-Speaker: I have already said that his speech has been tape-recorded.

श्री मुत्तलम राव (नगरकरनूल): क्या कोई भी मिनिस्टर अपनी मातृभाषा में जवाब दे सकता है?

Some hon. Members rose—

Mr. Deputy-Speaker: Shri Hem Raj—

Shri Kandhir Singh (Rohatak): Sir, the Chairman had promised that he would call me.

Mr. Deputy-Speaker: You will get your opportunity.

Some hon. Members rose—

Mr. Deputy-Speaker: Everyone will get an opportunity if his name is there on the list.

Shri Chengaisaya Naidu (Chittoor): Sir, what is the procedure that you follow in calling names?

Mr. Deputy-Speaker: So far as Himachal Pradesh is concerned, I think Shri Hem Raj is the first speaker.

Shri Mudrika Singh (Aurangabad): Sir, those who have not spoken should get a chance. We are also elected Members. This pick and choose method should go.

Mr. Deputy-Speaker: As far as possible every one will be accommodated. I should also see that all the States are given representation.

श्री हेमराज (कांगड़ा) : उपाध्यक्ष महोदय, मैं आपका आभारी हूँ कि आपने मुझे इस रेलवे बजट के ऊपर बोलने का मौका दिया। इसमें कोई शक नहीं है कि आज जो हालात मुस्क में ये डन हालात को मद्देनजर रखते हुए उन्होंने यह कोशिश की है कि यह जो रेलवे का बजट है यह घाटे बजट न बने और इसमें कुछ न कुछ प्रगति बढ़ती का दिशा दिया जाय। लेकिन मैं समझता हूँ कि शायद उनको यह मुश्किलता पेश न आती यदि वह अपना जो डिपार्टमेंट है उसमें कुछ देखते कि यहाँ पर जो प्रगति नहीं हो रही है बल्कि इतना एडमिनिस्ट्रटिव एक्सपेंस बढ़ाने के बाद भी उसमें बहुत सारी कमजोरियाँ हैं। जो कमजोरियाँ हैं वह कुछ प्लानिंग की हो सकती हैं और कुछ जो एडमिनिस्ट्रेशन है, उनकी हैं।

जहाँ तक प्लानिंग का सम्बन्ध है, चाहे वह प्लानिंग मिनिस्टर महोदय का मान लिया जाये चाहे आपके अपने डिपार्टमेंट का उन्होंने यह सुझाया है कि जो आपका सैक्रेट्री फ़ाइव ह्वर

प्लान वा उसमें ट्रैफिक एक्स्प्रेस एबीम्ब अर्थात् माल डोने का वह 156 मिलियन टन रक्का था। उसके बाद आपने बर्ड फ़ाइव ह्वर प्लान के लिए उसको बढ़ाकर 249 मिलियन टन कर दिया। इस लिहाज से आपने 93 मिलियन टन की बड़होतरी की है। लेकिन आपने जितनी एबीवमेंट की है वह यह जाहिर करता है कि आपने सिर्फ 203 मिलियन टन किया यानी आपने 50 परसेंट लेस एबीवमेंट किया। अगर आपकी चलत प्लानिंग न होती तो शायद यह चीज आपको न देखनी पड़ती। मैं समझता हूँ कि आगे के लिए रेलवे बोर्ड को ज्यादा सावधानी बर्तनी चाहिए और इस तरीक़ की गलत प्लानिंग न की जाय और आज जो सबसे बड़ी पब्लिक अंडरटेकिंग है और जो कि हमेशा फायदे में चलती रही है उसको घायन्दा घाटे में जाने की ज़रूरत न पड़े। जहाँ तक मेन लाइम का टाल्लुक है हम देखते हैं कि घरे से उनमें पंक्चुरेण्टी नहीं है। जहाँ तक नार्दन एरिया का सम्बन्ध है आपकी श्रीनगर एक्सप्रेस रोखाना दो घंटे से कम लेट नहीं पहुँचती। कश्मीर मेन की भी यही हालत है। मियाणदाह एक्सप्रेस की भी वही बेडगी रफ़्तार है। अब आप हमझ सकते हैं कि जब मेन लाइम में पंक्चुरेण्टी नहीं है तो फिर बांच लाइम का तो कहना ही क्या? वहाँ तो और भी होपलेस हालत है। मैं समझता हूँ कि रेलवे मंत्रालय को इस ओर देखा चाहिए ताकि ट्रेन में पंक्चुरेण्टी रहे।

इसी के साथ साथ आपके वहाँ एक चीज और चल रही है। जहाँ एक तरफ आप का स्टाफ़ बढ़ रहा है वहाँ उनी के साथ आपके वहाँ यह मिस्त्रूब थीक चेंस भी बढ़ रहा है। आपने इस सम्बन्ध में जो फीगरर्स हैं उनसे भी यह जाहिर होता है कि इसका मिस्त्रूब बढ़ रहा है। सन 1962 में इनकी संख्या 72,567 थी जोकि बढ़ कर 65-66 में 100530 के हो गयी है। इसी तरीक़े से आपका करप्शन भी बढ़ रहा है। करप्शन किसना बढ़ता जा रहा है इसका अंदाजा

[श्री हेमराज]

आपको यहीं दिल्ली या नई दिल्ली से रेल में चढ़ते ही लग सकता है। आप चाहे दिल्ली रेलवे स्टेशन से चढ़ें चाहे नई दिल्ली रेलवे स्टेशन से चढ़ें, दरम्यान आप पायेंगे कि आपका बहुत सारा यह रिजरवेशन बोगस होता है। जिस समय ट्रेन के चलने में केवल पाँच मिनट रह जाते हैं उस समय यह रेलवे के रिजरवेशन बाबू भाँचि अपनी जर्बों में 5, 5 या 10 रुपये के नोट डालते बिछाई देते हैं और जो भी उनकी जब गरम करते हैं उनकी सीट्स रिजर्व होती चली जाती हैं। मुझे यह चीज कई देक देकने में आई है। अब यह करप्शन पहले की अपेक्षा अधिक हो रहा है और इस पर रेलवे मंत्री महोदय को गम्भीरतापूर्वक विचार करना चाहिए।

मेरे से पूर्व वक्ताओं ने भी इस टिकटलेस ट्रेवल की तरह रेलवे मंत्रालय का ध्यान दिलाया है और आपके आंकड़े बतलाते हैं कि बगैर टिकट सफर करने की बीमारी भी रेलवे में बढ़ रही है। जहाँ सन् 1964-65 में इनकी संख्या 6.38 मिलियन थी वहाँ वह अब 1965-66 में बढ़ कर 6.55 मिलियन हो गयी है। इससे जाहिर होता है कि आपके फिगर्स नीचे जाने के बजाय आगे बढ़ते जा रहे हैं और आपकी एफिशिएंसी ठीक नहीं चल रही है।

इसी तरह से जहाँ तक क्लेम का सम्बन्ध है, आपने देखा कि 1964-65 में वह 4.41 करोड़ थे और 1965-66 में 5.11 करोड़ दिये गये। इसी तरह से जितने भी आइटम्स हैं हर एक जगह बढ़ोतरी होती जा रही है। इसी तरह से मैं देख रहा हूँ कि आपके वहाँ कोल की बोरी बहुत चल रही है। यह आपका सबसे बड़ा आइटम है जिस पर आपका 1 भरख 72 करोड़ 80 के करीब खर्च हो रहा है। इस बोरी को आपने रोकना चाहिये। इससे आपकी जो बचत होगी उससे आपका घाटा सारा पूरा हो सकता है।

आपने खुद माना है कि फ्रेट का रेट ज्यादा करने से थोड़ा सा इन्फ्लेशन बढ़ेगा। अगर आप इस बात को मानते हैं कि आप फ्रेट की ज्यादा बढ़ोतरी करेंगे तो इसके साथ साथ इन्फ्लेशन हो जायेगा तो जितनी भी योजना की चीजें हैं, जैसे कि फूड आर्टिकल्स हैं, उनके दाम भी बढ़ जायेंगे। मैं समझता हूँ कि आपको इस तरह का कदम नहीं बढ़ाना चाहिये, बल्कि अपनी एफिशिएन्सी को बढ़ा कर इस घाटे को पूरा करना चाहिये।

एक चीज मैं आपके सामने और रखना चाहता हूँ। वह यह है कि आपने तीन किस्म की पुलिस रखी है। एक तो सिविल पुलिस है दूसरी रेलवे पुलिस है और तीसरी रेलवे प्रोटेक्शन फोर्स है। इन तीनों पर खर्च जुदा जुदा होता है लेकिन इसके बावजूद जो करप्शन है उसमें कमी नहीं हो पाई है। टिकटलेस ट्रेवलिंग के अन्दर कोई कर्मा नहीं हुई है। आपको इसको देखना चाहिये कि आपने जो रेलवे प्रोटेक्शन फोर्स रखी है उसकी जरूरत है या नहीं और इसके खर्च में कमी हो सकती है या नहीं। एक तरफ आप सिविल पुलिस रखते हैं और दूसरी तरफ रेलवे प्रोटेक्शन फोर्स रखते हैं। आपको अपनी सिविल पुलिस में एफिशिएन्सी लानी पड़ेगी। साथ ही इन तीनों पुलिस में कोई कोऑर्डिनेशन नहीं है। इसको भी देखने की जरूरत है कि उनमें कैसे कोऑर्डिनेशन हो सकता है।

जो आप के रेलवे के मुलाजिम हैं वह रोज ब रोज पिलफरेज करते हैं। 1963-64 में यह पिलफरेज करीब 3 लाख के भी और 1965-66 में वह बढ़ कर 4 लाख से ऊपर हो गई। रेलवे प्रोटेक्शन फोर्स के सिपाही एक तरफ खड़े हो जाते हैं और जो रेलवे के मुलाजिम होते हैं वह बीजों से जाते हैं। रेलवे प्रोटेक्शन फोर्स वाले कहते हैं कि हमारा हिस्सा 5 या 10 परसेन्ट दे देना बाकी दुग से जाना। इस तरह की चीज चल रही है। इस तरह

यह सारी बोरी घर में ही हो रही है। बाहर का कोई चोर नहीं है।

एक मानीय सचिव: यह गलत इन्फार्मेशन है।

बी हेम राज: मैं जो कह रहा हूँ वह ठीक बात है और रेलवे वाले ही यह सब कुछ करवाने वाले हैं। मैं समझता हूँ कि अगर इस तरह ध्यान दिया जायेगा तो इन छोटे-छोटे घाइंट्स से ही काफी बचत हो सकती है।

