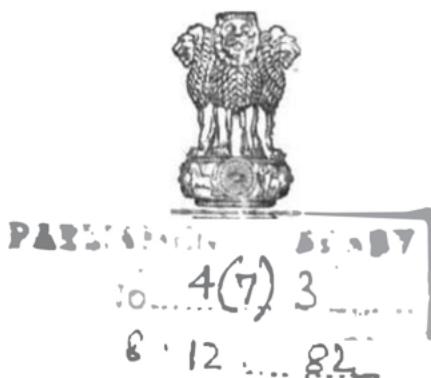


Fifth Series, Vol. XXXVI, No. 20

Tuesday, March, 19, 1974
Phalgun 28, 1895 (Saka)

LOK SABHA DEBATES

(Tenth Session)



(Vol. XXXVI Contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI

Price : Rs. 4 00

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LOK SABHA DEBATES

LOK SABHA

Tuesday, March 19, 1974/Phalguna 28,
1895 (Saka)

*The Lok Sabha met at Eleven of the
Clock*

[*Mr. SPEAKER in the Chair*]

ORAL ANSWERS TO QUESTIONS

Deduction of wages of Asstt. Station Masters who Refused to carry out higher Responsibilities (Northeast Frontier Railway)

*341 SHRI B. K. DASCHOWDHURY: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways have issued any instructions to deduct the wages of those Assistant Station Masters who were present but refused to carry out higher responsibilities without getting benefits thereof; and

(b) whether the Northeast Frontier Railway Administration ordered the deduction of wages of Station Masters/Assistant Station Masters numbering about 300?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) and (b) No, Sir. However, those who did not man the stations as ordered could not be paid their wages on the principle of 'No work, no pay'.

SHRI B. K. DASCHOWDHURY : I would like to know from the hon. Minister whether, according to the Railways Manual and the Service Rules, to accept any deputation to a higher grade is a matter of choice or it is mandatory. Secondly, I want to know whether it is also a fact that the instructions have already been given, according to the Rail-

ways Manual and the Service Rules, that all these leave vacancies should be kept at the minimum level and, if so, for how long the posts of higher responsibility have been lying vacant on the N.F. Rail-

ways.

SHRI MOHD. SHAFI QURESHI : According to the existing rules, the leave reserve of Station Masters/Assistant Station Masters in the grade of Rs. 205—280 is entirely in the grade of Assistant Station Masters drawing Rs. 130/150—240. As the hon. Member knows, leave reserve percentage is the highest in this category. It is about 30 per cent. But our difficulty is that these people are working in the lower grade of Assistant Station Masters and are not prepared to work against higher posts when required. That is why they are not working as per schedule.

SHRI B. K. DASCHOWDHURY : My question has not been answered by the hon. Minister. My simple question was as to whether to accept any deputation to a higher grade by the incumbent is a matter of choice or it is mandatory.

SHRI MOHD. SHAFI QURESHI : It is mandatory.

SHRI B. K. DASCHOWDHURY : I would also like to know from the hon. Minister whether the same system is being followed in the other zonal Railways, whether it is Eastern Railway or Northern Railway or Southern Railway regarding service cadre of Station Masters/Assistant Station Masters. So far as I know, the Eastern Railways are following a separate set of rules according to the Railway Board instructions. The only trouble arises that the N.F. Railway authorities are not following the instructions. I want to know whether that is correct.

SHRI MOHD. SHAFI QURESHI : The rules framed by the Railway Board

are universally applicable to all the zones. I would like to tell the hon. Member that we are considering the question of up-gradation of some leave reserve posts.

जी राज्यपाल जास्ती : क्या यह सत्य सच है कि एस० एक० रेलवे के स्टेशन बास्टरों और सहायक स्टेशन बास्टरों को वहाँ उस विभीजन के रेलवे के उच्चावधिकारियों ने वह सार्वानन्द दिया था कि उनके बेतत नहीं काटे जायेंगे और जो कुछ उनकी दूसरी मांग हैं उनपर महान्-भूतपूर्वक विचार किया जायेगा ? यदि हो, तो क्या यह सच है कि उन्होंने इस सार्वानन्द को पूरा नहीं किया जिसकी वजह से उम इलाके के स्टेशन बास्टरों और सहायक स्टेशन बास्टरों को "कैफ टू ब्लै" और दूसरे प्रकार के आनंदोन्नत करने के लिए विचार होना पड़ा ?

जी भूहल्लद जास्ती कुरेही : किसी अफसर ने किसी को क्या यकीन दिलाया था, उमकी मध्ये हस्ताना नहीं है ।

जी राज्यपाल जास्ती वह पर जा भूवसेन अस रहा है वह क्यों अस रहा है, यह आप कहाएँ जानी भी वह आनंदोन्नत अस रहा है जिसकी वजह से बहुत सी गाडियों के आने जाने से कठिनाई दैदा हो रही है, इस बात का प्राप्त जानने हैं तो उमका देखते ही प्राप्त क्या राम्भा निवालना चाहते हैं ?

MR. SPEAKER : He is not getting information; he is passing it on to you.

Mr. Goswami

SHRI DINESH CHANDRA GO-SWAMI : The hon. Minister has said that it is mandatory on the part of an employee to work in the higher grade if he is called upon to do so. When no option is left and it is mandatory, on the same principle of 'no work on pay', this principle also should be applied that pay should be according to the work. If an employee is called upon to work in a higher grade, may I know whether he would get the higher grade pay?

SHRI MOHD. SHAFI QURESHI : He gets the higher grade.

Proposed Miraj-Londa Broad Gauge Line via Gokak Town

+
*342. SHRI P. R. SHENOY :
SHRI S. B. PATIL :

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is proposed to lay the Miraj-Londa Broad gauge line via Gokak Town; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). A survey for conversion of Miraj-Londa MG rail link to BG is in progress. The proposal to have the alignment via Gokak town is also being examined by the survey team. A final decision can be taken only after the survey reports are received and examined.

SHRI P. R. SHENOY : I am glad that the popular demand to take the proposed broad gauge line through Gokak town is being examined, and I hope that this proposal will be ultimately conceded. But I would like to know whether the survey that is taking place is preliminary survey or final survey, and I would also like to know when this survey will be completed.

SHRI MOHD. SHAFI QURESHI : This survey is the final survey. It will take about three months to be completed.

SHRI P. R. SHENOY : There is no broad gauge link from Bangalore to northern India except via Madras. In view of this, may I know whether this Miraj-Londa line will be extended upto Bangalore on the south, upto Hospet on the east and upto Goa on the west, and whether there is any proposal to survey these lines also?

SHRI MOHD. SHAFI QURESHI : The survey has been done for Miraj-Londa, Goa-Hospet and Londa-Hospet.

SHRI P. R SHENOY : What about Bangalore?

SHRI MOHD. SHAFI QURESHI : That has not been done.

MR. SPEAKER : You asked for survey first and then you ask for extension also at the same time.

SHRI ANNASAHEB GOTKHINDE : In view of the fact that this particular line connects north India to south India via western India, may I know whether the Ministry is eager to consider implementing this project in the Fifth Plan period itself?

SHRI MOHD. SHAFI QURESHI : A final decision can be taken only after the survey report is considered.

श्री अन्नसाहेब गोत्खिंदे : पिछले मास के महीने मैंने यही सवाल किया था और आज जो जवाब दिया वही जवाब पिछली बार भी दिया गया था। इसरे उल्लंघने कहा कम से कम तीन महीने लगें लेकिन 6 महीने हो गए। तो बिल्कुल वही मवाल जवाब आया है। इसलिए मैं जानना चाहता हूँ कि यहे लाइन आहंगेज करने वालव गासो में जो महात्मपूर्ण स्थान है जैसे गोकर है उनको लोडकर जान का स्थो बिचार है? आखिर लाइन विभाग ममत्य आधार बना रहा है? यांग्जों का आधार वा कुइक बूवेट आफ विल्डो और आज आधार है जोधों की मुरव्वा। क्या जब लोग बेराब करे, गडबड करे तभी लाइन आयेगी? आखिर गोकर को जनता को न कहते वा क्या आधार है?

श्री यशवंतराव लक्ष्मीकृष्णराव : जोसी जी ने आखिर में जो बात कही है उन को तो वे करवा ही रहे हैं, लेकिन उन से फायदा नहीं होना है। मैंने अपने जवाब में कहा है कि गोकर लाइन के बारे में हम कम्पनीर कर रहे हैं, इस पर 3 करोड़

रुपया आवा जावं होगा, फिर भी उस का सर्वे कराया जा रहा है।

Furnace Oil used by Ships Calling at Indian Ports

***343. SHRI SHRIKISHAN MODI :** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether country's valuable and limited furnace oil supplies are being siphoned out by bunker hungry ships calling at Indian ports; and

(b) if so, steps taken in this regard?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH) : (a) No Sir.

(b) (i) Bunker prices have been increased suitably to bring them at a comparable level, with the prices prevailing at adjacent ports.

(ii) When the situation so demands, arrangements have been made to supply minimum bunkers to the ships just sufficient to carry them upto the next port of their call.

श्री अधिकारी जोसी : विदेशी जहाजों को किननी कीमत पर फ्लैट-आयन देने के बारे में निश्चय किया गया है नथा इन कर्मानदों की इन के बारे में क्या प्रतिक्रिया है? जब हमारे जहाज इसरे विदेशी बन्दरगाहों से मुड़ने तो क्या उन को भी इसी किस्म की कँड़नाई महसूस होगी?

SHRI D. K. BOROOAH : The prices charged by the foreign countries in their ports of call have been increased and brought to the level of the international rates based on the price of the crude. So, we have also increased the prices to the same level. Whatever inconveniences other countries ships suffer in our ports, naturally our ships will also suffer the same kind of inconveniences in regard to the availability of furnace oil in their ports.

जी विविलन कीरी : विवेकी बहाबो को भारतीय बन्धवाओं पर वह तुम भारतीय पर कौतूहल आयत देने से कितनी विवेकी बहाबा भर्जित होगी । क्या इस से कोई अतिरिक्त आय होगी, यदि हाँ, तो कितनी ? जो अतिरिक्त आय होती क्या इसको टेल के संसाधनों पर लाभ करने की व्यवस्था है यदि है, तो उस का क्या व्यौरा है ?

जी विविलन बरता : विवेकी बहाबा का इसमें कुछ भी आय नहीं होता है, अधोक्ष जिसने दाम पर जह लेते हैं, उसी दाम पर बेचते हैं । लेकिन यह देखा गया है कि इन आयत की कम्पनियों की साल में 16 करोड़ रुपये की आमदानी बढ़ी, लेकिन इस में कारोन-एक्सेन्च की कुछ भी गुणालग नहीं है । इन के लिए उन को कहा गया है कि वे एम एन्य को "कार्ट एण्ट मेट एडब्ल्यूसेट एकाउन्ट" में रखें ।

Taking over of Calcutta Electric Supply Corporation

344 SHRI JYOTIRMOY BOSU : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether West Bengal Government have sought the sanction of his Ministry to take over the Calcutta Electric Supply Corporation with immediate effect; and

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

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) No, Sir.

(b) Does not arise.

SHRI JYOTIRMOY BOSU : There is a Press report that the Government of India has advised the Government of West Bengal not to take any decision on the proposed take-over of the Calcutta Electric Supply Corporation and a Minister of West Bengal said that the State had proposed the immediate take-over of the Calcutta Electric Supply Corporation which is a British monopoly concern but that the Centre wanted them to wait.

Thirdly, the Calcutta Electric Supply Corporation produces only a part of its built-in capacity and its machinery is very old. Also in reply to one of my questions, the Minister has said:

"Certain proposals relating to the promulgation of an ordinance to enable the taking over of the management of the private licensee undertaking have been made by the West Bengal Government and are being examined."

So, will the hon. Minister kindly tell us as to what the latest position is and why in this vital sector they are allowing a foreign monopoly to operate and re-
patriate huge profits every year?

SHRI K C PANT : Actually, the West Bengal Government told us that they do not contemplate taking over of the Calcutta Electric Supply Corporation

SHRI JYOTIRMOY BOSU : This is a press report.

SHRI K C PANT : You are welcome to press it, but I am giving an authoritative version. They said that they did not contemplate the taking over of the Calcutta Electric Supply Corporation at the present moment. This is the definite information that they have sent to us. It may be an old undertaking. But by and large it is functioning reasonably efficiently. I have got the figures of the capacity, generation attained, etc. It is working reasonably well. As for the ordinance for take-over of the management, a proposal was received from the State Government but it was not specifically for the Calcutta Electric Supply Corporation. This is what I wanted to make clear to the hon. Member.

SHRI JYOTIRMOY BOSU : My second question is this. Generation of power is a vital matter. As far as I know, as per the Industrial policy resolution it must remain in the public sector. The Calcutta Electric Supply Corporation

is operating with Indian money. The borrowing from Government is Rs. 675 lakhs. Over that debentures are for Rs. 750 lakhs. Deposits from consumers is Rs. 443 lakhs. The total is 1868 lakhs. These are from Indian sources. On top of that the Indian shareholding of the ordinary stocks is to the extent of 54.24 per cent. They are buying public sector power, that is to say, what is produced by the DVC at a nominal price of 6.25 paise and they are selling it to the common man and also Government officers in Calcutta at three times the price and their profit is in excess of reasonable return as defined in the Calcutta Electricity Supply Act. Their profits have been in excess of reasonable return for many years. Why the Government wants to keep a British monopoly concern in this manner in the private sector although they have no contribution to make. They make profit on power generated by D.V.C. They buy it at 6.25 paise per unit. They sell it to Government officers in Calcutta at 19 paise per unit. I want to know as to what prevented the Central Government in nationalising the Calcutta Electric Supply Corporation. I want to have a clear and precise answer to my questions.

SHRI K. C. PANT : His question is this, that excess profits have been made which is above the reasonable return as provided in the Electricity Act. He has written earlier and certain information was sent to him. I will read from that information which has been sent to him. The reasonable return and clear profit were the same during the years 1951 and 1952 and also in the years 1963-64, 1964-65 and 1967-68. In 1953 and for the period 1-1-56 to 31-3-57 clear profit exceeded the reasonable return by 16.6 per cent (Rs. 22.5 lakhs) and 26.8 per cent (Rs. 47.5 lakhs) respectively. These were within the limits when prescribed by the Electricity Supply Act 1948. For the whole years the clear profit was less than the reasonable return. The company is said to have had an overall deficit in this respect for the period from 1951 and 1972-73, to the extent of Rs. 5.54 crores.

SHRI JYOTIRMOY BOSU : He has not answered my question . . . (Interruption)

SHRI A. K. M. ISHAQUE : He has made a long speech instead of asking a question.

SHRI JYOTIRMOY BOSU : Is he the mouthpiece of Calcutta Electric Supply Corporation? He has not narrated how the DVC power is taken by them which they are selling at three times the value. Government is loaning the money whereas they sell at three times the price.

MR. SPEAKER : The main question is about seeking information.

SHRI K. C. PANT : Sir, the hon. Member said that I was the spokesman of Electric Supply Company. I take it strong exception to this remark.

SHRI JYOTIRMOY BOSU : The money comes from consumers and bank finances. What is the price at which you are getting the D.V.C. power? You are the spokesman of the Electric Supply Company—hundred per cent. And that is why you are defending them.

SHRI A. K. M. ISHAQUE : Will the hon. Minister tell us what is the net production of electricity by the Electric Supply Corporation and was there any proposal from the Calcutta Electric Supply Corporation for generation of more power? If that proposal had come, what happened to the same?

MR. SPEAKER : In the previous reply he has said that he did not get any proposal in this regard very clearly.

SHRI A. K. M. ISHAQUE : That was with regard to the taking over of the Electric Supply Company.

MR. SPEAKER : He said that there was no such proposal.

SHRI A. K. M. ISHAQUE : Sir, my question is: whether there was any proposal from Calcutta Electric Supply Cor-

poration for the generation of more power.

SHRI K. C. PANT : With regard to the first part of his question, the power generated and purchased during the last three years by the Corporation is as follows:—

Year	In million units	
	Net Generation	Power purchased
1970-71 . . .	1,555	1,289
1971-72 . . .	1,618	1,360
1972-73 . . .	1,733	1,046

As regards the other question, I am not aware of any proposal for expansion that may have come through the State Electricity Board or the State Government.

SHRI PRIYA RANJAN DAS MUNSI : I would like to know from the hon. Minister one thing. Since the British-owned Calcutta Electric Supply Company have exploited our people and have taken enough money in the last few years, as we have taken over many private sector companies in many States, whether in our State too the Government would take over the well equipped units of the Electric Supply Company? If not, is there any set policy or something internal? This is what I want to know from him.

SHRI K. C. PANT : There is no question of any policy involved. If West Bengal Government wants to take it over, we shall certainly consider that proposal.

SHRI DINEN BHATTACHARAYYA : Sir, my question is relevant. It is a very simple question. Is it a fact that in the last six to eight months this Calcutta Electric Supply Company is trying its level best to increase its cost price of power from the consumers and is there some difference of opinion in this regard between the West Bengal Government and other industrial as well as the Calcutta

Electric Supply Company? If so, what is the reaction of the Government of India?

SHRI K. C. PANT : Sir, the Calcutta Electricity Supply Company has been pressing for an upward revision of tariff and they have been taking up the matter with West Bengal Government. They made a proposal and I understand the proposal was considered but the West Bengal Government did not agree. So, the rate of supply has not been increased.

Loss to railways due to strike and go-slow tactics

*345. **SHRI NAWAL KISHORE SHARMA:**

Will the Minister of RAILWAYS be pleased to state:

(a) the total loss suffered by the Railways in 1973 because of strikes and go-slow tactics, particularly by loco-men; and

(b) steps Government propose to take to stop these in future?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). A Statement is laid on the table of the Sabha.

Statement

(a) About Rs. 21 crores

(b) The legitimate demands of all categories of staff are considered and solved through the various tiers of the collective bargaining machinery—the Permanent Negotiating Machinery and the Joint Consultative Machinery—which have been functioning constitutionally and purposefully over a long period of time. Further, representations coming from any source, including unrecognised Unions, are given due consideration and appropriate action is taken in each case. When there is so much of scope for ventilating the grievances and getting them redressed, there should really be no room for sudden outbreaks of illegal strikes or agitations like 'Work-to-Rule', 'Work-to-Safety' etc.

(3) Under the order issued on 25-11-73 in exercise of Defence of India Rules 1971 strike is prohibited in Railway services for a period of six months with effect from 26-11-73. Violation of these orders is punishable as per provision of the rules.

(3) Railway employees who resort to illegal strikes in violation of the provisions of the Industrial Disputes Act, 1947, are liable for punishment.

(4) It has been decided to enforce the principle of "No Work-No Pay" to discourage the elements instigating strike and agitations.

(5) All acts of indiscipline will be dealt with firmly.

(6) The Grievance Redressal Machinery and Implementation Cell is being suitably strengthened.

ओम प्रसाद बिहारी बाजपेयी : अध्यक्ष जी, प्रबन्ध सम्बन्ध 357 भी इस के मामले लिया जा सकता है दोनों तरफ तो है।

अध्यक्ष महोदय विलक्षण एक तो नहीं है। अगर विवरणी है तो जल्दी कर के वहां पहुँच जायेंगे।

बी नवाब किशोर सर्वी : यद्दी महोदय ने अपने प्रबन्ध में जो स्टेटमेंट दिया है उस से ऐसा लगता है कि देश में रेल की हड्डालों के कारण 21 करोड़ ८० की हालि है। निवन भेग क्यात है कि यह किसर सही नहीं है क्या कि सन्केत में हड्डालों के कारण नेत्र की तात्रि के अन्वावा उत्तरादेश में और भारतीय वां जा परेजाली है तो वह इस ले कही ज्यादा होती। ऐसी स्थिति में जब कि हड्डाले देश में एक योगीर सफर का कारण बनती जा रही है, तो मैं मन्त्री जी से पूछता बाहता हूँ कि उन्होंने जो अपना स्टेटमेंट दिया है उनके अनुसार हो नहर वां अवस्था की बात कही गई है—एक अवस्था कानूनी है और उनके अन्तर्गत हो, तोमर जो उनका स्टेटमेंट है उसके अन्तर्गत होने उन्होंने कदम उठाये है। मैं बाबना बाबना हूँ कि ही० आई० आर० के तहत लिखते

लोगों को आप ने लिखतार किया उन लिखतार किये हुए अस्तित्वों की जाग या क्या स्थिति है? मात्र ही नम्बर लीन में जो आप ने लिया है कि इडरिट्रिब्यूट एक्ट 1947 के तहन भी इन लोगों को मजा दी जा सकती है, तो क्या इस प्राविधिकान के अन्तर्गत भी कुछ लोगों को मजा दी गई? और यी गई, तो किनने लोगों को मजा दी गई, अथवा मुकदमे बनाये गये तो किनने लोगों पर मुकदमे बनाये गये?

इम के मामले ही मैं जानता बाहता हूँ कि जो आप ने कदम उठाये उनका क्या अमर हृषा और इम में हड्डाल की स्थिति में कार्ड सुधार हृषा?

अध्यक्ष महोदय : माननीय बाजपेयी जी, आपने नाकामीन के बारे में मजान पूछा है, वह अलहृदा मजान है।

ओम प्रसाद शही कुरेती यह हकीकत है कि रेलवे की हड्डाल की बजह में जो नुकसान हृषा रेलवे को माल ले जान का वह 21 करोड़ रुपये का हृषा। लेकिन जो रेलवे का नुकसान पहुँचाया गया वह इस के प्राप्तावा है, समस्किन है करोड़ों में जाय, और अदाव नगाया गया है कि नकरीबन ४० करोड़ ५० का नुकसान पहुँच चुका है तो जो हड्डालें बड़ी बड़ी ३०८० वर्ष हैं तो जिस में लोको रेनिं स्टाफ की हड्डाल मब से बही थी और उस में कुछ आदित्यों को डो०आई०आर० ३०८० के नहन लिखतार किया गया। निवन बाद में एक अमलालों के नहन और मिनिस्टर साहब के बयान देने के बाद यह रहा यहा क्या कि जिनने लोगों को डो०आई०आर० के नहन लिखतार किया गया या सब का धाइ दिया जायगा, और कार्ड भी लज्जा आज डो०आई०आर० से लिखतार नहीं है। कुछ लोगों के लिखाल के सेव बस रहे हैं, लेकिन इस ने साचा कि अच्छे लालू-कान कायम हो इमनिये सब के लिखाल के सेव का चिद इस लिखता है। यह सही बात है कि जिनलों मन्त्री से हम का कदम उठाता बाहिये था उतना नहीं किया। लेकिन यह की बार अगर ऐसा होया तो उस को मन्त्री से निपटा जायगा, और हमने

यह फैसला किया है, जहाँ तक इस अक्षय का तात्पूर है, कि जो कान नहीं करेगा उस को कोई तनावाह नहीं मिलेगी और जो रेल में गडबड करेगा उन के बिलाक कायंबाही की जायेगी।

अक्षय घटनावाह: जोको भैं को भी प्राप्त हो गए हैं। मैंने इसको घलग रखा था। 357 का भी प्राप्तने इस में त्रिक कर दिया है इसको भी अब भाष्य ही से लेते हैं।

Gist of demands of loco staff accepted by Government

***357. SHRI ATAL BIHARI VAJPAYEE:**

SHRI G. Y. KRISHNAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of man days lost and the extent of loss of revenue suffered by the Railways as a result of the locomen strike in the month of December, 1973; and

(b) the gist of the demands of the loco running staff accepted by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAHI QURFSHI). (a) and (b). A statement is laid on the Table of the Sabha.