इस के साथ साथ जैसे पहले के बक्ताओं ने कुछ सुझाव दिये, मैं भी अनुरस तौर पर कुछ बातें आप के सामने रखना चाहता हूँ। एक चीज जिस के बारे में मैं विशेष तौर पर कहना चाहता हूँ वह यह कि जो आप की प्रेजेंटेशन के लाइन्स हैं उन में आप ने कोई भी कमी नहीं की। नैरो-गेज लाइन्स के सम्बन्ध में रेलवे बोर्ड ने फैसला किया था कि बन्द कर दी जाए। कंजर्व कमेटी रिपोर्ट में भी धारा है कि 5 नैरो गेज लाइन्स रक्खी जायें बाकी बन्द कर दी जायें। इस के साथ साथ उन्होंने यह सुझाव भी दिया था कि बाकी जो लाइन्स हैं उन पर अगर गवर्नमेंट बचत करना चाहती है तो 5 साल में 28 करोड़ ६० की बचत हो सकती है। आप ने 1961 में यह डिसीजन लिया, लेकिन धाव तक वह डिसीजन इम्प्लिमेंट नहीं हुआ है। अब आप कोई डिसीजन लेते हैं तो आप को जल्दी से जल्दी उस को इम्प्लिमेंट करना चाहिए। तभी आप की बचत हो सकेगी।

इस के साथ ही आप की नोटिस में सना चाहता हूँ कि जो आप की नैरो गेज लाइन्स हैं उनका आप का स्टॉक बहुत पुराना है। आपने उस को बदलने की कोशिश आज तक नहीं की। इसलिये जो नैरो गेज लाइन्स आप को बन्द करनी हैं उन की आप बन्द कर दीजिये और जो

रखनी हैं उन को बेहतर रखने की कोशिश कीजिये ताकि वह अच्छी तरह से चल सकें और जो रोलिंग स्टॉक है लोकोमोटिव्स का वह अच्छी तरह से चल सके।

साथ ही मैं आप के सामने यह बात रखना चाहता हूँ, जैसा कि मुझ से पहले बोलने वाले कई माननीय सदस्यों ने कहा कि आप को सैलून बन्द कर देने चाहिये। उन की कोई जरूरत नहीं है। उन को बन्द करने से काफी बचत हो सकती है साथ ही हमारी गाड़ियों की संख्या में भी बढ़ोतरी हो सकती है और धाव जो कमियाँ रेलवे में हैं उन को दूर कर के यात्रियों को और अधिक सहूलियत दे सकते हैं। आप के आफिसर्स जो हैं उनको सैलून की कोई जरूरत नहीं है। वह लोग फर्स्ट क्लास में ट्रेवेल कर सकते हैं।

आप जो रिजर्वेशन करते हैं उसके लिये रिजर्वेशन फीस प्रचल लेते हैं अगर उस को टिकट के साथ ही इम्ब्यूड कर दिया जाये तो इस से जो करप्शन होता है उस की काफी बचत हो सकती है।

आप ने डिमान्ड नं० 3 जो रक्खी है उस में कुछ प्राइवेट बग्गे लाइन्स हैं वह घाटे पर चलती हैं। अगर वह फायदेमन्द हों तो आप उन को अपने पास रखिये अगर वह घाटे की हैं तो उन को आप को प्राइवेट पार्टीज को दे देना चाहिये। आप उन पर घाटा क्यों उठाते हैं? या तो आप को घाटे की लाइन्स को बन्द कर देना चाहिये या फिर उन को प्राइवेट कम्पनीज को दे देना चाहिये। अगर आप इन सब चीजों को करेंगे तो काफी बेहतर तरीके में हो सकती है।

जहाँ तक रैलेन्जर फेयरज का टास्क है। आप को सब के ज्यादा आमदनी बढ़े क्लास से होती है। फिर भी उन्हीं पर किराया बढ़ाने की कोशिश की गई है।

[श्री हेमराज]

इस चीज पर आप को दुबारा गौर करना चाहिये। जो आपने फेट पुर भी 3 से 6 परसेन्ट की बढ़ोतरी की है उस पर भी आप को गौर करना चाहिये। अगर सारी चीजों पर यह कमी नहीं कर सकते तो कम से कम जो फूड आर्टिकल्स हैं उन को छोड़ ही देना चाहिये।

दो एक बातें मैं अपने प्रवेश के बारे में कहना चाहता हूँ। जहाँ तक हमारे हिमाचल प्रदेश का सम्बन्ध है, उस में सिर्फ दो रैली गेज लाइन्स हैं। एक तो कांगड़ा बैली रेलवे है और दूसरी कालका शिमला रेलवे है। जहाँ तक कांगड़ा बैली रेलवे का सम्बन्ध है उस के बारे में मैंने पहले भी कहा था कि इस को ब्राड गेज बना दिया जाये। इस के दो तीन बज्रहात हैं। एक बज्र तो यह है कि यह सारा जो एरिया है वह बाँडर है। चीनी हमले के बाद से उस की इम्पार्टेन्स काफी बढ़ गई है। सारी की सारी छाबनियां जो बनी हैं वह बाँडर के ऊपर कांगड़ा बैली में बनी हैं। वहाँ समलोटी में हिमाचल प्रदेश गवर्नमेंट एक सीमेन्ट फैक्ट्री लगाने का क्वाल कर रही है। इस लिहाज से भी उस को ब्राड गेज बनाने की जरूरत है।

इसी तरह से जगाधरी या देहरादून से एक ब्राड गेज लाइन पाँबटा तक जानी चाहिये। यह वह जगह है जहाँ सीमेन्ट फैक्ट्री लग रही है। इसी तरह से वहाँ पर एक पल्प फैक्ट्री लगाने का भी हिमाचल प्रदेश गवर्नमेंट का विचार है। वहाँ पर एक टिम्बर डिपो भी बनने वाला है। इन सब बातों को देखते हुए जगाधरी से पाँबटा को या देहरादून से पाँबटा की रेलवे लाइन बननी चाहिये।

माननीय सदस्य, कामरेड राम किशन, ने मुझे नार्थल-ऊना लाइन की याद दिलाई है। उस का सरबे हो चुका है, लेकिन धाब तक उस का काम शुरू नहीं हुआ है। अगर

वह लाइन बन जाये, तो हिमाचल प्रदेश के लिए एक मंडी बन सकती है। उस लिहाज से वह हिमाचल प्रदेश की जरूरतों को पूरा करेगी, क्योंकि इस वक्त तक हिमाचल प्रदेश में कोई ग्राइंग लाइन नहीं है।

मैं ने अभी पाउंटा का जिक्र किया है। चूंकि वहाँ पर हमारी गिरीवाटा पावर प्रोजेक्ट भी काम कर रही है, इस लिए पाउंटा वाली लाइन बहुत ज्यादा ग्रहमित रखती है।

स्टेशनों पर पीने के पानी के सम्बन्ध में बहुत बुरी हालत है। मैं मंत्री महोदय से निवेदन करूंगा कि वह ज्वालामुखी रोड स्टेशन पर, जो कि कांगड़ा बैली रेलवे में है, और सोलन स्टेशन पर, जो कालका-शिमला रेलवे में है, पीने के पानी का अच्छी इन्तजाम कराने की कृपा करें।

ज्वालामुखी स्टेशन के बारे में मैं बहुत दिनों से लिखता आ रहा हूँ। ज्वालामुखी पर नवरात्रों में तीन या चार मेले लगते हैं और वहाँ पर हिन्दुस्तान के सब भागों से हजारों लाखों की तादाद में लोग आते हैं। लेकिन वहाँ पर पीने के पानी का कोई इन्तजाम नहीं है। इस लिए मैं प्रार्थना करूंगा कि वहाँ पर चाहे नल लगा कर और चाहे ट्यूबवेल लगा कर पानी का उचित इन्तजाम किया जाये।

कुल्लू बैली तक रेलवे लाइन तो नहीं जा सकती है, लेकिन वहाँ का फूट बाहर भेजने के लिए भाउट में एक भाउट-एजेन्सी सेशन की गई थी। इस बारे में रेलवे मिनिस्टर का खत भी मंजूरी का आ गया था। मन्जूरी मिलने के बावजूद आज तक वहाँ पर भाउट-एजेन्सी नहीं खोली गई है। मैं निवेदन करना चाहता हूँ कि भाउट स्टेशन पर वह भाउट-एजेन्सी जल्दी खोली जाए, ताकि कुल्लू बैली का फूट बाहर जा सके।

इन सबों के साथ मैं आप को धन्यवाद देता हूँ।

Shri Dattatraya Kunte (Kolaba): I was hearing very patiently what my friends were suggesting as regards improvements in railways and I was trying to understand where my constituency stood. I come from a constituency which has no railway link.

An hon. Member: He is fortunate.

Shri Dattatraya Kunte: I am very fortunate because I have been given a pass and I do not know whether I will be able to utilise it.

It is not that the constituency is otherwise inaccessible. As a matter of fact, it is a stone's throw from Bombay City. As you know, on the western coast there are nice ports like Bombay and Marmagao ports and new ports are also coming up at Mangalore and Ratnagiri. Even, then, if you will look to the railway map of India, you will find that there is no railway link between Bombay and Mangalore and there is no explanation for this because as far as any better return is concerned, the Railway Minister has said that he is going to carry on those schemes where he would earn better. I really do not know this: if there were not more goods for transport, how the ports would have come in. We are finding that the Mangalore port is being developed and the Ratnagiri port is also being developed. If a man wants to go to Mangalore from Bombay or from Mangalore to Bombay, as long as the Mangalore-Hassan line is not there—it is still under construction—he must first go to the south, then towards east to Arkonam, then come to Guntakkal and then come to Bombay. I really do not understand why all these should be there when the distance between Bombay and Mangalore is not more than 380 miles as the crow flies. The fact remains as it is. As I said, this is not an inaccessible area.

Another point might come up that this is an area where there are no businesses coming in. On that point, I must point out that we see that Goa is a region where there exists plenty of minerals. These minerals are being exported and not exploited in our country. North of Goa is the Ratnagiri district where there is plenty of iron ore which is being exported. There is plenty of bauxite both in Ratnagiri district and my district, the Kolaba district, with about 85-86 per cent content. I think the State Government is trying to build up an aluminium factory on the west coast, but the plan has not yet fructified. If these minerals which are now exported have to be exploited in our own country, there must be railway connection to transport them from the Goa area, the Ratnagiri district and the southern part of the Kolaba district which contains a lot of minerals. These are now being exported only because there is a port available nearby. If railway facilities are there, these minerals could be properly exploited. I fail to understand why the Railway Board or the railway authorities should not take up the question of construction of this railway link from Bombay to Mangalore.

As a matter of fact, this railway would pass through three States, Maharashtra, Mysore and Kerala. All the people residing on the western coast from Mangalore downwards, who wish to come to Bombay have first to travel east, then north-west, then west and then come to Bombay. This involves plenty of waste of time, energy and money. Therefore, I would really suggest to the Railway Minister the necessity for taking up the construction of this link. I think his knowledge about the conditions in the Mangalore region is much better than mine. Therefore, he should really consider the matter of taking up the construction of this link between Bombay and Mangalore as early as possible. Otherwise,

[Shri Dattatraya Kunte]

the crores of rupees that are spent on the better development of these ports would not be properly utilised. We spent Rs. 30-40 crores on the improvement of the Bombay port. Now the Ratnagiri port is coming up. On the Mangalore port, we have spent about Rs. 20 crores. If these ports are not linked to each other by railway, the facilities of these ports could not be properly utilised:

For instance, if for some reason or other there is crowding in one port, then if railway facilities were available, the goods could be landed at the other port, and transported by rail to destination.