Statement

(a) The number of man days lost and the extent of loss of revenue suffered by the Railways as a result of the locomen's strike in the month of December, 1973, are 2.24 lakhs and Rs. 6.11 crores respectively.

(b) The understanding on which the Loco Running Staff called off their agitation in December, 1973 and action taken thereon is as follows:

1. There will be no victimisation or any penal action. It has been accepted that just for trade union activities there will be no victimisation or any penal action.
2. The Loco Running Staff Grievances Committee (Mohd. Shafi

Qureshi Committee) should meet soon after—accordingly a meeting was arranged on 28th December, 1973 at 11.00 A.M. to look into the earlier and present grievances of the Association and it was also attended by Shri L. N. Mishra, Railway Minister.

3. That all those arrested should be released and warrants and connected cases withdrawn—It was accepted in regard to all cases not involving violence and sabotage.
4. That the 10 hour duty should be implemented. It was agreed that the process of implementation of 10-hour duty will be further considered by the Railway Minister and the Labour Minister in the meeting of 28th December, 73. In that meeting it was accepted that the duty period would be reduced to 10 hours in a phased manner.

धो नक्षत्र लिकार शर्मा इसी स्टेटमेंट में इन्होंने लिखा है

"Further, representations coming from any source including unrecognised unions are given due consideration and appropriate action is taken in each case".

Then, I would request him to refer to item (6) which reads thus:

"The grievances redressal machinery and implementation cell is being suitably strengthened".

एवं धो धारने मता की बात कही और इसी धोर जो अनारिकाग्नाइट रखनांद हैं उनकी धोर में जान नीर पर यह लिकायन की जाती है कि रेलवे बोर्ड और उसके बड़े अधिकारी उन लोगों की लिकायनों की तरफ व्याप नहीं होते हैं। यहाँ नक कि बहुत सी इस तरह की मुश्लियत के अध्ययन एवं वीज हैं। यहाँ यह सही है कि एवं यीज के पक्कों पर रेलवे बोर्ड और जनरल मैनेजर प्राप्ति यह कर कर जावाब देने से इन्कार कर देते

है कि यह मामला स्टाफ के रिमेंडर है इसलिए इस में कोई जवाब नहीं दिया जा सकता है ? यदि यह नहीं है तो क्या आप इस तरह के कानून कदम उठायेंगे कि लोगों की वाजिब शिकायतें भूर हो सकें ?

प्राइटम नम्बर 6 में यह है ।

"The grievances redressal machinery and implementation cell is being suitably strengthened".

इसके बारे में आपने क्या कदम उठाये हैं ? जबाब जो आपने दिया है वह बहा बहा था । क्या उसका आप एक्स्प्रेस करेंगे ?

श्री श्रीहरिहर राजी कुरैशी : एक बार नहीं कई बार कहा जा चुका है कि रेलवे में दो शिकायना-इडड यूनियन हैं जिन के माध्यम सैर्विचरियज की जाती है और जिन का मान्यता दी गई है । इसने अनावा रेलवे में मान सौ बेटरीज वै और कुछ नहीं के पर अवार हर कीटरी । शिकायनिकान दी जाए तो बहुत मश्किल हो जाता । नव भी, इसके बावजूद, भी जो अनरिंगनाइड यूनियन है उसकी नमादरी अगर कोई मैम्बर पालियामेंट करना है और बैठकियन मैम्बर पालियामेंट के उनकी शिकायतों का रेल मत्रालय के मामले रखना है तो उसका बाकायदा तोर पर जबाब दिया जाना है । हाल तो जो गांडंजी की एजीटेन हूई । माननीय मदस्य श्री यादव उनकी नुमाइदारी पर रहे थे । हम लोगों ने उस से बातचीन की । लेकिन सैवेन और आप सैवेन की जो शिकायत है उसके लिए डिविजनल निया जोनल सैवेन पर यह हिदायत दे दी गई है कि अगर अनरिंगनाइड यूनियन भी शिकायतें पेश करे तो उसकी मृतवार्षी होनी चाहिए और जहा तक हो मैके उसका निपटान भी हो जाना चाहिए ।

श्री श्रीहरि शिहारी बाबूजी : मर्दी महोदय ने हो परम्पर चिरोधी उत्तर दिये हैं । श्री जर्मी जो प्रश्न के उत्तर में उन्होंने कहा है कि 21 करोड़ का नुकसान हुआ है । लेकिन मेरे प्रश्न के जवाब में कहा है ।

"The number of man-days lost and the extent of loss of revenue suffered by the Railway as a result of the locomen's strike in the month of December, 1973, are 2.24 lakhs and Rs. 6.11 crores respectively.

इन में में कौन सा आकड़ा नहीं है ।

प्रधान अधीक्ष्य : उनका जनरल था, आपका संप्रेषणिक है ।

श्री श्रीहरि शिहारी बाबूजी : जर्मी जो का भी लोकों के बारे में है । लोकों को आप देखें । 1973 में लोको कम्बनारियों की विजेता वर लोको मैन की हड्डनाल और दीरं काम । मव रेलवे कम्बनारियों का उल्लंघन नहीं है ।

मैं जानता चाहता हूं कि लोको कम्बनारियों की शिकायतों पर विचार रखने के लिए जो कुरैशी बमेटी है उसकी अभी तक किनी बैठकें हुई हैं, किनमें मुहों पर फैसला हो चका है और क्या यह सच है कि रेल मर्दी न गाहों के प्रतिनिधियों को भी कुरैशी बमेटी म शामिल करना मान दिया है ?

श्री श्रीहरिहर राजी कुरैशी : गांडंजी का उम कलेक्टर में शामिल नहीं किया गया है । जहा नक पहले मवाल का नाम्बूक है, जर्मी जो का मवाल था कि 1973 में जितनी हड्डनाल हुई जिन में लोको-मैन भी शामिल है उस में कुन किनता नुकसान हुआ ? दिवाल्वर के महीने तक 75 हड्डनाल हुई है जिन में लोकोमैन की स्टाइक भी शामिल ही । बाजपेयी जो का जो प्रश्न है वह यह है कि दिवाल्वर महीने में जो सोनामैन की स्टाइक हुई उस में किनता नुकसान हुआ । उसका नुकसान 6 करोड़ के करीब है । मव मिलाकर 21 करोड़ के करीब है बल्कि इससे भी ज्यादा है । कलेक्टर जो देंरी धर्यालगा में बनी है उसने इस बक्स तक मेरे खाल में बारह से ज्यादा शीटिंग की है और तमाम भास्त्रे हल हो चुके हैं मिलाकर एक के द्वारा वह है एस बटे जो काम करने का प्रोश्राम है उस पर कैमे धर्यालगा किया जाए । उसके लिए अबकी शीटिंग तीन घंटीन को शुरूर की गई है । उसके

बाद चार विदेशी में जा कर वोके पर जांच पढ़ाताम करके यह तरफ लिया जाएगा कि तीन बरल का जो हमने बहल रखा है इसके लिए इसमें भी कल मे लया यह कल ही बहला है या नहीं। बाकी सभाम बातों पर समझौता हो चुका है।

श्री शहद विहारी बालपेठो: अभी कहा गया है कि भगवर पालियामेट के बैम्बर रेल कमंचारियों की लिकायते सामने आने हैं तो ऐसे ही उनके सचान भान्यता प्राप्त हो या न हो उन पर रेल भवालय विचार करता है। क्या अंडी महोदय को मालूम है कि जब गाँव कंड ट्रॉल नियम पर बल रहे थे उम सभय यथा स्टेशन पर जब लोक सभा के एक बैम्बर थी ईश्वर बौद्धरी गाड़ी को ने कर दानापुर के विविजनल मैनेजर थी गुलाटी से बातचीन बरने के लिए गए तो श्री गुलाटी न कहा।

"I am not prepared to talk to any bloody MP".

AN HON. MEMBER Bloody MP?

SHRI ATAL BIHARI VAJPAYEE: Yes.

उमके बाद मैं गया था या। मैंने उम बान की पुष्टि कर दी है। क्या रेल प्राधिकारियों का पालियामेट के बैम्बर के साथ उम नगर का प्राचरण करने की छूट दी जाएगी—

श्री राजावतार शास्त्री: ऐसे प्राधिकारियों का निकाल बाहर करना चाहिये। इस नगर की लिकायते अकमर ही रही है।

SHRI JYOTIRMOY BOSU: This is a very serious matter. If what the leader of the Jan Sangh has said just now is true, the Minister has to give an assurance that that officer will be suspended at once. We want a clear and categoric assurance as to what action the Deputy Minister is going to take against this offices who had the cheek to describe an MP like this. The Ministers may be called by that adjective. We do not wish to be called by that

SHRI ATAL BIHARI VAJPAYEE: Ministers are also MPs. We cannot allow officers to describe Members as 'bloody MPs.'

SHRI JYOTIRMOY BOSU: We want a clear and categoric assurance here by the Railway Minister that that officer will be dealt with firmly. It involves everybody in the House.

MR. SPEAKER: Kindly sit down.

श्री शहद विहारी कुरंसो: जिस बान की तरफ लिकायती जो ने नवजगह दिलाई है भगवर गेंडी बाल है तो इत्तहाई भान्यतामालक है और मैं मदन को यकीन दिलाना चाहता हूँ कि मैं मदन के बैम्बर की बान पर ज्यादा गमवार करवा और भगवर इम किस्म श्री बाल हूँ है जो लिये भगवर ने यह बान कही है उमके लियाफ बड़ी कार्यवारी की जाएगी।

श्री राजेन्द्र प्रसाद यादव: यन दिनों मे यह देखने मे आया है कि हजारों 'भीम बाम बरो' या 'नियमनामार बाम करो' बब गूँह हो जाते है नव सरकार उम दिला मे काई कडम उठाने है, लेकिन तब नव सरकार दो बाकी बाटा हो जाना है। क्या गेंडी कोई व्यवस्था की जायेगी यि उम नगर हो इत्तहाई या एजीटेशन बम होने से पहले ही जब इमवारियों की कोई इमाइड सरकार के मामने जाये और वह उचित हो ना या यहकार उम हो मान ने, ताकि बाटा न हो?

श्री शहद विहारी कुरंसो: इत्तहाई बान नी है। भगवर उम के लिये बाकायदा नोंटिस दिया जाये, तो उम पर गोर लिया जाता है। लेकिन आज कल ना दिन मे चार बार, पांच हजारों हासी है गोर हम को एक भिन्न की भी कुरमन नहीं हासी है।

श्री राजेन्द्र प्रसाद यादव: प्राधिकारियों द्वारा यहोदय भेरे मवान का जबाब नहीं दिया गया है। यदि कमंचारी नियम द्वारा विवादित नोंटिस बहल हड्डाल करें, तो इस से पहले कि सरकार को बाटा हो, क्या उम की मानी हो मान लिया जायेगा?

श्री मुहम्मद शफ़ी कुरेशी: अगर कोई बात कानून के तहत उठाई जाती है और वाकायदा नोटिंग दिया जाता है, तो उम पर पूरा गौर किया जाता है।

श्री नाथराम अहिरवार: अभी गार्डों ने 'वर्क टु रूल' चानू किया है, जिस से सरकार को काफी नुकसान हुआ है। मैं यह जानना चाहता हूं कि क्या अब तक काम रूल के विरुद्ध चल रहा था; यदि हां, तो क्या उन रूल में संशोधन किया जाएगा, जिस से काम सुचारू रूप से चल सके।

श्री मुहम्मद शफ़ी कुरेशी: 'वर्क टु रूल' की यह जो नई इस्तलाह चली है, वह न किसी किताब में और न किसी कानून में दर्ज है। यह तो काम न करने वा बहाना है। जब काम न करने की नीति होती है, तो 'वर्क टु रूल' किया जाता है।

SHRI SAMAR MUKHERJEE: Is it a fact that during the last struggle in December 1973 by the locomen one of their main demands was the right to negotiate? Was a categorical assurance given to the loco running staff association that that right would be granted and it was on the basis of that assurance that the strike was called off? From the reply given by the Minister now, it appears that no categorical assurance had been given and the Association has been given the right to make representations through MPs. Was there not a categorical assurance as I mentioned earlier?

SHRI MOHD. SHAFI QURESHI: There was no bar for the loco running staff to discuss matters through some hon. Members of Parliament.

SHRI SAMAR MUKHERJEE: Have you given that assurance or not?

SHRI MOHD. SHAFI QURESHI: One of the demands was that they should be given the right to negotiate; that they should be recognised as a union. That has been rejected by the Ministry.

श्री राम सहाय पांडे: मंत्री महोदय ने बताया है कि 1973 में 75 हड्डालें हुई और उन से

80 करोड़ रुपये का नुकसान हुआ है। मैं समझता हूं कि 1973 का वर्ष रेलवे के इतिहास का शायद एक ऐसा वर्ष है, जिस में हड्डालें ही हड्डालें हुई हैं, और कुछ नहीं हुआ है। मंत्री महोदय ने कहा है कि अभी तक हम सब नहीं रहे हैं, लेकिन हम भविष्य में सब रहेंगे। इन्ही अनु-शामनहीनता, 75 हड्डालों और 80 करोड़ रुपये के नुकसान के बावजूद सरकार ने नहीं का रुख अपनाये रखा। इस के बाद वह सब होगी, हम का क्या भरोसा है? क्या गवर्नर्मेंट ऐसी कोई योजना बनायेगी, जिस के अन्तर्गत, यदि कर्मचारियों की मांगों में आचित्य है, तो उन के हड्डाल पर जाने से पहले ही उन के साथ समझौता कर लिया जाये, और माथ ही उन के साथ पांच वर्षों का टूस कर लिया जाये, ताकि स्ट्राइक न हो और रेलवे का आवागमन सुचारू रूप से हो; यदि हां, तो वह योजना क्या है?

श्री मुहम्मद शफ़ी कुरेशी: मैंने पहले ही बताया है कि रेलवे में दो रेकग्नाइज्ड यूनियन्ज हैं: ए०आई०आर०ए०फ० और एन०एफ०आई०आर०। ये सब बातें, जो केटेगरी यूनियन्ज वाले उठाते हैं, वे उन रेकग्नाइज्ड यूनियन्ज ने उठा रखी हैं। वाकायदा तौर पर एक पन्नेट नेयोशिप्पिंग मर्गीनरी है, जिन में इन तात्पर्य वालों पर गोर किया जाता है। लेकिन वदकिसी से इस गाल एक रो चली है कि हर एक किटेगरी यूनियन वही बात उठाना चाहती है, जो रेकग्नाइज्ड यूनियन्ज ने पहले ही उठाई हुई है।

श्री राम सिंह भाई: क्या रेल विभाग में हड्डालें मांगों से पहले होती हैं, या मांगों के बाद होती हैं?

श्री मुहम्मद शफ़ी कुरेशी: दोनों बातें होती हैं, लेकिन आम तौर पर हमें हड्डाल का कोई इलम नहीं होता है और उस से पहले काम बन्द हो जाता है।

श्री मधु लिम्बे: क्या रेलवे भंतालय स्वयं चाहता है कि छपुट विभागीय हड्डालें हो, ताकि रेलवे फैडरेशन के द्वारा, और जो एक्शन कमेटी बनी है, उस के द्वारा जो छ: बड़ी मांगे रखी गई

है, उम पर समझौता करते की जीवत न पाये और रेलवे मे बहुत बड़ी हडताल न हो ? या मत्ती भाषेव्य की वह मंता है ?

जी बहुत बड़ी कुरेंगी : जी नहीं । हमारी वह मत्ता नहीं है ।

SHRI THA KIRUTTINAN: I would like to know from the hon. Minister whether it is a fact that a relay fast is going on in front of the General Manager's Office, Madras, by these Locomen and, if so, what are their demands. Regarding ten hours of duty it was assured in this House that it will be implemented and, so far as the other demands are concerned, the Qureshi Committee was appointed to go into them. May I know whether the Qureshi Committee has considered the other demands and, if so, how many decisions have been taken?

MR. SPEAKER : That is not quite relevant. But if the Minister has got the information and wants to give it, I have no objection.

SHRI MOHD. SHAFI QURESHI: I have no information.

SHRI THA KIRUTTINAN: A relay fast is going on by the Locomen in Madras.

MR. SPEAKER. The main question is about the total loss suffered by the railway in 1973 and you are asking about what is going on currently. If you give notice, he will supply the information.

SHRI BHOGENDRA JHA: May I know whether one of the causes of these strikes is not that the so-called recognised unions within the federation do not represent the workers in many railways. if so, may I know whether the Government is going to introduce a system of "one railway, one union" on the basis of secret ballot ? is it a fact that in the North-Eastern railways an unregistered union is recognised while another registered union of the same name is not recognised and this unlawful act is leading to troubles and strikes?

SHRI MOHD. SHAFI QURESHI: We are making efforts to have one union for

one industry. That is our endeavour. But, as the position stands, we have today recognised two unions and they continue to represent the employees and their grievances. We are trying to have as suggested by the hon. Member, one union by secret ballot.

SHRI BHOGENDRA JHA: You have recognised an unregistered union, which is unlawful.

SHRI MOHD. SHAFI QURESHI: We have not recognised any such union.

Steps Taken to Review and Revise the Prescribed Limits of Election Expenses to be Incurred by Candidates

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*346. **DR. H. P. SHARMA :**
SHRI M. C. DAGA :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Government's attention has been invited to the fact that with the increasing costs and decline in the value of the rupee, it is no longer possible for any candidate to fight any parliamentary or Assembly elections within the prescribed limits of election expenses; and

(b) if so, what steps, if any, have been and are being taken to review and revise the prescribed limits of election expenses at realistic levels ?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE): (a) and (b). There is no proposal under consideration to revise the prescribed limits of election expenses. The limits were increased in January, 1971 on the recommendation of the Election Commission and if and when there is a need for a further upward revision, the same can be affected by amending the rules.

Dr. H. P. SHARMA : My Question was to find out from the Government whether they thought it possible for any candidate to fight any Parliamentary or Assembly elections within the prescribed limits of the expenses and the Government's answer is, yes.

On Government's own admission, there has been a price escalation of the order of 26 per cent in the last year alone. The value of the rupee has gone down from 1961 onwards to 36 p. The price of gasoline has gone up by more than 200 per cent. My question is : Does the Government deny these facts or does it think that in spite of all these things, the limits do not call for any revision ?

SHRI H. R. GOKHALE : The Government is not rigid about this. The revision of the upper limits fixed under the rules is done on the advice of the Election Commission. In view of the changed circumstances, I have no objection to referring this matter to the Election Commission for their advice.

Dr. H. P. SHARMA : There was a Joint Committee on Amendments to Election Law and it made certain recommendations. Some of the recommendations included the formation of experts committee, etc. what is the Government's assessment, the Government's thinking, of implementing some of these recommendations. Till then, does the Government realise that the candidates can be compelled to resign their seats because they have to conform to election expenses limits which in reality do not have any meaning whatsoever today ?

SHRI H. R. GOKHALE : I think, the two questions are not connected. The first part of the hon. Member's speech related to certain recommendations made by the Joint Committee. The Joint Committee has made recommendations of different kinds. As regards the election expenses to which the question refers, the Joint Committee during its deliberations had itself appointed a special sub-Committee to go into the matter. Two aspects were under consideration. One aspect was whether this limit should be taken away. The other aspect was whether there should be any change in the limit prescribed. The Joint Committee came to a conclusion that it is not possible to take the view that there should be

no limit at all. Therefore, there was no question of Government considering that the limit should be altogether removed. They also made certain other recommendations which are under the consideration of the Government. As I said, in view of the circumstances, I am willing to refer it to the Election Commission for their advice.

श्री मूल चंद दास : ज्वाइट कमेटी ने जो रेकेंडेशनल की है, विधि मनी क्या यह आहत है कि जो कानून लागू किया जाय उस का पालन न हो और कानून का पालन न हो यह बद्दलत करेंगे तो क्या इस रेकेंडेशन को बदल भानेंगे :

"In keeping with the Committee's view, five copies of electoral rolls instead of two shall be supplied free of charge to every recognised political party,...."

Whether all these recommendations in Para 17.16 of the Report will be implemented or not.

ज्वाइट कमेटी ने जो रेकेंडेशन दी है या तो पोनिटिकल पार्टीज अपने खर्चे का पूरा पूरा हिसाब दे और उन खर्चों का हिसाब न दे मार्कें तो इम प्रकार की सुविधा केहीडेट को उपलब्ध करानी चाहिए, इस के बारे में आप क्या कहते हैं ?

SHRI H. R. GOKHALE : They did make several recommendations. For example, they did make a recommendation that postage facilities should be allowed for posting of slips at the time of elections. It was also recommended, as the hon. Member rightly said, that a certain number of electoral rolls are to be supplied to every recognised political party. It is not as if that the Government has a closed mind on all these recommendations. They are under consideration.

But with regard to some of them, the expenditure involved is very large. I have got some figures which I will mention by way of illustration. For example, the cost of distributing identity slips by post in respect of only one Parliamentary con-

stituency comes to Rs. 1,10,934. In 1971 the total number of electors was a little over 28 crores and the total number of elective seats in Lok Sabha was 519. The electorate will go up in 1976 substantially; it will go upto nearly 300 million, and the cost of despatching slips, after the increase in the postal rates, would come to Rs. 1,15,000 per constituency. Therefore, while the recommendation appeared attractive, it was not practicable to consider it from the point of view of national economy. But matters like electoral rolls and supply of printed slips for distribution are under consideration. Subject to correction, may I say that in the recent elections in U.P. and Orissa, printed slips were supplied.

SHRI ATAL BIHARI VAJPAYEE: No.

SHRI H. R. GOKHALE: I have said that I was speaking subject to correction. This is my information. I will check that.

SHRI PILOO MODY: I would like to draw the attention of the Minister to the fact that, as far as these voters' slips are concerned, if there are eight candidates or five candidates in the field, each one of them has to do this, whether it is postal slip or otherwise. If the Government were to issue an identity card, a sort of permanent identity card, to the voter, it would have to be done just once, and the repeated expenditure of five or eight candidates in a constituency, going through the same process, performing the same task and incurring the same expenditure, could be saved. Do you realise, in terms of national wealth, how much money could be saved if only Government were to undertake this just once?

SHRI H. R. GOKHALE: This again is part of the same problem which I mentioned earlier. This was also considered in the Joint Select Committee. Giving just an identity card without photograph for identifying the voter . . .

SHRI PILOO MODY: With photograph.

SHRI H. R. GOKHALE: There were various ideas which were considered. It was felt that it was of no use because the identity card is really to identify the voter who would use the identity card to say that he is the real voter whose name is in the electoral list. The cast involved in this was so enormous that it was not considered practicable.

SHRI PILOO MODY: As it is, cost is incurred; it is incurred five times over. I have actually calculated; if all the candidates, expenditure was lumped together, the cost would be something like Rs. 2-1/2 crores as against Government having to do it only once even if it costs a certain amount of money.

MR. SPEAKER: It is a good suggestion for the Minister to consider.

SHRI DINESH CHANDRA GO-SWAMI: The hon. Minister has himself admitted that the recommendation of the Committee has no relationship with reality. In that context, may I ask him whether such limits are there in other democratic countries and whether Government has made a study whether these limits prescribed in other democratic countries are followed and if so followed, how it is ensured that these are followed properly?