There is another consideration which has to be kept in view. Though Bombay is a port on the west coast, if we look at the map, we will find that Bombay is not exactly to the east of Aden but to the east-north-east of it. Straight to the east of Aden lie Marmagao and Mangalore. From that point of view also, the ships that come to India from Aden might save some time and money in transporting goods. This is one of the things that I must really bring to the notice of the Railway Minister, in spite of the fact that he wants to economise. Therefore, if a railway line could connect these ports on the western side, there could be better development of this region and exploitation of the mineral resources available there. As I pointed out, this is not an inaccessible area. He might tell me that a beginning has been made by undertaking the construction of the Diwa-Panvel-Uran railway. But the moment, the purpose is gone into, the cat is out of the bag. It has been constructed only for the purpose of the navy and for other defence purposes. The people of this area might be under the impression that this railway will proceed to Mangalore. As far as I see, there is no possibility or prospect of this being taken up. I think this is a serious lack in railway planning which ought to be remedied as early as possible.

There is another thing. We have the Marathwada region in Maharashtra. In this region, we have metre gauge railway. For the better development of this region, we should have a broad gauge railway system. As metre gauge railway is there, no new industries which require large transport could be established. Therefore, for the proper development of this region, there should be construction of broad gauge railway in that region also.

Reference was made by an hon. friend to my right to the railway leading to Pandarpur, the Barsi Light Railway, the Miraj-Latur section on the narrow gauge. Years ago, when the late Lal Bahadur Shastri was Railway Minister, he went down to that place and he was shown how passengers were transported in goods wagons. Even today, pilgrims are transported in goods wagons. That situation is not remedied. This area is a flat area where the construction of a broad gauge would not cost much. I do not know if the authorities take the view that as the pilgrims are going to have *darsan* of God, it is not a matter which should bother them whether they travel in cattle trucks or goods wagons that are there. I am afraid this is an injustice to all those pilgrims who try to reach Pandarpur:

Coming to the cost of travel, we have again found that that passenger fares and freight have been increased. I do not know whether a good businessman would like to make his business attractive or prohibitive as the Railway Minister has done. It is just like a person who thinks that he is operating in a seller's market. His shop is there and whoever wants to buy will come and pay what he demands, as the need is there.

I am glad he has found out that wagons are not fully utilised. But the remedy does not lie in raising the freight. He will lose much more because road transport is there to com-

pele with him in meeting the demand. The road transport people will be able to tell consignors, 'Look, if the railways are charging you more, they take more time also'. We heard the instance of a train taking 30 days from Faridabad to reach Jullundur. Therefore, he has really to make his freight rates more attractive. I should have thought that as a good businessman he would have come out had said that since the wagons are not sufficiently utilised, he would rather reduce the railway freight so that there would be more custom coming to him, and thereby he would earn more revenue, which will be a better way of running the business, not the managerial way where as long as the pay is assured on the last day of the month or the first day of the next month, one does not bother. Hence I suggest that the attitude ought to be that of a good businessman.

But I have a feeling that somehow or other he wanted to raise the passenger fares, and if he only raised the passenger fares for the third class—which gives all the money to the railways—there would be criticism. So he has raised the freight as well. Otherwise, as a good businessman, I do not think he would have raised the freight rates at all.

Coming to the incidence of the increase on the travelling public, he was kind enough to say that 'we are just raising it and whatever the increase, it is a marginal one'. I do not know. I think he knows how the poor man's budget stands nowadays. Is a 12-1/2 per cent increase in the third class fares a marginal increase? I do not think so. Consider the conditions under which third class passengers travel today. Firstly, on many occasions they do not get sitting accommodation. No doubt, there are trains where sleeping berths could be had, but they are few and far between. Many times they have to travel standing. On top of this, if he is going to raise the fares, I must say:

400 (A) LSD—11.

॥सह्योपरि विरिमा संवत्

There is a boil on the cheek; on that something is put which aggravates it.

Therefore, really speaking, he should, at this particular stage of our country's economy when there is fear of a recession, when we are wanting better development, not have raise either the freight or the passenger fares. I would have considered him to be a good businessman if he had given some relief. He may say: how to make both ends meet. I was trying to look through his budget. As compared to last year when he provided Rs. 99 crores—in March this year that was the provision—he has raised the provision to 105 crores for depreciation reserve fund because he is increasing the freights and fares. He says that the requirements are of the order of Rs. 115 crores. There is another item—dividend to general revenues. Last year the estimates were Rs. 133 crores and the actuals were 132 crores. He has made a provision of Rs. 141 and odd crores. He will give the reason that this is according to the formula laid down, recently in 1965. In 1965, interest on one particular item was increased by one per cent and on another item, if I mistake not by .25 or .5 per cent. This was done under the impression that the railways were earning nicely and not incurring any loss. If all these are estimated on the same old assumption, I do not know how the Railway Administration will help the public. Are the railways a commercial organisation or are they a service organisation also? If it is conceded that the railways are not a profit-making, commercial organisation but a service organisation, then I wish the Railway Minister had told the Finance Minister: Look, I am in difficulties and so freight rates could not go up. There is a good argument also because the moment the rates go up, every commodity that is transported by railways will cost more. He is thus really contributing to spiralling rise in prices.

[Shri Dattatraya Kunte]

This will lead to workers asking for more dearness allowance. As long as he is spending as much as 65 per cent on the railway administration, I really do not know whether the increase in fares and freight was the best way of getting more money. Should he not have said: I would not raise them; I would not allow the prices to go up? He should have taken that stand. I am not talking about deficit financing at all but he has other funds at his disposal which he could have borrowed from. He should have watched the working of the railways for a year or two in the first year of his stewardship of the railways; he should have been kind to the travelling public and to the people at large.

We know that there is scope for economy. If he were to look at the administration, he will find that Parkinson's law is working very nicely. You appoint one officer; then the workload gets down. There arises need for more officers. As compared to the railways in the west, our railways are better and more work is done—that is what they say and I do not know whether all these are facts. Even if I were prepared to accept this, he will find that Parkinson's law has worked well in the railway administration. If you look into the growth of the number of officers during the last 25 or 30 years. In the past the railways were making money. Now it is a State organisation. Nobody bothers. Somebody wants two officers to be appointed. Another man says: I want three officers. Both agree between them: Why not seven officers? That is the way the railways have grown.

Then there is need for another economy which might not save money, but in modern times, when there are better means of transport and also a lot of accommodation and other things, I really do not know whether there should be any officers who should travel in the saloons that are there, those 900 saloons.

Only, they will just look into the mirror and say to themselves, "I am travelling by the saloon." They would really feel ashamed of themselves for travelling by these saloons nowadays.

These are the few suggestions and observation that I wanted to make. Thank you.

The Minister of State in the Ministry of Railways (Shri Parkash Ghosh): Mr. Deputy-Speaker, Sir, since the railway budget has been discussed upon from yesterday, I would like to mention and touch some of the points though a detailed reply to all these questions will be given by the Minister in his concluding speech.

Among the hon. Members who spoke yesterday, Shri Sitaram Kesri mentioned about the utilisation of surplus lands adjoining the railway tracks for growing more food. On this point, I would like to mention that the railways have a large acreage of land on the side of the tracks and also adjoining the stations. Approximately, they have about 90,000 acres of land adjoining the stations and along the tracks. Out of that about 42,000 acres of land have already been handed over to the different States for the allocating those lands to the cultivators for the cultivation of food-crops. (Interruption). They have been just handed over. Regarding the balance of the land, the railway has made it specific that all those lands would be given to the nearest landholders who have land adjoining these tracks, free of cost, on a year-to-year basis for the cultivation of land for the purpose of grow-more-food.

I would then like to mention one point which had been referred to by Shri J. M. Biswas, and that is with regard to the shifting of Changan station on the South-Eastern Railway.

The shifting of Changail station from an old site to a new site, a distance of 2300 feet has been entailed because of certain improvements that have to be made on that station; because of the increasing traffic on that line, the railway thought that there has been the necessity for introducing a freight line on that station. And as the space available at the old site was not sufficient enough, it was found that there is no other way but to shift the station to a distance of about 2300 feet in order that the extra traffic that would be available could be accommodated in that station.

On this point, there has been a lot of representations from different sources, from the local people and also from the Chief Minister of West Bengal. This point has been looked into very carefully and we have tried our best to accommodate all the points that have been made by the local people. After consideration of all these things, it has been found that the shifting of the station was absolutely necessary for the purpose of operation, and for the purpose of getting more traffic; because of the Haldea port, that would be necessary. The Chief Minister of West Bengal was also informed, and the General Manager of the South-Eastern Railway had long discussions with him, and he has been convinced ultimately that the shifting has been necessary for the purpose of operation. He has been good enough also to contact the local people, those who had made representations. The railways have considered those points, and he has tried his best to make them understand the purpose for which the shifts has been made; and the shift has been made purely from the operational point of view.

Mr. Biswas also said that the increased DA should be given to the railway employees without waiting for the Gajendragadkar Commission's report. This matter has been gone into

carefully. When a high-powered committee headed by Shri Gajendragadkar is going into it and the report is coming very shortly, we thought it is better to wait for the report before taking any interim decision in this matter.

Mr. Biswas also referred to casual labour. He wants that all casual labour should be decasualised and brought on a par with other railway staff. There are two types of casual labour—casual labour mainly engaged in a work which is essentially of a project nature and casual labour working in the main line or on the open line. Casual labour working in a project area, as a matter of fact, not exactly railway workers. They are picked up from the place where the projects are taken up. As a rule, these workers are also taken from the local people and their rates of wages are fixed by the local authorities at the time we employ them. There is another type of casual labour working not on a project, but doing works of a nature which are absolutely seasonal, sporadic or intermittent. In their case, the moment they complete six months of continuous service, they are entitled to most of the CPC benefits. For absorption into the main line, they are as good as any body and they can also appear before a Railway Service Commission or in some examination along with other candidates. In respect of age and other things they are given relaxation considering the period of their casual service. In view of the huge casual type of works for an undertaking like the railways, it is not possible to do away with the casual labour. The Pay Commission also has considered these points and was of the opinion that this is absolutely necessary.

Mr. Biswas also referred to the pay of guards and drivers. He has said that previously the guards were paid higher than drivers and he wanted that the pay of the drivers and the guards should be equalised. I do not know

(Shri Parimal Ghosh)

wherefrom he got those figures. As a matter of fact, we find that never the guards were paid at a higher rate than drivers. Even before the introduction of CPC in 1947, when there was no regular form of pay scale, even at that time by and large the drivers were paid better than the guards. After the introduction of CPC, the pay-scale of drivers has always been at a higher level than that of the guards.

17 hrs.