SHRI H. R. GOKHALE: I can say generally that the position obtaining in other democratic countries was also examined during the deliberations of the Joint Select Committee. These limits do exist in most of the countries, and in most of these countries the procedure of election petition for violating the limit of expenditure is also in existence.

भी अटल बिहारी वाजपेयी: चुनाव कमीशन ने यह भी मिफानिश की है कि उम्मीदवारों के लावे के साथ साथ राजनीतिक एवं द्वारा यो खर्च किया जाता है उस का भी कही न कही ठिकाना होना चाहिए। क्या सरकार ने इस चुनाव पर विचार किया है यीर क्या सरकार कमीशन से कहेंगी कि इस बारे में कोई दोस्त प्रस्ताव लगा दिया जाए ?

SHRI H. R. GOKHALE : After considering the recommendations of the Election Commission and the report of the Joint Committee, a full-fledged Bill for amending the election law is already introduced in the Parliament.

WRITTEN ANSWERS TO QUESTIONS

Talks between Employees and Management of O & NGC

* 347. **SHRI VASANT SATHE :** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the second round of talks between employees and management of the Oil and Natural Gas Commission was held on the 27th February, 1974 to settle demands of the employees; and

(b) if so, the outcome thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH). (a) and (b). Talks between the ONGC management and the representatives of the 'Association of Scientific and Technical Officers' and 'Officers Association' of the ONGC were held for the third time on February 27, 1974, to discuss the demands of the officers for upward revision of their pay and allowances etc. Based on those discussions, the ONGC has forwarded a proposal in respect of certain categories of officers. This proposal reached the Government on 13th of March, 1974, and is being examined. The demands of the remaining few categories of officers are still under consideration of ONGC.

भारतीय रेलवे टिकट बैंकिंग स्टाफ को रेलग स्टाफ का दर्जा देना

* 348. वी संकर व्यापार तिहः : क्या रेल मंत्री यह बताने की हुया करेंगे कि :

(क) क्या भारतीय रेलवे के टिकट बैंकिंग स्टाफ की कठिनाइयों और आवश्यकताओं से

सरकार परिचित है,

(ब) यदि हाँ, तो क्या टिकट बैंकिंग स्टाफ को रेलग स्टाफ का दर्जा देंगे और उन्हें शीघ्र की आवश्यक सुविधा देने पर सरकार विचार कर रही है, और

(ग) यदि हाँ, तो प्रब तक और यदि नहीं, तो क्यों?

रेल मंत्रालय में उपर्युक्ती (श्री मूहम्मद शहज़ादुरेसी) : (क) हाँ हैं। सरकार भारतीय रेलवे के टिकट जांच कर्मचारियों महिने सभी कोटि के कर्मचारियों की कठिनाइयों और जबरनता से अवगत है।

(ब) नहीं।

(ग) प्रबन नहीं उठता।

मध्य प्रदेश में गांवों का विद्युतीकरण

* 349. दा० लक्ष्मीनारायण पांडेय : क्या तिथाई और विद्युत मंत्री यह बताने की हुया करेंगे कि :

(क) वित्तीय वर्ष 1972-73 में मध्य प्रदेश में किनने गांवों को विद्युती दी गयी थी;

(ब) वर्ष 1973-74 के प्रबन तक किनने गांवों में विद्युती देने का प्ररनाव है, और

(ग) मध्य प्रदेश में सभी गांवों को विद्युती देने दा० वायंबम कब तक पूरा हो जाएगा?

तिथाई और विद्युत मंत्री (वी हृष्ण चन्द्र पत्त) : (क) 1146 गांव।

(ब) घोर (ग) मध्य प्रदेश में 70,414 गांव हैं। 31-12-1973 तक 10,278 गांव विद्युतीकृत हो चुके हैं। 31-3-1974 तक इन गांवों की संख्या 10,700 होने की सधावना है। पाचवीं योजना के प्रावधान से 9000 और गांवों को विद्युतीकृत करने में सहायता मिलेगी। अस्ति गांव की योजनाओं के दोरान सेव रहे गांवों का उत्तरोत्तर विद्युतीकरण होगा। मध्य प्रदेश में सभी गांवों का विद्युतीकरण पूर्ण होने को तिथि बताना संभव नहीं है।

West Bengal Government request for take-over of Martin Burn Railways in Howrah

*350. SHRI INDRAJIT GUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received any request from West Bengal Government to take over Martin Burn Railways in Howrah; and

(b) if so, the salient features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Such requests were received in the past but were not accepted as operation of these dilapidated Light Railways was highly unremunerative. However after discussion with the Government of West Bengal it has been decided to construct Broad Gauge lines in that area rather than to take over the Martin Burn Railways.

झीबल रेल इंजारों का नियन्त्रण लाल दिया जाता

*351. श्री ग्रोकार लाल देरवा : क्या रेल मंत्री यह बताने की हुपा करेंगे कि

(क) क्या मरकार ने झीबल रेल इंजन बनाना बन्द कर दिया है, और

(ब) यदि हा, तो इसके क्या वारण हैं?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफ़ी कुरैशी) : (क) जी नहीं।

(ब) प्रश्न नहीं उठता।

Committee for Distribution of Furnace Oil to Industry

*352. SHRI D. D. DESAI:

SHRI RAGHUNANDAN LAL BHATIA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have framed any criteria for allocation of furnace oil to the industry;

(b) if so, the salient features thereof;

(c) whether any Committee has been formed for the purpose; and

(d) if so, the composition and main functions of the Committee?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) and (b). For the present a uniform 10 per cent efficiency cut is being made in furnace oil supplies to all categories of consumers against their assessed demands or actual 1973 offtakes as the case may be.

(c) Yes, Sir.

(d) Secretary and Director General, Technical Development, is the Chairman of the Committee which has in addition representatives from the Ministry of Railways, Ministry of Steel & Mines, Central Water & Power Commission and a representative from this Ministry Industrial Adviser, DGID is the Member-Secretary. The Committee will recommend *inter-alia* measures for reducing the consumption of furnace oil in the country as quickly as may be practicable without at the same time inhibiting industrial production and other economic activities; lay down priorities for the allocation of furnace oil to the different categories of consumers; scrutinise all new requests from industrial units based on furnace oil; watch the progress of availability and supply of coal to industries which on technological considerations can switch over to coal in place of FO; and monitor the progress made in the direction of economy in the use of furnace oil and fuel efficiency.

Decision to Work-to-Rule by All India Railway Employees' Confederation

*353. SHRI TRIDIB CHAUDHURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the attention of Government has been drawn to the decision of the All India Railway Employees' Confederation which met in Madras from 15th February to 17th February, 1974 to resort to work-to-rule with effect from 15th April and to

cease all work from 16th May, 1974 until the minimum demands of the confederation are conceded;

(b) what is the *locus standi* of this Confederation and the sections of Railway employees, on zonal or trade basis, which it represents; and

(c) whether Government have received any representation or charter of demands from the Confederation?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS: (SHRI MOHD. SHAFI QURISHI): (a) Yes, Sir.

(b) All India Railway Employees' Confederation is an unrecognised body. The following 15 categorywise Associations are claimed to be its constituent units -

1. Indian Railway Loco Mechanical Staff Association.

2 All India Station Masters' Association

3. All India Loco Running Staff Association.

4 All India Railway Commercial Clerks Association.

5. Indian Railway Ticket Checking Staff Association.

6 All India Railway Ministerial Staff Association

7. Indian Railway Signal & Tele-communication Staff Association.

8. All India Guards Council.

9. All India Train Clerks Association.

10. All India Railway Accounts Employees' Association.

11. All India Carriage & Wagon Staff Council.

12. All India Railway Class IV Staff Association.

13. All India Train Controllers' Association.

14. All India Railway Stenographers Association.

15. All India Railway Drawing Staff Association.

(c) Yes, Sir.

Concession to Union Carbide for Manufacture of certain items

*354. **SHRI MADHU LIMAYE:** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what concessions have been given to the Union Carbide for the manufacture of certain items; and

(b) the policy of Government in regard to encouraging indigenous manufacturers?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) In respect of the items which are within the purview of the Ministry of Petroleum & Chemicals, no special concessions have been given to M/s Union Carbide (India) Ltd. In regard to the pesticides field however, *ad hoc* imports to technical materials needed for formulation are allowed with a view to providing adequate and timely plant protection cover. Such *ad hoc* imports are available both to the Indian and the foreign sectors of the industry and are designed for quick and regulated development of the pesticides industry *vis-a-vis* the requirements of plant protection and public health programmes.

(b) The policy of Government in this regard has been spelt out in the publication entitled "Guidelines for Industries—1973 74" brought out by the Ministry of Industrial Development.

बदरपुर विज्ञप्ति घर के 'बैचन ट्रेसर' का निर जाला

*355. क्यों हुक्म जल्द कराया: क्या सिवाई और विष्वास मली पह बताने की हुपा करेने कि :

(क) क्या बदरपुर विज्ञप्ति घर का "बैचन ट्रेसर" जो केवल कुछ भासीने पहले ही लकाया गया था, करवाई, 1974 में निर गया है :

(क) यदि हां, तो इस बारे में सरकार द्वारा की गई जांच के क्या परिणाम रहे; और

(ग) इस संबंध में सरकार द्वारा क्या कार्यवाही की गई है?

तिवारी और विद्युत भंडी (श्री कृष्ण भट्ट पता) : (क) बद्रपुर विद्युत केन्द्र में बैंगन टिप्पलर का नीडल (न कि ट्रेसर) 21 फरवरी, 1974 को नीब से गिर गया था।

(ब) और (ग) : इस मामले की जांच करने के लिए विशेषज्ञों की एक समिति नियुक्त की गई है। समिति की रिपोर्ट प्रतीक्षित है।

Clearance of Medium Irrigation Projects in Krishna Basin in Maharashtra

*358. SHRI ANNASAHEB GOTKIHINDE: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the names and locations of the medium irrigation projects in the Krishna Basin in Maharashtra which are awaiting clearance;

(b) whether he had assured the expeditious clearance of these projects and especially of Yerawadi and Siddhewadi as soon as the Krishna Water Dispute Tribunal's award was available;

(c) if so, the reasons for not clearing these projects upto now; and

(d) the time by which these projects would be cleared?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) to (d). The following new medium irrigation projects proposed by the Government of Maharashtra had been pending clearance on account of the Krishna Water Disputes—

Name of Project	Location
Khandala	In Tuljapur Taluka of Osmanabad District.
Pangaon Hingni	In Barshi Taluk of Sholapur District.

Name of Project	Location
Nazare	In Purnendhar Taluka of Poona District.
Bhandardi	In Bhoom Taluka of Osmanabad District.
Yerawadi	In Khatao Taluka of Satara District.
Hatiz Hingni	In Barshi Taluka of Sholapur District.
Sina	In Karjat Taluka of Ahmednagar District.
Siddewadi	In Tasgaon Taluka of Sangli District.
Ulup	In Bhoom Taluka of Osmanabad District.
Gudovala	In Chandgad Taluka of Kholapu District.

The Krishna Water Disputes Tribunal gave their decisions on 24th December, 1973. The State Government was requested to review the various new projects proposed by them in the light of the Tribunal's decisions and forward where necessary, modified projects and up-dated estimates. The State Government have since modified schemes where necessary and these are now under scrutiny in the Central Water and Power Commission and will be processed for clearance after the scrutiny is completed.

Train Accident near Moradabad

*359. SHRIMATI BHARGAVI THANAKAPPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether investigations into the causes of the train accident that took place near Moradabad at Kathghar on 20th February, 1974 have been completed;

(b) if so, the salient features thereof;

(c) the action taken against the persons found guilty; and

(d) whether the compensation as promised by him has been given to the victims or their families and if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). The accident occurred on 21-2-1974. The

Additional Commissioner of Railway Safety, Northern Circle, Lucknow, is holding his statutory inquiry into this accident which has not yet been completed.

(c) Suitable action will be taken against the staff held responsible, if any.

(d) Compensation is to be paid as per decision of the Claims Commissioner. The Government of Uttar Pradesh has been approached to appoint *ad-hoc* Claims Commissioner to determine the claims for compensation.

Separate provisions for Kalnadi Hydro-Electric Project and Cauvery Project in Karnataka

*360. SHRI C. K. JAFFER SHARIFF:

SHRI G. Y. KRISHNAN:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Planning Commission have agreed for separate provisions being made for the Kalnadi Hydro-Electric Project and Cauvery Project in the State of Karnataka; and

(b) if so, the main features thereof?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANI): (a) and (b). The Annual Plan 1974-75 for Karnataka has not so far been finalised. The major and medium irrigation projects in the Cauvery basin have not so far been accepted by the Planning Commission.

Oil exploration in Srinagar, Kashmir

*361. SHRI M. S. SANJEEVI RAO:

SHRI BHAGIRATH BHANWAR:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether it is proposed to take up oil exploration in Srinagar and other places in Kashmir valley; and

(b) if so, the broad outlines thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS (SHRI D. K. BOROOAH): (a) Yes, Sir.

(b) Four locations for drilling have been selected. They are at Raithan and Chhattargam in Srinagar district and Watergam, and Pattan in Baramula district, J & K State.

Railway Equipment Plant at Nasik

*362. SHRI M. RAM GOPAL REDDY:

SHRI R. S. PANDEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to set up a Railway Equipment Plant at Nasik;

(b) if so, total expenditure involved; and

(c) the tentative date when it will start production?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir;

(b) The initial expenditure for setting up this plant is expected to be Rs. 9.38 crores over a period of about 3 years chargeable to capital account;

(c) Regular production is expected to commence from December, 1976.

प्रतिरक्षित क्षेत्रों तेल का परिशोधन

* 363. श्री बद्रेश्वर मंडी तिलारी : क्या बेंडो-लियर और रसायन मंडी यह बताने की कृपा करेंगे कि .

(क) क्या प्रसम प्लॉट नामांैण्ड के नए कुओं में पाच लाख टन वार्षिक आनंद तेल उपलब्ध है;

(ख) मरकार उमके परिशोधन की व्यवस्था करने के लिए क्या पग उठाने का विचार कर रही है; और

(ग) देश में तेल संचय के समय परिशोधन व्यवस्था करने में विलंब के क्या कारण हैं?

बेंडो-लियर और रसायन मंडी (श्री देवकाल मंडी) : (क) प्रसम में तेल तथा प्राकृतिक गैस

आयोग के थोड़े का वर्तमान उत्पादन प्रतिवर्ष लगभग 4 लाख मीटरी टन हैं। लगभग 2 से 3 वर्षों में असम में तेल तथा प्राकृतिक गैस आयोग के कुओं से प्रति वर्ष 5 लाख मीटरी टन से कुछ अधिक अतिरिक्त उत्पादन होने की आशा की जा सकती है।

(ख) और (ग). लगभग 4 लाख मीटरी टन का वर्तमान उत्पादन बरौनी शोधनशाला में शोधित किया जाता है। इस के अतिरिक्त, बोगेइ गांव शोधनशाला में 1976 के द्वितीय चतुर्थांश के दौरान उत्पादन शुरू हो जाने की आशा है। तेल पाइपलाइन की क्षमता में समुचित विस्तार किये जाने के लिए कदम उठाये गये हैं ताकि अतिरिक्त कच्चे तेल की उपलब्ध बोगेइ गांव शोधनशाला द्वारा उत्पादन शुरू किये जाने के साथ मेल खा जाये।

मध्य रेलवे में मजदूर यूनियनें

3579. श्री गंगा चरण दीक्षित: क्या रेल मंत्री यह बताने की कृपा करेंगे कि मध्य रेलवे में कितनी मजदूर यूनियनें काम कर रही हैं और उनमें से कितनी यूनियनों को मान्यता मिली है और उनका व्यौरा क्या है?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरैशी): मध्य रेलवे में तीन यूनियनें काम कर रही हैं। इन में से दो मान्यताप्राप्त हैं, जिनकी विशेषताएं नीचे दी गयी हैं:—

नाम	मान्यता प्राप्त राष्ट्रीय स्तर	3-1-2	
1	2	3	4
राष्ट्रीय रेलवे	मान्यताप्राप्त	आलइंडिया	5908
मजदूर संघ		रेलवेमेन	
(मुख्यालय)		फेडरेशन	
मध्य रेलवे	मान्यताप्राप्त	नेशनल फैड-	64934
मजदूर संघ		रेशन आफ	
		इंडियन	
		रेलवेमेन	

Golcha Properties Limited

3580. SHRI BISHWANATH JHUNJHUNWALA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what is the total accumulation of money with liquidator of the Golcha Properties Pvt. Ltd.

(b) whether any progress has been made to settle the issue of payment of Income-tax on a deferred payment basis and to distribute the accumulated money among the creditors; and

(c) if so, the nature of decision taken and when further instalments will be given to creditors?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) Attention is invited to the statement laid on the Table of the House on 15th June, 1973 in fulfilment of the assurance given to Lok Sabha Unstarred Question No. 5704, dated the 3rd April, 1973, particularly part (a) thereof, wherein it has been stated that a sum of Rs. 77,01,591 had been received by the Office of official Liquidator upto 26th March, 1973.

(b) Attention is invited to the Lok Sabha Unstarred Question No. 1206 and the answer thereto dated 20th November, 1973, particularly part (c) and (d) of the answer wherein it has been stated that the issue of settlement with the Income tax Department is the subject matter of a scheme of compromise arrangement filed by some of the creditors of the company in liquidation in the Rajasthan High Court. Moreover, the liability of the company for the Income-tax dues is subject matter of proceeding in the Supreme Court.

(c) The aforesaid proceedings are still pending and the distribution of further dividends by the Official Liquidator is a matter to be decided by the court as already stated in reply to part (e) of the Lok Sabha Unstarred Question No. 2206 referred to above.

Medical Re-imbursement to the Staff of Traffic Accounts Office, Ajmer and F.T.A., Western Railway at Delhi

3581. SHRI KRISHNA CHANDRA HALDER: Will the Minister of RAILWAYS be pleased to state:

(a) total number of staff working in the Traffic Accounts Office, Ajmer and Foreign Traffic Accounts Office, Western Railway at Delhi who have applied for medical re-imbursement since the year 1971, and

(b) if so, the reasons for not arranging payment to them even after the lapse of more than two years and the steps taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) 31

(b) Re-imbursement to the extent admissible has been allowed in 11 cases. 2 cases were not covered under the rules hence the re-imbursement was not allowed. 18 cases are under examination and steps are being taken to finalise them.

Depositing money by customers with Petrol dealers in Calcutta

3582 SHRI D B CHANDRA GOWDA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state

(1) whether Government are aware that Petrol dealers in Calcutta have asked their monthly customers to make a considerable amount of deposit immediately with them to enable them to make the usual daily supply of the fuel and the amount deposited would be adjusted against the monthly bills;

(b) if so, whether Government have made any assessment that if all the customers on monthly basis come out with a considerable amount of deposit, the dealers may have huge collection of money without paying any interest thereon, and

(c) if so, the broad features regarding the policy of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN) (a) to (c) Yes, Sir. Since December, 1973 dealers have switched over to cash or credit sales on deposit basis. Credit customers are required to deposit an advance equivalent to about 45 to 60 days consumption. No assessment has been made in respect of the financial implication involved in this. The terms of credit sales are generally left between the dealers and the customers, who wish to avail of the credit facilities.

*
Construction of 24 Quarters for Staff of FTA Office, Delhi (Western Railway)

3583 SHRI GADADHAR SAHA: Will the Minister of RAILWAYS be pleased to state

(a) whether the Railway Ministry had sanctioned in the Works Programme for the construction of 24 quarters for the staff of the Western Railway, Foreign Traffic Accounts Office, Delhi; and

(b) if so, the progress made so far and when the quarters are likely to be constructed?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes.

(b) Construction will be started as soon as the present ban on construction of non-functional buildings is revoked.

Decision on Representation regarding Trade Test for Post of Highly Skilled Carpenters

Grade II, Workshop, Ajmer (Western Railway)

3584 SHRI AJIT KUMAR SAHA: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No 1213 on the 31st July, 1973 about representation regarding Trade Test for Post of highly skilled carpenters Grade II, Workshop, Ajmer (Western Railway) and state the decision taken in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The required information is given in the statement laid on the Table of the House.

[Placed in Library. See No. LT-6471/74]

Expenditure on posting of TIAs at Bombay (Western Railway)

3585. SHRI AJIT KUMAR SAHA: Will the Minister of RAILWAYS be pleased to state :

(a) whether, inspite of sufficient number of TIAs having been posted at Bombay, Western Railway permanently several RTIAs are deputed to Bombay every month;

(b) if so, the reasons therefor and the total amount of TA paid to them for their stay at Bombay during the years 1971-72 and 1972-73; and

(c) the steps taken by Government to stop this recurring expenditure?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes. On an average, two or three RTIAs are deputed to Bombay every month.

(b) In Bombay area incidence of leave, deputation of TIAs on special duty etc results in arrear of work. Deputation of relieving TIAs in Bombay area is, therefore, unavoidable. The amount paid was as under :

1971-72	Rs. 8,121/-
1972-73	Rs. 11,356/-

(c) Expenditure on account of T.A. to RTIAs is unavoidable.

Applications Pending Approval to Prices of Drugs

3586. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the present position about the pending applications for approval of the price

of Drugs under the Drugs (Prices Control) Order, 1970;

(b) the number of applications which were pending approval on the 10th February, 1974; and

(c) what is the analysis of pending applications received after 20th November, 1973 under the following categories (i) less than one month; (ii) between 1-2 months; and (iii) between 2-3 months?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN):

(a) There were 1,698 such applications pending as on 14-3-1974.

(b) 1,277.

(c) (i) Less than one month	395
(ii) Between 1-2 months	411
(iii) Between 2-3 months	279
(iv) Above 3 months	613
Total	1,698

Shifting of proposed Loco Shed from Kazhakuttam to some other place

3587. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway administration has decided to shift the loco shed proposed to be built at Kazhakuttam to another place;

(b) if so, the reasons therefor; and

(c) whether Government propose to build this shed at Kazhakuttam where the Railways have got a large area of land under their possession?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c). One Locomotive Shed already exists at Quilon, which meets the requirements of the Railway, and there is no proposal to

set-up another Locomotive Shed at Kazhakuttam.

Charter of demands by Railway Protection Force Association

3588. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state :

- (a) whether the Railway Protection Force Association has submitted any charter of demands to government ; and
- (b) if so, the salient features thereof and the decisions taken thereon ?

THE DFPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, some of the recognised Railway Protection Force Associations of the Zonal Railways have submitted memoranda detailing therein their demands

(b) The demands mainly relate to :

- (i) parity in the pay scales of Railway Protection Force personnel with their counter parts in the Central Security Forces.
- (ii) Night Duty Allowance for Railway Protection Force.
- (iii) Washing Allowance.
- (iv) Feeding Allowance during emergencies.
- (v) Ban on periodical transfers.
- (vi) Privileges to recognised Railway Protection Force Associations.
- (vii) Withdrawal of amended Railway Protection Force Rule 21(8) of 1973.

Government have broadly accepted the Third Pay Commission's recommendations regarding pay scales for Class IV, III and II employees of the Central Government. The Commission have recommended improved scales for the Railway Protection Force staff after considering all relevant factors, including the representations made

to the Commission on behalf of this Force. These recommendations and the other demands are under examination.