Shri Biswas, in his speech, made a very caustic remark about the purchase of coal by the railways. In the matter of purchase of coal we follow only one principle. The railways as a whole consume mainly the grades of coal such as selected grades and grade I and II. The price of these two grades are fixed by the Coal Controller and there is no question of our accepting a higher or lower rate for the first two grades. There are some grades of coal—grade 3(a) and grade 3(b)—which are not controlled. But they have a ceiling price fixed. So far as the latter grades of coal are concerned—normally the railways do not as a rule purchase these grades of coal but whenever they need some such grades of coal—we go in for open tenders. There have been some questions also about the selection of the grades of coal. The grading of coal is not actually done by the railway people, it is the Coal Board which actually takes samples of the different collieries and fix the grades. On the basis of that the ceiling price have been fixed. The Railways, whenever they purchase these grades of coal they buy from the lowest tenderer subject to suitability. There was also mention about the Damodar Valley Corporation. He said that the Damodar Valley Corporation purchase coal at a much lower rate than the Railways. Here, Sir, the figures are not very comparable because of the fact that the types of coal and grades of coal that are being purchased by the Damodar Valley Corporation are not being purchased by the Railways at

all. So far as the lower grades are, there have been some rebates on the ceiling prices fixed and our orders are being placed according to the rebates offered subject to suitability that has been given. Therefore, the allegations that have been made are absolutely baseless.

The question of wagon orders has been discussed in the House today also. There is a feeling that because of the cutting down of the order for wagons by the Railways there has been a recession in some of the industries, particularly in the Calcutta area. It is a fact that there has been some cut in our placement of order for wagons. But even the cut is only to the extent of about 20 per cent., on the average production, till the year 1963-64. The Railways procured during the year 1963-64, to the tune of about 25,000 wagons in terms of four wheelers. After the cut, after 1964, the order has been reduced only to the extent of about 21,000 wagons. But the fact is, even after this reduction in the placement of orders, even to day, we find that the industries with whom these orders have been placed, even these reduced orders that have been placed, have not been able to deliver the wagons. Due to non-delivery of wagons the back-log that is being carried by all these industries will be to the tune of 4500 wagons in terms of four wheeler units.

Most of the hon Members who took part in the debate mentioned about saloons that are being used by the railways. There has been some misconception about saloons and inspection carriages. So far as we know the number of saloons is very limited and they are used by the President and some of the high dignitaries. The 'saloons' used by the railway officers are not saloons at all, they are inspection carriages. They are essential for their proper execution of the work. When the officers go out on the lines there are no rest houses where they can go and stay. Very often they have to go to some villages or somewhere.

While they go out they have to inspect the functioning of the tracks, signalling lines and other things.

So, it is a very sweeping remark about saloons, probably based on misconceptions.

Shri Thirumala Rao (Kakimada): Which are the categories of officers that are entitled to saloons and others to inspection carriages?

Shri Parimal Ghosh: Most of the officers are entitled only to inspection carriages.

Shri Thirumala Rao: I am asking about the saloons. Besides the General Managers, who else are entitled to saloons?

Shri Parimal Ghosh: It is true that the General Managers and higher officers are entitled to saloons.

श्री मधू लियवे (मुंबई): इसके बिना उन का काम नहीं चले सकता ?

Shri Parimal Ghosh: That is a point that we have to take into consideration.

श्री रघुबीर सिंह शारदा: (बागपत) उपाध्यक्ष महोदय, आज मैं इस सदन में एक ऐसी रेलवे के सम्बन्ध में चर्चा करने लगा हूँ जिसके सम्बन्ध में, मेरा क्यास है कि शायद आज तक यहाँ पर कभी चर्चा नहीं हुई होगी। मैंने पिछले रिकार्ड काफ़ी देखा और जानकारी हासिल करने की कोशिश की। मैं केवल यह पता लगा पाया कि 1964 में इस रेलवे के सम्बन्ध में दो माननीय सदस्य श्री सोलंकी और श्री नरसिंह रेड्डी ने सवाल पूछे थे। उनके प्रश्नों के जवाब में और कुछ नहीं मिला जो इस रेलवे के सम्बन्ध में किया गया हो। इस रेलवे का नाम एस० एस० लाइट रेलवे है जिसकी शाहदरा सहरनपुर लाइट रेलवे कहते हैं। अगर मैं अपनी भाषा में कहूँ तो इस रेलवे की सहाय सहाय मदद

रेलवे और अंग्रेजी में स्लो स्लो सेन्डी रेलवे कह सकता हूँ। क्योंकि आज के इस वैज्ञानिक युग में भी इस रेलवे की रफ़्तार मुश्किल में 13 मील की घंटा है। यह त ग्रेडुल्ड टाइम है। यानी शाहदरा से सहरनपुर 92 मील की दूरी पर सात घंटे में पहुँचेगी, और सेट होने की तो श्रीमती जी की आदत ही है। यह घाट नी घन्टे में ग्राम तौर में पहुँचा करती है। अगर यह मिक्स्ड ट्रेन हुई तो दस घंटे में ही पहुँचेगी। एक्सप्रेस सात घंटे में पहुँचती है। दूसरी लगेज से उन इलाके का वास्ता ही नहीं पड़ता। रेलवे में कोई मकान मेल भी होता है, यह उन्हें मान्य नहीं।

इसके साथ ही माघ में कहना चाहता हूँ कि जिन रेलवे को मैं चर्चा कर रहा हूँ वह कोई बहुत दूर से नहीं चलती। पालियामेंट हाउस से मुश्किल में पांच छः मील का रास्ता होगा। दिल्ली जंक्शन जहाँ से रोज़ हम देखते हैं कि बड़े बड़े दानवाधार एंजिन धाँप धाँप करते हुये लम्बी लम्बी बोगियों को लेकर बड़े जोरों से चलना शुरू करते हैं। उसी रेलवे जंक्शन से मुश्किल से तीन चार मील के फावले पर इस रेलवे के छोटे छोटे खिनीनों से एंजिन चक चक कर चलते हैं और रेंगना शुरू करते हैं। कितना बड़ा फर्क दोनों में मानूँ पड़ता है जब हम दिल्ली जंक्शन से चल कर शाहदरा पहुँचते हैं। जिस रास्ते से होते हुए मेरठ, मुराफरपुर सहरनपुर जैसे उत्तर प्रदेश के बढ़िया से बढ़िया इलाकों को हम जाते हैं।

बीस पच्चीस वर्षों में इस इलाके के किसानों ने मेहनत करके अपने गाँवों की शकल बदल डाली है, मकान बदल गये, गलियाँ बदल गईं, रहन सहन बदल गया और दूसरी सब चीजें बदल गईं। चक्करबंदी

[जी एचपीर सिंह शास्त्री]

के कलस्वरूप खेत और जंगल भी बचल गये और जो टेढ़े और तंग रास्ते थे वह सीधे और चौड़े हो गये। लेकिन अगर कुछ नहीं बचता है तो यह भीमती रेलवे नहीं बचती है। इस रेलवे पर बड़ी पुराने बेडोंने एंजिन, बड़ी पुराने डब्बे हैं, बड़ी पुरानी बेडोंगी चाल है बड़ी निर्जीव कर्मचारी अगर किसी को इसमें लक हो तो वह खुद जाकर देख सकते हैं क्योंकि यह कोई बहुत दूर जगह नहीं है।

मेरी कांस्टीट्यूँसी की यह हालत है कि वहां पर रेलवे का नाम का यही एक खिलाड़ी है। आज तक वही मेरी कांस्टीट्यूँसी के चालीस मील के ट्रक को कवर करती है। यह रेलवे धाधा सफर मेरे निर्वाचन क्षेत्र में से होकर तय करती है। मेरे निर्वाचन क्षेत्र की लगभग छः लाख जनता का इसके साल वास्ता पड़ता है। मुश्किल यह है कि बीस साल हमें स्वराज्य मिले हुए हो गए हैं लेकिन हमारे इलाके में इस रेलवे को देखकर यही मालूम पड़ता है कि हमें स्वराज्य नहीं मिला है और हम भ्रष्टेजी राज्य में ही नहीं रह रहे हैं बल्कि भ्रष्टेजों से पहले जबकि कम्पनी का राज्य हुआ करता था उस में रह रहे हैं। यहां इंग्लिस्तान की पार्लियमेंट का भी नहीं बल्कि कम्पनी का राज है। 1857 से पहले जिस तरह से कम्पनी का राज्य चमकता था उसमें हम रह रहे हैं। इस रेलवे की मालिक एक कम्पनी है जिस का नाम मार्टिन बर्न एण्ड कम्पनी है। इस रेलवे के साथ न सरकार कुछ कर सकती है, न रेल मंत्री साहब कुछ कर सकते हैं, न रेलब बोर्ड जिस को कुछ गालियां भी दी जाती हैं और उसकी बड़ाई भी की जाती है, वह कुछ कर सकता है। पार्लियमेंट तो इसकी ओर धांध उठाकर देख भी नहीं सकती है। वहां की जनता को इस कम्पनी के जो निर्दय धांधकारी हैं उनके

भरोसे पर हमेंशा के लिये छोड़ दिया गया है। 1907 में यह रेलवे भारम्भ हुई थी इसके ऊपर 27 लाख रुपये की पूंजी लगी थी। पंद्रह लाख रुपये पब्लिक सेवर्स के द्वारा एकल किया गया था। दो लाख पाउण्ड लंदन की किसी एजेंसी से लोन इतने लिया हुआ है जिस पर 1,25,550 रुपये सालाना ब्याज देना पड़ता है। तब से यह कम्पनी उस एजेंसी को 72 लाख रुपये इन पिछले साठ वर्षों में ब्याज का दे चुकी है। इस कम्पनी के साथ जो एग्जिक्ट हुआ था उसमें एक शर्त यह भी थी कि इस रेलवे में लगी हुई पूंजी का इंटिरेस्ट चुकाने के लिये सारे लाभ में से चार प्रतिशत काटकर बाकी जो बचेगा उसका पचास प्रतिशत तो गवर्नमेंट धाफ इंडिया को मिलेगा और पचास प्रतिशत इस कम्पनी को मिलेगा। रेल मंत्री महोदय बठ हुए हैं। मैं उनको बतलाना चाहता हूं कि 1958 के बाद से इस कम्पनी ने एक पैसा भी भारत सरकार को नहीं दिया है। हजारों एकड़ जो हमारी भूमि है उसको यह बरत रही है, उसका भी इतने कुछ नहीं दिया है। एक किसान जो कि दो बीघा भी जोतता है उसको कुछ न कुछ तो लगान देना पड़ता है, लेकिन यह कम्पनी हजारों एकड़ हमारी भूमि लिये हुए है उसका लगान तो कम से कम इससे आपको ले लेना चाहिए।

एक शर्त इस कम्पनी के साथ यह भी हुई थी कि अगर इस कम्पनी को सरकार टेक ओवर करना चाहेगी तो तीन साल का, जो पूरा लाभ होगा उसका पच्चीस गुना हमें देना होगा। या फिर लागत पूंजी का 125 गुना देना होगा। जसा मैंने बताया है घाट भी साल से यह रेलवे कुछ भी लाभ नहीं बिचा रही है। मैं समझता हूं कि हमारे रेलवे मिनिस्टर साहब को इससे क्या बीधा और क्या मिल सकता है? इसका लाभ वह उठाव और मुक्त है इस कम्पनी