Kerala Government request for surrender of old Goods shed land at Ernakulam

3589. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state :

- (a) whether Government of Kerala has requested the Central Government to surrender some land from the old goods-shed areas at Ernakulam for the establishment of a fisheries complex ; and

(b) if so, the salient features thereof and the steps taken thereon ?

THE DFPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The State Government of Kerala made a request for relinquishment of railway land measuring 3.62 acres on the South West side of Ernakulam Goods area for the establishment of fisheries complex there. As this is the only convenient plot available for the expansion of goods facilities, its transfer to the State Government was not agreed to.

Foreign Experts engaged in Oil Exploration in India

3590. SHRI MARTAND SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

- (a) the countries whose experts have been invited and are engaged at present in oil exploration in India ; and
- (b) the terms and conditions of their assignments and the period for which they have come to India ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

रेलवे कर्मचारियों को खेती के लिए भूमि का आवंटन

3591. श्री बहादुर मल्ही तिवारी : क्या रेलवे मंत्री यह बताने की हुया करेंगे कि :

(क) क्या उनके मंत्रालय में रेलवे कर्मचारियों को खेती के लिए भूमि देने के बारे में कोई योजना बनाई है ;

(ख) यदि हाँ, तो तत्सम्बन्धी मुख्य बातें क्या हैं ; और

(ग) क्या अन्य मंत्रालयों में काम करने वाले कर्मचारियों को इसी प्रकार से भूमि नहीं दी जा रही है ?

रेल मंत्रालय में उप मंत्री (श्री मुहम्मद शहरी कुरेशी) :

(क) जी हाँ ;

(ख) स्टेशनों के बीच रेलवे की हुयी योग्य कालतूर भूमि 'अधिक बढ़ उगाई' प्रयोजन के लिए राज्य मरकारों को सौप दी जाती है और उनमें अनुरोध किया जाता है कि उक्त भूमि की पट्टे पर देने समय उन भूमिहीनों को तरजीह दी जाये जो भूमि की स्वयं जुनाई करते हैं। उम्मे भी सर्वोच्च प्राधिकारिक उन नैमित्तिक अभियों की दी जाये जिन्होंने कम से कम तीन बर्ष भें में काम किया हो। जहाँ राज्य मरकारों कालतूर रेलवे भूमि लने के लिए अमर्त्यता व्यवन करती है, वहाँ उक्त भूमि सम्बन्ध खेतों के मानिको/खनीहारों/झांग स्नातको अथवा अन्य आवेदनकर्ताओं को पट्टे पर दी जाती है, लेकिन स्टेशन वाडों और रेलवे बस्तियों में कालतूर रेलवे भूमि रेलवे कर्मचारियों/रेल कर्मचारी महकारी कृषि मनियों को पट्टे पर दी जाती है,

(ग) मार्ग (ख) में उल्लिखित स्टेशन यडों और बस्तियों में स्थित रेलवे भूमि अन्य मंत्रालयों में काम करने वाले कर्मचारियों को आवंटन नहीं की जाती ।

कसी तेल—विशेषज्ञों द्वारा अन्मू खेत में तेल कूरी की खुशी

3592. श्री बहादुरलाल बहादुरकर : क्या डेफोलियम और रसायन मल्ही यह बताने की हुया करेंगे कि :

(क) क्या इसी तेल—विशेषज्ञों का एक दल

अन्मू खेत में तेल-कूरी की खुशी के कार्य में संलग्न है ; और

(ख) यदि हाँ, तो तत्सम्बन्धी मुख्य बातें क्या हैं ?

डेफोलियम और रसायन मंत्रालय में राज्य मंत्री (श्री शाहनवाज खां) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

Maintaining Data of Items produced by Drug Firms under Permission Letter

3593. SHRI BHALJBHAI PARMAR : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether it is compulsory for the drug manufacturers to maintain data for any item, permission for manufacture of which was given under the Industries (Development & Regulation) Act, 1951 ;

(b) whether any centralised data was maintained for permission/no objections letter and if not, the reasons therefor ; and

(c) whether manufacturing programme covered under permission/no objection letters does not constitute 'new articles'?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (c). There is no provision regarding the maintenance of data in the Industries (Development and Regulation) Act, 1951. However, for facility of administration of its licensing and other policies, Government have now started maintaining relevant data in respect of industrial approvals issued under the Act. No centralised data were maintained in regard to the details of the permission/no objection letters. The permission/no objection letters were issued on the basis of Licensing Committee's decision that production of an additional item by an existing undertaking would not amount to the manufacture of new article provided the additional item fell under the same 'head'

in the schedule and provided the use of a new trade mark or patent was not involved.

सिंचाई और विद्युत मंत्रालय में कार्य कर रहे हिंदी कर्मचारी

3594. श्री कुमोक बाजुला : क्या सिंचाई और विद्युत मंत्री मिचाई और विद्युत मंत्रालय में कार्य कर रहे हिंदी कर्मचारियों के बारे में 8 मई, 1973 के भ्रातारावित प्रश्न संख्या 9514 के उत्तर के संबंध में यह बताने की कृपा करें कि

(अ) क्या हिंदी भ्रातारावित को भ्राती संबंधी नियमों को अतिम कृप दे दिया गया है,

(ब) यदि हा, तो क्या पिछले चार-पाँच वर्ष से कार्य कर रहे भ्रातारावित की नियुक्तियों को नियमित बार दिया गया है, और

(ग) यदि नहीं, तो इन भ्रातारावित को स्थायी करने से विलम्ब के क्या कारण हैं ?

सिंचाई और विद्युत मंत्री (श्री कृष्ण बन्द घन्त) .

(इ) जी, हा ।

(ब) जी, नहीं ।

(ग) भ्राती नियमों के प्रावधानों के अनुमान हिंदी भ्रातारावित को पदों को नियमित आधार पर भरने के लिए कार्यवाही की जा रही है। इन पदों पर प्रतिनियुक्त आधार पर लगे व्यक्तियों पर भी अन्य पाँच कर्मचारियों के साथ विचार किया जाएगा ।

Approval of Diversification Programme of Drug Firms by D.G.T.D.

3595. SHRI SOMCHAND SOLANKI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether in the past under the exemption orders in force it was stipulated that details of diversification programmes by the drug manufacturing firms had to be got approved from the D.G.T.D. after furnishing certain facts;

(b) whether this approval was necessary before or after commencing the manufacture of diversified product; and

(c) whether this approval was optional or compulsory ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) In the orders issued in October, 1966, which allowed diversification without any licence, the industrial undertakings were to intimate to the DGTD or other appropriate Technical Authority the particulars regarding their revised manufacturing programme and the new article proposed to be manufactured, and also the value and nature of the minor balancing equipment, if any, added by them, and no approval of the DGTD was necessary.

(b) and (c) Do not arise.

मध्य प्रदेश में टिमरनी (मध्य रेलवे) पर इमारती लकड़ी का जमा हो जाता

3596. श्री मंगा चरण दीक्षित : क्या रेल मंत्री यह बनाने की कृपा करें कि

(ब) क्या मरकार को मालूम है कि रेलवे बैगन उपलब्ध न होने के कारण मध्य प्रदेश में मध्य रेलवे के टिमरनी स्टेशन पर लाखों रुपये के मूल्य की इमारती लकड़ी जमा हो गई है,

(च) तुग्गत हो बैगन उपलब्ध कराने के लिए मरकार ने क्या काववाही की है, और

(ग) यदि काई काववाही नहीं की गई है, तो उसके क्या कारण हैं ?

रेल मंडल द्वारा उपलब्ध वे उपभोगी (श्री मुहम्मद शहीद कुरेशी) (क) और (ब) जी नहीं। नवमंवर 1973 से फरवरी 1974, तक की अवधि में टिमरनी स्टेशन पर 114 माल डिब्बों में इमारती लकड़ी का लदान किया गया जब कि 1972-73 की इसी अवधि में 45 माल डिब्बों वा लदान हुआ था ।

(ग) प्रश्न नहीं उठता ।

उत्तर प्रदेश और लख्नऊ में जाति की सिवारी

3597. श्री वैदेश चरण दीक्षित : क्या लिखाई
और लिखाई मरी मह बताने की हापा करेगे कि

(क) उत्तर प्रदेश और मध्य प्रदेश में इस समय खेती योग्य निश्चित भूमि की प्रतिशतता क्या है, और

(इ) मरार द्वारा भव्य प्रदेश में निर्वाचित सुविधाओं में मुदार करने के लिए क्या कार्यवाही की जा रही है?

जिपार्टी और जिपार मंत्री (श्री राज चंद्र चंद्र):

(क) और (ख). इन सभी उत्तर प्रेषण में कुल फसली क्षेत्र के लगभग 34% जाग में सिवाई अवस्था है। इनमें वे व्यापक क्षेत्र भी शामिल हैं जहा पर सिवाई सुरक्षात्मक प्रहृति की है तथा जल की निर्धारित मात्रा प्रपर्याप्त है। इनके अलावा, वर्षान्दावा वे अन्नरोप जाने वाले बृद्ध क्षेत्रों को भी नशाकायिन मिलित प्राप्त होते हैं जो शार्मिल वर्ष निया गया है।

इस समय मध्य प्रदेश में लगभग 10° पमली धेत्र वी मिचाई को जाती है। मिचाई दो राज्य के पांचवीं योजना कार्यक्रमों में उच्च प्रायोगिकता दी गई है और पांचवीं योजना के अन्त तक इसकी प्रतिशतता बढ़कर लगभग 14.5° हो जाने वी प्राप्त है।

जात्य भ्रष्टों के स्त्रीलोगी विषय से जापानीय विद्वान् लेन्ज़ की स्थापना

3598. श्री गंगा चरण दीक्षित : क्या सिवाई
ज्ञान विज्ञान मध्ये यह बनाने की कृपा करें कि

(क) क्या एक असी दल ने मध्य प्रदेश के मीठी जिले के भिगरोभी कोयला क्षेत्र वा दिमबर, 1973 में मर्वेश्वर किया था और वहाँ एक तापीय विद्युत बेंद्र की स्थापना की समावना की पुस्ति की थी, और

(क) यदि हा, तो इस सबध में सरकार ने क्या आर्यवादी की है?

सिवाई और विद्युत मंत्रालय में उपर्युक्ती (जी विद्योपाय अलाय) : (क) और (ख), जी हाँ

एक सती दल ने उत्तर प्रदेश और बड़ब ब्रह्मेश्वर में तिरारीली कोप्याला लेव का सर्वेश्वर चिन्ह दिया है।

ये विशेषज्ञ उद्घोषे एवं विशुद्ध उत्पादन के लिए कोयले के उत्पादन के समेकित विकास हेतु संभव्यता रिपोर्ट तैयार करेंगे। सम्भव्यता रिपोर्ट के प्राप्त हो जाने पर आप कामधारी की जायेंगे।

ताप्ती नदी पर एक बाँध के निर्माण के बारे में समाजोत्ता

3599. श्री गंगा चरण वीक्षित : क्या तिथाई
और विष्वास भवी यह बताने की जग्या करेंगे कि

(क) क्या ताप्ती नदी पर एक बांध के निर्माण के बारे में मध्य प्रदेश तथा महाराष्ट्र सरकारों के बीच कोई समझौता हो गया है ?

(ब) यदि हा. तो उसकी मध्य बातें क्या हैं?

(ग) यदि हम बाध का नियमित कार्य प्रारम्भ हो गया है, और यदि हा, तो इसमें विनामी प्रगति होई है, और

(८) यदि नहीं, तो उक्त निर्माण वाय ने उक्त नव आरम्भ हो जाने की समावेशना है ?