को धपने हाथ में ले लें। ऐसा करके वह जमता के कम्पों का निवारण कर सकेंगे। इस युग में कोई भी रेलवे ऐसी नहीं होगी जो कि जनरल रेवेन्यू को कुछ न देती हो लेकिन यह रेलवे है जो कुछ नहीं देती है। हमारी दूसरी जो रेलवे है वह भी जनरल रेवेन्यू पांच छः प्रतिशत देती है।

यह होता है कि रोज ब्रेक डाउन होते हैं और गाड़ी बीच में खड़ी रहती है। जो खराबी पैदा होती है उसके लिये ड्राइवर को कहा जाता है कि तुम्हें नीकरी करनी है तो बाह्य टारकोल लगाकर और बाह्य सरेज लगाकर इन को बसाओ, लेकिन तुम्हें इन को बसाना होगा।

अब आप देखें बेटनों पर यहां कितना खर्च किया जाता है। इस गरीब रेलवे के जो जनरल मैनेजर हैं उनको चार हजार रुपये सनक्वाह मिलती है और दो हजार रुपये मने के लीर पर मिलता है। इस तरह से कुल मिलाकर उनको छः हजार रुपया मासिक मिलता है। इस कम्पनी की पांच साइनें हैं जो कि 233 मील लम्बी हैं। 233 मील लम्बाई वाली जो रेलवे है उसके जनरल मैनेजर को छः हजार रुपया मासिक मिलता है लेकिन नार्वन रेलवे जो कि सायद पांच हजार मील लम्बी है उसको निर्धारित करने वाले जनरल मैनेजर को केवल 2750 ही मासिक मिलता है।

इसमें कुल लागत 62 लाख रुपया है और आप तक 80 लाख रुपया डिमि-लियेशन में खर्च हो चुका है। इस रेलवे की बत्ता यह है कि इसके पास 19 इंजन हैं। इन में से 16 बैलेंस शीट में दिखाये गये हैं, तीन इस लिये नहीं दिखाये गये हैं कि उनको कापड़े से ढिंका नहीं सकते थे। इन में से 8 इंजन तो 1907 में खरीदे गये थे, 4 इंजन 1940 में खरीदे गये थे, दो इंजन 1942 में खरीदे गये थे। बाकी बीसह इंजन 1942 के पहले के हैं जिन में से आठ तो 1907 के हैं। बाकी 1952 तथा 1953 में खरीदे गये हैं। सब वर्ष से कोई इंजन नहीं खरीदा गया है। दो डीजल इंजन 1960 में कम्पनी सरकार कम्पनता के खरीदे गए थे और उनकी 1958 में खरीदा हुआ डिपॉजिट क्या है। अब अब का गरीब

इस रेलवे के पास लगभग पचास बोनीज है। इन पचास में से 75 प्रतिशत बोनीज पचास वर्ष पुरानी हैं और बहुत खस्ता हालत में हैं। इन की खिड़कियां टूटी हुई हैं और मूसाफिरों को बरसात से, धूप से, सर्द से कोई प्रोटेक्शन नहीं मिलता है। टैक्नीशियनों का कहना है कि अगर ये सारी की सारी बोनीज किसी और रेलवे में होती तो इनको कभी की छुट्टी दे दी गई होती। इनके कारण गाड़ियों की रफ्तार भी बहुत कम रहनी पड़ती है।

आप यह भी देखें कि इस रेलवे पर कितने यात्री सफर करते हैं। 1959-60 की रेलवे बोर्ड की रिपोर्ट के अनुसार इसमें कुल 2400 यात्रा कर सकते हैं। लेकिन म्यारह हजार यात्री रोज इस रेलवे पर यात्रा करते हैं। किसी रेलवे पर छतों पर बैठे हुए लोग आपने नहीं देखे होंगे। लेकिन इस रेलवे पर जितने यात्री डिब्बों के छप्पर होते हैं उतने ही छतों पर बैठे होते हैं। आप बाह्य जब जाकर फोटो भी ले सकते हैं। गांव के लोग धाते हैं और कहते हैं कि हमारे यहां रेलवे को ठहराने का प्रबन्ध होना चाहिये। उनको जवाब दिया जाता है कि ठहरा तो हेंगे लेकिन तुम हमारे लिए, हास्ट बना दो, अपनी तरफ से ऐसे खर्च करके बना दो। ऐसे सात गांव वालों ने पांच-पांच और बार बार हजार रुपया लगाकर हास्ट बनवाये हैं। सब वहां गाड़ियां हास्ट करती हैं। यह रेलवे में एक निराश है। आज

[श्री रघुवीर साहनी]

रेल मंत्री श्रीर कहीं से धनदान या डोनेशन की मांग नहीं करते होंगे लेकिन यहाँ पर धनदान भी मांगा जाता है और डोनेशन भी मांगे जाते हैं।

इस रेलवे पर लेवल क्रॉसिंग भी कहीं पर नहीं है। कैराना के श्री समूर घली बां जो इस सदन के एक माननीय सदस्य हैं उनके रिश्तेदारों के साथ यहाँ पर एक बड़ी दुर्घटना हो गई थी। यह घरे निर्वाचन क्षेत्र में हुई थी। उनके चार रिश्तेदार जीप दुर्घटना में मारे गये थे और यह दुर्घटना रेलवे क्रॉसिंग न होने के कारण हुई थी। अस्तु कहीं कोई खर्चा तक नहीं हुई।

इस क्षेत्र में कई बड़ी बड़ी मंड़ियां हैं। दो गन्ने की मिलें हैं। अकेले बड़ौत मंडी से सड़ों के मौसम में रोजाना 70-75 हजार मन गेहूँ और शक्कर बाहर जाता है। इस रेलवे पर लदान का कोई इंतजाम नहीं है और ट्रांशिपमेंट की जो कठिनाइयाँ हैं उनके कारण न इस रेलवे के घासपास के इलाके में इंडस्ट्री जाल हो सकती है और न ही हुई हैं। इस वास्ते में जो सब चीजें हैं इनकी और ध्यान जाना चाहिये।

रेल कर्मचारियों की इस रेलवे पर आप हासुत को देखें। यहाँ जॉन स्टेनन मास्टर हैं उसको सी रायें और टी० टी० का और प्रिंसिपल स्टेनन मास्टर वेब अस्सी रुपये का है। इन कर्मचारियों को सप्ताह भर में कोई छुट्टी भी नहीं मिलती है। काम के घंटों का कोई हिसाब नहीं है। छोटी से छोटी दुकान का कर्मचारी भी होता है तो उस पर भी बायब पकट लागू होता है। लेकिन वह भी यहाँ लागू नहीं होता है। उनको साप्ताहिक छुट्टी भी नहीं मिलती है। दूसरों के लिए तो सप्ताह में 51 घंटे बायब आपने निर्धारित कर दिए हैं लेकिन इनके काम के घंटे भी निर्धारित नहीं हैं। हमारे रेल मंत्री भी ने

देस निकाल कर इस रेलवे को रेलवे एक्ट की जो प्राविजन है चैप्टर 6 (ए) जिसमें काम के घंटे निर्धारित किए गए हैं और जिसमें साप्ताहिक छुट्टी का प्राविजन है उससे इस रेलवे को एक्सेम्प्ट कर दिया है। जहाँ तक मुझे मालूम हुआ है— मैं नहीं कह सकता हूँ यह कहीं तक ठीक है—उस समय जो रेल मंत्री थे वह सासाराम से चुनकर आए थे और उनके इलाके में भी यह रेलवे है और पता नहीं इस रेलवे के कर्मचारियों ने या इस कम्पनी ने कौन सी उनकी सेवा की कि जिससे प्रसन्न होकर उन्होंने इस कम्पनी को हमेशा के लिए यह एक्सेम्पशन दे दिया और कह दिया कि तुम्हारे किसी कर्मचारी को साप्ताहिक छुट्टी नहीं मिलेगी, किसी कर्मचारी के काम के घंटों की कोई पाबन्दी नहीं होगी।

आपने अब रेल किराया बढ़ाया है मास भाड़ा बढ़ाया है। आपने ऐसा करने के कुछ कारण भी बताये हैं। आपने कहा है कि आपने अपने कर्मचारियों के वेतन भरतों में वृद्धि की है और आपको निर्माण और विकास कार्यों पर खर्च करना पड़ता है, यात्रियों को सुविधायें प्रदान करने पर खर्च करना पड़ता है। अब यह जो श्रीमती रेलवे जी हैं यह रेल मंत्री की इस घोषणा का लाभ उठा कर किराये तो बढ़ा देगी लेकिन कोई विकास कार्य नहीं करेगी। न उसे कर्मचारियों पर, न विकास पर, न मरम्मत पर और न ही यात्रियों को सुविधा प्रदान करने पर कुछ खर्च करना है। वह किराया क्यों बढ़ाये उसे नहीं बढ़ाना चाहिये। मैं यह समझता हूँ कि आज तक किसी मंत्री ने इस रेलवे पर सफर किया है इसको देखने की बात तो दूर रही। किसी एम० पी० ने भी बायब सफर नहीं किया होगा। मैं प्रार्थना करता हूँ कि मंत्री महोदय मनोविज्ञान के ही लिए एक दिन इस रेलवे पर चल कर देखें कि क्या हालत है तो उनको पता चल जायगा कि इन रेलवे की यात्रा के बीच क्या ही रहा

इस रेलवे से पचास साठ लाख लोगों का कावासा पड़ता है। यह बहुत ही बढ़िया इलाका है। इस सारे इलाके की तरफ से मैं हाउस को धीरे रेल मंत्री जी से प्रार्थना करता हूँ कि वह हमारे कण्ठों की धीरे धीरे ध्यान दें। 18 अप्रैल 1969 को इस रेलवे का ठका रिज्यू होने के लिए आ रहा है। अभी दो सप्ताह बाकी हैं। दो साल में आप ऐसा काम करें कि इस रेलवे को टेक ओवर किया जा सके। यह जो कंपनी है इसकी मालामी त इसकी निर्दयता से, इसके मालामारों से हमें आप मुक्ति दिलायें इस लाइन को ब्राइमेज लाइन बनाया जाये।

इसके साथ ही मैं यह भी कहना चाहता हूँ कि जब तक सरकार इस रेलवे को टेक-ओवर नहीं करती तब तक यह इस पर नियंत्रण रहे। इसके आर्थिक-व्यय का विवरण हर साल इस सदन के पटल पर रखा जाये। इस रेलवे के लिए एक परामर्शदात्री समिति बनाई जाये जिसमें पार्लियामेंट के सदस्य धीरे धीरे तौर से मेरठ धीरे मुझफरनगर के सदस्य उज्जरी तौर पर रहें क्योंकि धीरे लोग चांग इस रेलवे पर सफ़र न करें लेकिन हम लोगों को तो सफ़र करना ही पड़ता है। चूंकि यह हमारे मर्त्य मड़ दी गई है हमारी किस्मत के साथ बांध दी गई है इसलिए कम से कम हमें यह धनसूर तो मिले कि हम इसके बर्बाद के बारे में सुझाव दे सकें।

इस रेलवे की इरेगुलैरिटी, अप्रत्याचार धीरे अनियमितताओं की जांच करने के लिए एक हाई-पावर कमिशन मुकरर किया जाये जिसकी रिपोर्ट के अनुसार सरकार आवश्यक पग उठाए। मुझे आशा है कि मंत्री महोदय मेरा निवेदन स्वीकार करेंगे धीरे किसी न किसी दिन जाकर हमारी इस रेलवे को भी देखेंगे धीरे हमारे इलाके की बुरी हालत को भी देखेंगे।

मैं आपको धन्यवाद देना चाहता हूँ कि आपने मुझे रेलवे बजट पर अपने विचार प्रकट करने का अवसर दिया है क्योंकि हमारे इस

धीरे धीरे इलाके से कभी किसी को बोलने का मौका नहीं मिला है— मैं ही पहला मेम्बर हूँ जिसको यह अवसर मिला है।

Shri Chengalraya Naidu: Before I speak on the Railway budget, I would first speak about the unfortunate accident that took place on the 21st night at 9.30 in my constituency. It was due to negligence and carelessness. After leaving Bangalore, the train passed through Malur and when it came to Thekkal Railway Station, the Driver found out that the vacuum brake was not functioning properly. He attended to that but could not repair it as he had no equipment. Then he proceeded to Bangarpet. It is a small junction. At Bangarpet, he contacted the Controller. I do not know whether the Controller asked him to proceed or the Driver told him that he could manage to go upto Kuppam. Anyhow, the Driver, instead of attending to the repairs, proceeded to Kuppam. In a junction, they should have a tools room; they had a room, but there was no equipment in that room; probably there were some old tools left out by the MSM Railways, but after getting Independence, no new tools were added. So, the Driver had to start from Bangarpet and when he reached Kuppam, he was coming at such a speed that he could not apply even the mechanical brake. He had not put off the steam. It was coming at a speed of 60 miles per hour. So, it came and dashed. This happened at the Railway Station itself. The train went to the dead end. It is so easy for Driver and the Fireman to get out whenever they see any danger; they do not care for the passengers who are in the train. So, they jumped out and escaped.

In the first carriage, the first half was occupied by First Class passengers and the second half was occupied by Third Class passengers. When the second carriage hit the first carriage, the Third Class passengers who were sitting in two rows were pressed and some people died, mostly ladies.

[Shri Chhangalaya Naidu]

I do not know whether there is any defect in the manufacture of these carriages. It just bent and went up one on the other. In the second carriage, the first half consisted of passengers and the second half consisted of luggage. The luggage side went up and crushed the passengers. Only a few passengers were thrown out and the other passengers were inside throughout that night; the people from that town tried to rescue those who were inside, but the carriage was pressed so much that they could not rescue. There was a woman and a child crying from 9.30 in the night upto 6.30 in the morning. They were given glucose water, but that could not save them. At 6.30, both of them died. At about 11.30 also, two people were taken out and when they were being taken to the hospital, one man died on the way, while it was possible for the other man to be saved. Even after fifteen to sixteen hours, the railway personnel were not able even to take out the passengers. I would like to know what machinery is there functioning in the railways to give relief to the people when such accidents take place. It was at about six O'clock, that the Minister of State for Railways, Shri Parimal Ghosh came there. He took some interest in relief work and he went to see some passengers who were there in the hospital. It was about 9.30 p.m. when all the dead bodies were recovered from the carriage. There were no immediate arrangements to give relief or to take out the dead bodies and also the people who were alive, from the carriages.

Formerly, the luggage vans or some such vans used to be attached next to the engine. But now the railways are attaching passenger coaches next to the engine and that is why there is human suffering when such accidents take place. I would appeal to the Railway Minister, to attach some luggage carriages or some dummy carriages next to the engine always so

that we can avoid injury to passengers in case there is an accident.

I do not know what action they are going to take against the driver or the controller who may be responsible for it. The railway people generally think that whenever such an accident takes place, the Railway Minister would resign. That is very unfortunate. Of course, nobody has asked the Railway Minister to resign now. The railway officers think that the Railway Minister would resign for the fault of these people. I would only request the Railway Minister to have some rules framed such that whenever such a serious accident takes place, the Railway Board Member must resign or he must be dismissed. If that is done, he will take care to look after the railways and to run them properly, and keep proper tools at the junctions and so on. So, he must frame rules so that action could be taken against those people. If we try to save them, then the result is that more accidents take place.

Even when a toy train run by children meets with an accident, the children feel so much worried, but when a serious railway accident like this happens we find that the railway officers do not feel for them, and they think as if flies are dying and they do not at all take any interest in averting such accidents.

I would request the Railway Minister to arrange for insurance booths at the railway stations because the accidents are so many and the passengers might at least insure their lives before they get into the trains.

Shri Shivaji Rao S. Deshmukh (Parbhani): At the cost of the railways.

Shri Chhangalaya Naidu: Of course, at the cost of the railways. Unless that is done, there would be no cover for the passengers in regard to safety. I may tell you that for the last two or

three years I have been afraid of travelling by train. I always fly because I find that it is safer to go by air than by train. So, the pass that the Railway Ministry has given to me is useless, and I am not using it at all. I am submitting this for the information of the hon. Minister.

Regarding the increase in fares and freights which has been proposed, I would request the Railway Minister to see that he does not charge this increase on the third class passengers. He has not provided any amenities to the third class passengers. When the Britishers were here, the White people used to travel by the upper classes, and the Indians used to travel only by third class, and unfortunately if by any chance an Indian had purchased a first class ticket, they never used to allow him to travel by first class, if an Englishman were there already in that compartment. I used to hear so many stories like that in those days.

Now, since a number of MPs are travelling by first class, they do not know really what is happening to the third class passengers. Except for the manufacture of new coaches, I do not think that the Railway Ministry has done anything for the third class passengers by way of improvement. The third class waiting room on the railway platform is just like a cattle-shed. There is nobody to clean them. There are no proper lavatories provided for them. The first class passengers have got lavatories attached to their waiting rooms, but the third class passengers have got to walk about a furlong or more on the platform to go to the lavatories, and even then they are only dry type or latrines and not flush type latrines. Even if they happen to be flush type latrines, they are so dirty that they could never be used. I would, therefore, submit that the hon. Minister should not think of charging extra fares on them. It is the duty of the Railway Minister to provide them with proper amenities like proper waiting rooms, proper latrines etc. I do not mind if more fares are charged

to the upper class passengers, but the hon. Minister should not charge more from the third class passengers.

As regards the third class waiting sheds, as I mentioned, the hon. Minister should see that they are improved.

As regards the food supplied to the passengers, the railways have got two types of food; one is the European type of food which is served to upper class passengers and the other is the food which is served to the third class passengers. The dining rooms provided for the third class passengers are so bad that they cannot go there and dine. My hon. friend Shri Tenneti Viswanatham had pointed out yesterday what type of vegetables etc. were being used and how rotten the food is. So, the quality of the food has to be improved.

Coming to the efficiency of the railways, I would say that the position is so bad today that I feel that the railways were being managed better about twenty or thirty years back when they were in the hands of the companies. After the nationalisation of the railways, they have become so bad, because there is no proper supervision. If we have to ensure proper supervision, then the Railway Board has to be abolished first and some other arrangement has to be made for supervision. It is the Railway Board members who draw fat salaries who do not care to attend to this.

As regards special carriages for these people, a number of Members have already pointed out that there is no reason why they should have these special carriages when the third class passengers are not able to get proper accommodation in the third class compartments and they are obliged to travel on the foot-boards or on the roofs of the coaches. Shri Parimal Ghosh had stated that only repair carriages etc. were there. We do not mind if carriages are kept for repair purposes etc. After all, these higher-ups can travel by first class and stay in the retiring rooms and they need not have special coaches for

[Shri Chengalraya Naidu]

themselves, when they do not provide proper accommodation for the third class passengers.

The major income is derived from the third class passengers, and yet we find that they are being neglected. If the hon. Minister wants to increase the fares, then he has to improve the amenities for third class passengers the first step that he has to take is to see that the use of these special carriages by the higher-ups is stopped forthwith. Even the Railway Minister sometimes travels in an ordinary compartment, but these officers want special carriages for themselves.

Mr. Deputy-Speaker: The hon. Member should try to conclude now.

Shri Chengalraya Naidu: I have hardly taken about 7 minutes. Nobody from my State has spoken so far.

Mr. Deputy-Speaker: He will have to conclude in a couple of minutes.

Shri Chengalraya Naidu: My reference to the railway accident should not be taken into consideration for this purpose, because it concerns all the people.

Mr. Deputy-Speaker: It was his fault if he had taken so much time on that.

Shri Chengalraya Naidu: I would request you to kindly give me five minutes more.

Mr. Deputy-Speaker: He has to conclude in two minutes.

Shri Chengalraya Naidu: I would say a word now about the Rajahmundry rail-cum-road bridge. First, the railways had agreed to provide a road bridge on the rail bridge, but they have said that they would only allow a width of 18 feet. With 18 feet width, only one-way traffic could be allowed and that would result in bottle-neck in movement of traffic from both sides. I suggest to the Minister that it should at least be wide enough, 24 or 25 feet on the top. Considering the weight of the train which

passes on the bridges, it will be about 2,000 tons compared to about 300 tons which will be the weight of the lorries and other vehicles. So, the State Government should be asked to pay the money only in that ratio. Two bridges had been constructed over the same river at a cost of Rs. 3.5 crores but the railways want more money. We can construct a separate bridge for that money.

Near Kothnagudem we have coal-mines. For want of wagons, the production had been reduced by half. When there was shortage of coal everywhere, the railway people were not able to transport coal from Kothnagudem. The Andhra Government is starting a thermal power station near the coal mines. The present rate of transporting coal is 6.16 per ton of coal transported over 40 kms. This price is about 6 or 7 kms and they want the same rate even for this short distance. This will put up the cost of generation of electricity and so we could not use coal; we can as well use oil instead of that. I request the Railway Minister to consider this and charge only for 6 or 7 kms and not for 40 kms.

Shri M. Ajmal Khan (Periakulam): Sir, a bandit when confronted by the court as to why he could not be usefully employed was reported to have replied: "Why, your honour, should I earn, when I can easily steal other's money?"

When I heard the budget proposals of the Railway Minister, I was only reminded of that story. He has resorted to the easiest way of taxing the people instead of finding other avenues to meet the deficit. There are hundreds of ways to economise the huge expenditure and balance the budget instead of worsening by higher rates the plight of poor passengers. It is beyond the understanding and comprehension of everyone how he could have raised the fares for third class passengers. From age

we used to call the third class passenger the worst sufferers under the British management of railways. I wonder whether the hon. Minister can come out with a statement that the plight of these people had improved now. On the other hand, it is clear that their plight is getting worse day by day and whatever amenities, promised or supposed to have been given, remain only on paper but not in reality. Adding to this or rather crowing it all is the insecurity and the hazard and dangers by way of accidents which have become an everyday feature in the working of our railways. Even now, I am afraid we are not out of the wood. My statement is confirmed by the fact that there was an accident near Jalarpet involving the death of more than 82 passengers on the very day the presentation of the railway budget. There is a standing joke in the country that passengers on our railways offer special poojas if they reach home safely. This is the dismal picture we have, and yet, this Government, which I am tempted to call as a heartless government, have come out to increase the fares and also increase the freight rates which again add to the miseries of the poor consumer at large, who are already groaning under the spiralling prices.

Sir, I do not know whether our railways will be able to maintain its present monopoly of long distance freight traffic or it will lose it to the fleet-owners who are the competitors. My suggestion to the Railway Ministry is that instead of indulging in the easiest way of raising the fare, it should explore the other new avenues to increase the revenue. I would recommend that there are so many new sources that can be effectively tapped, for income. For example, if new lines are laid in areas which are noted for commercial and industrial potentiality, they would surely bring further revenue to the railways both by passenger and freight. If a survey is taken in the whole of India to find out the requirements, I am sure that almost all States in India will surely have such potentialities.

I can suggest a new line, where a single line will fetch this railway a few crores of rupees annually. The line I refer to is the longstanding demand of Dindigul-Gudalur line in Madurai district. Dindigul is an important junction in the Southern Railway, and this is to be connected with an equally important place called Gudalur at the foot of the Western Ghats. I am sure that the Railway Minister will be aware of the fact that Gudalur is an important place for cardamom, coffee and tea. If a connection is given from Gudalur to Dindigul, the revenue of this particular line will be the largest in the whole of the Southern Railway. This remains to be the crying need of this area for the last 70 years. It will be interesting for the Railway Minister to know that as early as 1895, a survey of this line was taken by the then railway authorities, and it was sanctioned by them. It appears from the records that because of the failure of the contractor, the line could not come into existence. Further, I find another attempt was made by the Madurai District Board which tried its hand to have this line and failed for want of finance. Now, the need has increased a hundredfold, but the pity is that no attempt is made to have this line. I am afraid that there are vested interests in the country who do not want their monopoly of road transport to be affected by this new line. These vested interests had such a pull in the ruling party till very recently. I do not know whether their influence is still there even after the last general elections in the Madras State.

Whatever it is, the point is that the line is a very important one as it would bring much revenue to the Government and it is also a strategic one, if I may say so, of connecting Kerala and Madras States on a vital route. This new line would also cover up places like Theni where, the shandy or the weekly market is one of the biggest in the whole of the Madras State. If the line is properly

[Shri H. Ajmal Khan]

managed, it will bring large revenue to the railways.

I have pointed out one instance in the Madras State, but there are so many instances all over India, and if a survey is taken on an all-India level, the Ministry would find itself in a better position to meet its deficit. I am sure there would not be any need for further increases in either fare or freight charges.

Thank you.

बीजती लविनी इषाम (भांवला) :
उपाध्यक्ष महोदय, मैं आपकी बड़ी अनुमति हूँ कि आप ने मुझे रेलवे बजट के ऊपर कुछ कहने का अवसर प्रदान किया। समूचे देश की प्रगति के साथ रेलवे में भी उन्नति होना आवश्यक था। तीसरी पंचवर्षीय योजना में रेलवे ने बहुत प्रगति की है। मीलों अब साढ़ें बनी हैं, बीजलाइजेशन हुआ है, इलेक्ट्रिकेशन हुआ है, यादों की संख्या बढ़ी है और मौजूदा यादों में परिवर्तन बमुबहार हुए हैं। स्टेशन लड़ने बनी हैं। भारतीय रेलों का विश्व की रेलों में एक खास स्थान है और समय समय पर उस की और और प्रगति हुई है।

जहाँ भारतीय रेलों ने हमारे देश की निधि में योग दिया है उस के खजाने को बढ़ाया है वहाँ उस ने सामाजिक जिम्मेदारियाँ भी पूरी की हैं। उस ने पहले भी समय समय पर अनेकों सामाजिक जिम्मेदारियाँ पूरी की हैं और आज भी कर रही है। उसने समय पर सूखाग्रस्त क्षेत्रों को धनाज पहुँचाया है, जहाँ पानी की लंगी भी वहाँ पर लोगों को पानी आदि पहुँचाया है और अनेकों इसी तरह की जिम्मेदारियाँ रेलवे की कुशलता से निभा रही है मैं इसके लिए रेलवे विभाग को बधाई देना चाहती हूँ।

यहाँ पर इस बात का कुछ मामूली सबूतों द्वारा प्रस्तुत किया गया कि रेलवे

अधिकारियों को यह सँसूत क्यों दिये जाते हैं (अध्यक्ष) यहाँ पर यह कहा गया कि रेलवे के अधिकारियों को यह सँसूत नहीं दिये जाने चाहिए लेकिन मैं समझती हूँ कि यह उन के जीवन का एक आवश्यक अंग है और वह उनको मिलते रहने चाहिए (अध्यक्ष) बर्कसीप में जो सरकारी कर्मचारी काम करते हैं, जंगलों में रहते हैं वह अपने परिवार को अपने बाल बच्चों को महीने या दो महीने जब वह बाहर अकेले दौरे पर जाते हैं तो वह उन्हें अकेले नहीं छोड़ सकते।

जहाँ तक रैस्ट हाउसिंग का सवाल है यह सुविधा रेलवे के अफसरान और कर्मचारियों को दोनों को मिल रही है और मैं नहीं समझती कि इस सुविधा से उन्हें धाने के लिए बंचित किया जाय। यह रैस्ट हाउस की सुविधा उन से छीननी नहीं चाहिए।

मुझे यह देख कर बहुत आश्चर्य हुआ कि इन तीस वर्षों में पहली बार रेलवेज ने 1966-67 का बाटे का बजट दिखाया है। मैं नहीं समझती कि इस के लिए कोई जस्टिफिकेशन है? सवाल हमारे सामने बाटे और नफे का नहीं है, लाभ और हानि का सवाल नहीं है बल्कि हमारे सामने तो एक नीति का सवाल है। हमारे देश के कर्णधार देश को किस ओर ले जाना चाहते हैं? हमारे देश के अधिकारीयण उस को किस तरफ से जाना चाहते हैं? हम चाहते हैं कि अधिक से अधिक चीजें पब्लिक सेक्टर में आवें वह पनपे, फले फूले और देश को उन से लाभ हो, वगैरह को उन से सुविधा प्राप्त हो लेकिन मैं देखती हूँ कि हर जगह चाहें वह एल० आई० सी० हो चाहे वह रेलवेज हो, हर जगह बाटा दिखा कर इस बात का हाहाकार मचाया जाता है कि मुकसान है और इस तीर पर

पब्लिक सेक्टर को डिस्कॉन्ट किया जा रहा है। अब यह देश को सोचना होगा, नेताओं को सोचना होगा और जो इस देश की नैया के खबनहार हैं उनको सोचना होगा कि आखिर किस तरफ जाना चाहते हैं? किस तरफ इस देश को ले जाना चाहते हैं। उस से मुक्त खतरा है और मेरे दिल व विभाग में एक एंटीहिशन पवा हो गया है जोकि रेलवे के बजट में घाटा दिखाया गया है। मैं समझती हूँ कि अगर रेलवे विभाग दूरदर्शिता के साथ काम लेता तो इस घाटे को पूरा किया जा सकता था।

उसके लिये बताया गया है कि कोस्ट धाफ लिफ्टिंग बड़ गयी, बकिंग एक्स-प्रेसज बड़ गये, कोयले और स्टील के दाम बड़ गये और रुपये का अवमूल्यन हो गया। मैं इन सब बातों को जानती हूँ लेकिन मैं समझती हूँ कि अगर जरा दूरदर्शिता से काम लिया जाता अगर दूसरे साधनों को तलाश किया जाता तो बिना शक जो यह 31 करोड़ रुपये का घाटा है वह पूरा किया जा सकता था। रेलवे विभाग इस तरफ ध्यान दे। ईस्टर्न रेलवेज की वही कहानी है जोकि एस० एस० लाइट रेलवे की थी और जिसे कि हमारे मुजफ्फरनगर के एक माननीय सदस्य ने सुनाई थी। इस रेलवेज में पचास फीसदी लोग बिना टिकट के चसते हैं, करीब 30 फीसदी लोग पास से चसते हैं और कोई मुस्लिम से 20 फीसदी यात्रियों ने किराये की प्राप्ति हो जाती है। रेलवे विभाग इस से धन-भिन्न नहीं है। क्या रेलवे विभाग इस बात को नहीं जानता कि रेलवे विभाग के अन्दर और रेलों के अंदर चोरियाँ होती हैं? वह इन चीजों से धनभिन्न नहीं है। इतना ही नहीं, बर्कशाप के अन्दर भी चोरियाँ होती हैं। मैं चाहती हूँ कि माननीय मंत्री जी गोरखपुर बर्कशाप, बरेली बर्कशाप, बवालपुर बर्कशाप को जा कर देखें। अगर वह इस की एकक-बरी करवाये

तो कितनी ही चोरियाँ निकलेंगी। लेकिन इन चोरियों में जिम्मेदारी छोटे थफ्सरों पर नहीं है, इस की जिम्मेदारी छोटे कर्म-चारियों पर नहीं है, पैसन्जर्स पर नहीं है। इस की जिम्मेदारी रेलवे थफ्सरों पर है। बड़े बड़े इंजीनियर्स, ए०एम० इ० इत्यादि पर है।

इस के अलावा 12 धादमियों का लाइन-गैंग होता है। उस में 12 धादमियों को चलते रहना चाहिये, लेकिन उन की निगरानी का हिसाब है कि मुस्लिम से पांच या छः धादमी काम करते हैं। दूसरे धादमी दूसरी जगहों पर काम करते हैं, और उन की तन्त्राह जो होती है वह सब लोग धादप में बांट लेते हैं। धादप बैठन बड़े कर्मचारियों में बांट जाता है। मैं कहना चाहती हूँ कि अगर इतने धादमियों की जरूरत नहीं है तो इस को समाप्त कर देना चाहिये। अगर थोड़े से धादमियों से काम चल सकता है तो बाकी लोगों को हटा देना चाहिये। धाज जरूरत इस बात की है कि ऐसे ऐसे मामलों में एकानमी की जाये। हमारे रेल मंत्री ने बोझा सा रिट्टेचमेंट बगैरह का जिक्र किया है। मैं नहीं समझती कि वह कितना रिट्टेचमेंट कर सकेंगे और कहाँ पर कर सकेंगे।

इस घाटे को पूरित करने के लिये इस बारे में भी बराब किया जाना चाहिए या कि ठीक घसेसमेंट किया जाये। कैलकुलेशन ठीक किया जाना चाहिए था। जिस समय गुड्स ट्रेफिक को घसेस किया गया 1966-67 में तो इस बात को धोषित किया गया था गुड्स ट्रेफिक 2490 लाख मीट्रिक टन होगा, लेकिन वह केवल 2030 लाख मीट्रिक टन हुआ। नतीजा यह हुआ कि 460 लाख टन मास का यातायात कम हुआ। इस के फलस्वरूप जो गुड्स बैगन्स बने थे, वह बेकार पड़े रहे। जो हमारी रेलवे बैगन्स बनाने वाली फैक्ट्रीज हैं, वह बेकार पड़ी हुई हैं क्योंकि उन के बनाये हुए बैगन्स पहले से ही इस्तेमाल नहीं हो पाये हैं,

[बीमती सावित्री श्याम]

और उन का सारे का सारा स्टाफ बेकार पड़ा हुआ है क्योंकि उन के पास रिपेयरिंग प्रावि का काम नहीं आ रहा है। इस प्रकार बहुत सा खर्चा बर्बाद होगा।

रेलवे में हावड़ा से ले कर कानपुर तक एलेक्ट्रिकेशन का प्राविजन किया था, नाइन बिठ गई है, लेकिन एलेक्ट्रिक ट्रेन अभी तक सिर्फ इनाहाबाद तक चली है। दो वर्षों से रेलवे बोर्ड और यू० पी० एलेक्ट्रिजिटी बोर्ड में वाद-विवाद चल रहा है कि बिजली को दरों के सम्बन्ध में कोई फैसला किया जाये, लेकिन आज तक फैसला अन्तिम स्थिति तक नहीं पहुँचा है।

इसी प्रकार से एक प्रयोग है कि कम्प्यूटिकेशन का काम जो प्राजक्ल पोस्ट एण्ड टेलिग्राफ डिपार्टमेंट करता है और रेलवे के साथ जिसकी पैरलल लाइन्स चलती है, उनका प्रश्न भी रेलवे करे। मैं समझती हूँ कि इस विभाग को सेल्फ सफिशिएन्ट होना चाहिए और उस को यह करना चाहिए, लेकिन आज ऐसी स्थिति नहीं है कि रेलवे विभाग इस नये काम को प्रारम्भ कर सके। रेलवे बजट इस बात की अनुमति नहीं देता है कि कम्प्यूटिकेशन का काम पोस्ट एण्ड टेलिग्राफ डिपार्टमेंट से ले कर रेलवे गये क्योंकि उसका व्यय बराबर बढ़ता चला जा रहा है। अभी इस खर्च को पोस्टपोन किया जा सकता है।

हमारे देश के प्रन्वर बनारस में बने बीजन एंजिन और घमरीका के बने हुए एंको एंजिन कई जगह इन्डोमाल में आ रहे हैं और काफी अच्छी तरह से काम कर रहे हैं। लेकिन आज इस देश को टेस्टिंग ब्रिड बना दिया गया है फ्रांस, जर्मनी और जर्मनी। ये घने प्रकार के एंजिन ला कर यहाँ पर उन का टेस्ट हो रहा है कि कौन अच्छा होगा। मेरी राय में इस मामले को अब

बन्द किया जाना चाहिए क्योंकि इसमें भलग तरह के एंजिनों के लिये भलग भलग स्टाफ रखना पड़ता है। इस तरह से मेन्टेनेन्स पर काफी खर्च होता है और इस की वजह से रेलवे का काफी बोझ हमारे देश के लोगों पर पड़ता है।

रेलवे मंत्री ने जो बजट के डिफेंसिट को पूरा करने की बात कही है उस में 31 करोड़ ५० में से तीसरे दर्जे के यात्रियों का किराया साढ़े 12 प्रतिशत बढ़ा है, बाकी मुद्रुन और फर्स्ट क्लास के पैसेजनों का बढ़ा है। मैं कहना चाहती हूँ कि माननीय मंत्री जो इस बात का अनुभव नहीं कर सकते कि तीसरे दर्जे के यात्रियों का किननी सुविधाओं की आवश्यकता है। मैं उन को प्रामाणित करना चाहती हूँ कि बैकिमी दिन मेरे साथ चल कर पांच मिनट तक, बड़े क्लाम में बैठ कर देखें। मैं उन दर्जों को स्लम्स कहने के लिये नहीं हूँ। वहाँ पर कोई सुविधा ठीक से नहीं है। न तो ठीक से बैठने की सुविधा है न पानी की सुविधा है और न पंखों की सुविधा है। तीसरे दर्जे के यात्री धाज के समय में, जब महंगाई बढ़ रही है, कीमतें बढ़ रही हैं और लोग काफी परेशानी की हालत में हैं, रेलवे के वक्ते हुए बोझ को तो सम्भालें लेकिन उस के बदले में उन को कोई सुविधा प्राप्त न हो, मैं नहीं समझती कि यह देश की जनता के साथ श्याम है।

आज तीसरे दर्जे के यात्रियों को कोई भी सुविधा नहीं मिलती है। यात्र सवियों से ट्रेनों में महिलाओं के लिये केवल एक डिब्बा रिजर्व होता है, केवल एक डिब्बा। बिमाकेरी में हम लोगों ने महिलाओं को बराबर का अधिकार दिया है। लेकिन रेलवे डिपार्टमेंट केवल एक डिब्बा उनके लिये रखता है। आप-स्वयं सोचिये कि देश के महिला जागृति हुई है महिलाओं के सम्बन्ध में

किसी राजनीतिक और सामाजिक कोस-
 नस हो गई है, लेकिन उनकी कोई भी सुविधा
 नहीं है। अगर कहीं पर किसी घरदार से
 उनको कोई सुविधा देने को कहा भी जाये
 तो वह उसको देने के लिये तैयार नहीं है।
 52 की सदी आवादी महिलाओं की है लेकिन
 उनके लिये सुविधाओं का कोई प्रबन्ध नहीं
 हो रहा है। जब भी येस ट्रेन में महिलाओं
 के बैठने की बात होती है तो केवल एक
 डिब्बा उनके लिये रिजर्व होता है। मैं इस
 बात के लिये मना नहीं कर सकती कि दूसरों
 के लिये क्या डिब्बे क्यों रखे जायें, मैं
 कोई सेपरेटिस्ट टैंडी नहीं फैलाना चाहती,
 लेकिन मैं समझती हूँ कि आप अपने आप
 इस बात के लिये तैयार होने कि महिलाओं,
 की सुविधाओं और उनके हकों का
 ज्वाल किया जायेगा। हम देखते
 हैं कि महिलाओं को घाव रेलों
 में इतनी कठिनाई होती है लेकिन आप उनके
 साथ सहानुभूति नहीं करते। वे अपने बच्चों
 के मरने का पसीना अपनी साड़ी के घांचल
 से पोछती रहती हैं और पानी के बिना उनके
 भौंड सूखते रहते हैं लेकिन किसी भी स्टेशन
 पर, विशेषकर छोटे स्टेशनों पर एक आदमी
 से अधिक पानी पिलाने के लिये नहीं
 रखा जाता। एक आदमी पूरी की पूरी
 साड़ी को किसी तरह से भी कबर नहीं कर
 सकता है। उनके लिये कम से कम पानी
 की सुविधा देना बहुत ही आवश्यक है।
 मैं कहना चाहती हूँ कि रेलवे विभाग का केवल
 यह कार्य नहीं है कि यात्रियों को एक जगह
 से दूसरी जगह पहुंचा दे। उस की कुछ सामा-
 जिक जिम्मेदारियां भी हैं, कुछ सोशल
 जर्नलैन्स भी हैं जिनको उसे पूरा करना
 चाहिये।

अंत में मैं अपने क्षेत्र के बारे में दो एक
 बातें कहना चाहती हूँ। जब भी साल बहापुर
 आस्ती रेलवे मंत्री वे सब एक बार उन्हें
 बरेली जाने का इत्फाक हुआ था। वहां
 पर सक्की का एक पुल बना हुआ है।
 उसकी इज्जत इतनी बराब हो चुकी है
 400 (A) L&D—12.

वित्त ठिकाना नहीं है। रेलवे की एक
 टीम गई थी। उसने उसकी एम्पायरी
 की। लेकिन मैं नहीं जानती कि बाइ ने
 उस एम्पायरी का क्या हुआ। माननीय
 मंत्री जी से येप निवेदन है कि उसकी
 एम्पायरी करवा कर उस काम की पूर्ति
 करें।

साथ ही साथ येप यह भी निवेदन है
 कि दिल्ली से लखनऊ तक जाने वाली एक
 जनता एक्सप्रेस और चलाई जानी चाहिये
 जिसमें केवल बंद बगल हों। घाव कम जो
 गाड़ियां जाती हैं वह काफी काउन्ड होती
 हैं और हम देखते हैं कि उनमें लोगों को
 काफी परेशानी होती है। इसी तरह से मेरठ
 से लखनऊ तक जाने वाली एक दूसरी गाड़ी
 भी होनी चाहिए। काफी पैसैंजर
 इसर से लखनऊ जाने वाले होते हैं और उनको
 बिना रैस के काफी कष्ट होता है। एक
 ट्रेन लखनऊ से भागवा और भागवा से
 लखनऊ तक होनी चाहिए। इस रास्ते पर
 बड़े बड़े बिस्ते हैं और वहां के यात्रियों के
 घाने जाने के लिये खास इन्तजाम होना
 चाहिये।

अंत में मैं आपको धन्यवाद देते हुए
 कहना चाहती हूँ कि रेलवे मंत्रालय टैक्स
 बढ़ाता है तो बढ़ाये लेकिन उसको बढ़ाने
 के पहले जनता की सुविधा का ज्वाल करे।
 जब तक विभाग उनको सुविधा देने का
 प्रबल नहीं करता तब तक टैक्सेशन की
 चीजें लाना न्याय नहीं है।

18 hrs.

PERSONAL EXPLANATION UNDER RULE 357 RE CERTAIN ALLEGATIONS

The Minister Without Portfolio (Shri
 Balya Narayan Shaha): Sir, I was not

[Shri Satya Narayan Sinha]

present in the House this morning when the calling-attention notice was being answered. One hon. Member, Shri S. M. Banerjee, said that I was the Chairman or Vice-Chairman of some trust of Birlas and was getting some honorarium from them. This is not correct. I am only a trustee of two of the Birla Education Trusts, one at Pilani and the other at Ranchi, which are not business institutions. I succeeded the late Dr. Rajendra Prasad as a trustee in the Pilani Trust when he became the President of India. I have hardly attended four or five meetings during the last 15 years. I strongly repudiate any suggestion that I got any remuneration or any kind of allowance for my being a trustee or otherwise.

Shri D. C. Sharma (Gurdaspur): I think, this settles the matter.

Shri S. M. Banerjee rose—

The Minister of State in the Ministry of Finance (Shri K. C. Pant): Sir, I was not present in the House when the Prime Minister made a statement this morning in response to a calling-attention notice. But I find from the proceedings that my hon. friend, Shri S. M. Banerjee made a reference to me by name in the course of his observations.

I happen to be a technically trained person by profession and have counted upon my professional training to earn my living. Before I became a Minister, and I underline before, I was Chairman and Managing Director of a Company with which the Birlas were also associated. My association with this company was professional. As a matter of fact, I was simultaneously working as Technical Director in another firm which had absolutely no connection with the Birla Group. Before taking up my new responsibility as a Minister, I naturally resigned from both the companies. As a matter of fact, I had resigned from one of the companies many months earlier. I should like to make it clear that, apart from my regular remuneration from my jobs, I have not received any money from any other firm, whether honorarium or commission.

Shri S. M. Banerjee rose—

Mr. Speaker: The House stands adjourned to meet again at 11 o'clock tomorrow.

12.55 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, May 31, 1967/Jyaishta 10, 1989 (Saka).