सिवाई भौत विस्तृत मंत्रालय में उपमंत्री (श्री सिंहदेवर प्रसाद) (३) और (४) अपर नाती परियोजना (चरण-दा) के सबध में रहे, 1969 में मध्य प्रदेश और महाराष्ट्र राज्य सरकारों के मध्य एक समझौता हुआ था। समझौते में व्यवस्था है कि महाराष्ट्र सरकार को विद्याय-गोपाल मथुरा जलालय के लिए विस्तृत परियोजना रिपोर्ट तैयार बनाने के कार्य का आगे बढाए। भौत मध्य प्रदेश सरकार मध्य प्रदेश मीमा में पानी के सम्पुर्णजन के बारे में भौत अव्यवेचन करे और यदि भावालय हो तो मध्य प्रदेश में भौत अधिक मिलाई की व्यवस्था तेतु स्कीम में संशोधन करें।

(ग) और (घ) महाराष्ट्र सरकार ने हाल ही के परियोजना रिपोर्ट और स्कीम के लिए प्राप्तकरण देते हैं, जिसे दोनों राज्यों के एक संयुक्त उपरक्षम के रूप में कार्यवित करते का प्रस्ताव है। इनको केंद्रीय जन और विस्तृत आयोग में नकलीकी जाए जी यही है।

मत्त्व रेलवे के अस्ताली कर्मचारियों को स्थायी करना

3600. श्री हुकम बन्द कल्पाल : क्या रेल मत्ती यह बताने की कृपा करेगे कि

(क) इस अवय अध्य रेलवे में कितने ऐसे कर्मचारी हैं जो पांच वर्षों से अधिक की वेब-अवधि के बाद भी अस्ताली हैं, और

(ख) उन अस्ताली कर्मचारियों को स्थायी करने के बारे में सरकार द्वारा क्या कदम उठाने का विचार है ?

रेल अंदालय में उप-भंडी (श्री मुहम्मद शही कुरेशी) : (क) 2329।

(क) जहां वही अधिकार्य हो अस्ताली पद को स्थायी पदों से परिवर्तित करने तथा उन पर पावक कर्मचारियों को स्थायी बनाने के लिए एक विशेष अभियान चलाया गया है।

परिवेश रेलवे में हड्डताल के परिणामस्वरूप अतिप्रस्तु त्रुट्टि रेलवे सम्पर्क

3601 श्री हुकम बन्द कल्पाल : क्या रेल मत्ती यह बताने की कृपा करेगे कि यह दो वर्षों में रेलवे कर्मचारियों द्वारा की गई हड्डतालों तथा अन्य राजनीतिक आनंदोलनों के परिणामस्वरूप परिवर्ती रेलवे में कितने मूल्य की रेलवे समाप्ति का अन्त हुई है ?

रेल मदालय में उप-भंडी (श्री मुहम्मद शही कुरेशी) नगरण 8-53 सातवे सम्पर्क।

यह वर्ष उत्तर रेलवे में अंतिहृत की गई अपराध की छटनालें

3602. श्री हुकम बन्द कल्पाल : क्या रेल मत्ती यह बताने की कृपा करेगे कि

(क) यह एक वर्ष में उत्तर रेलवे में चलाई गयी अपराध की कुल कितनी छटनाली अंजी-कृत की गयी है;

(ख) इस सम्पर्क में कुल कितने अधिकारी को पिरस्तार किया गया; और

(ग) कितने अधिकारी पर मुकदमे चले और कितने अधिकारी को सजा हुई ?

रेल अंदालय में उप-भंडी (श्री मुहम्मद शही कुरेशी) (क) स (ग). एवं विवरण सभा पट्टा पर रखा है। [प्राप्तालय में रखा गया। वैधिक संख्या 6472/74]

सेवको कर्मचारियों की हड्डतालों वाले डिवीजनों के नाम

3603. श्री अम्बेश क्या रेल मत्ती यह बताने की हुया बतेंगे कि

(क) यह एक वर्ष के दौरान रेल विभाग की किन-किन डिवीजनों में लोको कर्मचारियों की हड्डताल हुई,

(ख) प्रत्येक हड्डताल कितने दिन बनी,

(ग) इसके कलम्बव्हप मरकार को अनमानन कितनी हानि हुई, और

(घ) यदि इन हड्डतालों में कोई रेलवे कर्मचारी नौरी से हड्डाये गये हैं तो उनकी मृत्यु क्या है ?

रेल मदालय में उपभंडी (श्री मुहम्मद शही कुरेशी) (क) गिरणे एवं वय के दौरान लोको रनिंग कर्मचारी। वे हड्डताल से उत्तर, पूर्वोत्तर पूर्वोत्तर सीमा, दर्जिण और दक्षिण पूर्व रेलवे के सभी डिवीजन, मध्य रेलवे के हासी जबलपुर एवं भूमाल डिवीजन, दक्षिण मध्य रेलवे एवं वियजवाडा और हुबली डिवीजन पूर्व रेलवे का आनंदमाल डिवीजन तथा पश्चिम रेलवे के बड़ौदा गत्तालम, जयपुर, कोटा और अजमेंग डिवीजन प्रविन रथ।

(घ) पिछले एक वर्ष के दौरान लोको रनिंग कर्मचारियों की तीन मृत्यु हड्डताले हुई जिनकी नारीये नीचे दी गई हैं —

गई की हड्डताल — 2-5-73 से 31-5-73 तक

अगस्त की हड्डताल — 1-8-73 से 12-8-73 तक

दिसम्बर की हड्डताल — 26-11-73 से 24-12-73 तक

(a) 1973 में सोको रेनिय कर्मचारियों की हड्डताम और भारतीयों के कारण 21 करोड़ रुपये की हानि का घनमान है।

(b) केवल इन हड्डतामों में भाग लेने के कारण किसी भी कर्मचारी को सेवा में नहीं निकाला गया।

Directive to State Governments to Economise use of Oil

3604. SHRI BISHWANATH JHUNJHUNWALA Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the Central Government have asked the State Governments and the Union Territories to economise in the use of oil;

(b) if so, when the orders were issued, and

(c) whether reports on economy measures and actual economy effected since the issuance of the order have been received, and

(d) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Instructions in this regard were issued on 17th November, 1973.

(c) and (d). No detailed information has been received from States of the economy effected since then. Overall sale of Motor Spirit in the country was, however, reduced by 19.2 per cent in November 1973, 19.9 per cent in December, 1973 and 23.8 per cent in January, 1974 as compared to the corresponding months of the previous year.

Disruption in Transportation of Goods due to increase in Prices of Petroleum

3606. SHRI M. M. JOSEPH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether the goods transport system to and from the Capital threatens to be disrupted due to a steep rise in petroleum products prices announced on the 1st March, 1974; and

(b) if so, the precautionary measures taken by Government to save the situation from deterioration?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The Goods Traffic System depends mostly on high speed diesel oil. Due to steep increase in the price of imported crude oil, increase in the prices of petroleum products became inevitable and price of products including diesel oil were revised with effect from 2nd March, 1974. However, while increasing the prices of products, the increase has been kept to a minimum in the case of high speed diesel oil. No reports have been received in this Ministry regarding disruption of goods traffic from and to New Delhi on account of the recent increase in the price of diesel oil.

Indian Assistance for setting up of a refinery at Basra in Iraq

3607. SHRI IAMBODAR BALIYAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether some engineers and technicians are being sent to Iraq for helping that country to build their refinery at Basra;

(b) if so, the broad outlines in this regard; and

(c) what will be the duration of their stay in Iraq and on what terms and conditions they are going?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). Iraq National Oil Company (INOC) requires the services of a large number of engineers and technicians. At their instance, applications were called for from candidates possessing the prescribed qualifications and a team of INOC interviewed a large number of suitable candidates. As a result, a number of Indian Engineers and Technicians in various fields of oil industry may go to Iraq on individual contract or on deputation under agreements between the Iraqi authorities and the parent organisations in India. The duration of their stay in Iraq and the terms and conditions of their employment will depend on the requirements of the Iraqi authorities and the qualifications and experience of the individual.

Indian Assistance for setting up of Refinery in Oman

3608. SHRI LAMBODAR BALIYAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government are helping Oman to set up oil refinery in that country;

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

(c) whether any engineers and technicians will be sent to Oman in this connection?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). In the context of recent changes in the world crude oil supply position, the possibilities of setting up joint refineries in collaboration with some of the Gulf countries are being explored. The proposal in respect of Oman is in a very preliminary stage.

Improvement in service condition of Judges of Supreme Court and High Courts

3609. SHRI R. P. ULAGANAMBI:
SHRI P. G. MAVALANKAR:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received any suggestions to improve the service conditions of the Supreme Court and High Court Judges and if so, the main suggestions in this regard; and

(b) what steps Government have taken or propose to take to implement those suggestions?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. GOKHALE) (a) and (b). There is a widespread feeling that the conditions of service of Judges of the Supreme Court and High Courts are not attractive enough for able members of the Bar to accept Judgeship. The Government are, therefore, considering, on their own, in what manner they could be improved. No specific proposals have yet been finalised.

Conference convened by E.C.A.F.E. on energy crisis at Bangkok

3610 SHRI P. M. MEHTA:
SHRI R. V. SWAMINATHAN:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether India attended the Conference convened by Economic Commission for Asia and Far East on the current energy crisis at Bangkok in February, 1974;

(b) if so, the decisions arrived at in the Conference; and

(c) the number of countries which participated in the Conference?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (d) Yes, Sir.

(b) and (c). The Conference was attended by members and associate members of the E.C.A.F.E. region and the United Nations bodies.

The subjects discussed at the Conference were :

(a) review of the energy situation in the countries of the region;

(b) effects of the energy crisis on various sectors of the economy;

(c) measures to lessen the impact of the energy crisis including assistance by International Organisations

The Conference did not arrive at any decision; but formulated a report to be considered at the ECAFE 30th Annual Session Meeting to be held at Colombo from 27th March to 8th April, 1974

Conversion of diesel agricultural pump sets to power

3611. SHRI K. MALLANNA. Will the Minister of IRRIGATION AND POWER be pleased to state whether instructions have been issued to the State Governments to convert the diesel agricultural pump sets to power?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): No, Sir. However in the context of present shortage of fuel, the Planning

Commission have requested the State Governments to collect information in regard to the number of diesel pumps, feasibility of their conversion to electricity, the cost estimates for their conversion etc. This information is still awaited.

Issue of Licences to Firms with less than 26 per cent foreign equity

3612. SHRI K. S. CHAVDA: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) in how many cases industrial licences were granted to firms, having less than 26 per cent foreign equity, for formulating formulations without any condition for basic manufacture since 15th August, 1973;

(b) details of licences so granted;

(c) in how many cases similar licences were granted to companies having more than 26 per cent foreign equity; and

(d) the broad outlines of such licences?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (d). No industrial licence was granted during the period 15-8-1973 to 28th February, 1974 to companies having foreign equity exceeding 26% for formulations without any condition for basic manufacture. Details of licences granted to companies having foreign equity of less than 26% during the same period for formulations alone are given in the attached statement.

Statement

S. No	Name of the firm	Licence No. and date	Item of manufacture	Capacity p.a.
1.	Bengal Immunity Co. Ltd.	L/22/481/- 73-Ch III dt. 10-9-73	Chloramvit Capsules	50 lakhs.
2.	Raptakos Brett and Co. Ltd. (COB)	L/22/485/- 72-Ch. III dt. 22-9-73	1. minoxyl Elixir (30ML) 2. Eupertine Elixir 3. Hovite Syrup 4. Katemesin Tabs. 5. Katemesin Inj. (1ml.) 6. Digitoxin R.B Tabs.	56770 bottles 85290 bottles 87461 bottles 4,18,360 Nos. 15,528 Nos. 5 lakhs Nos.

Coal supply to Gujarat after President's Rule

3613. SHRI P. M. MEHTA: Will the Minister of RAILWAYS be pleased to state :

(a) whether the coal movement to Gujarat State is now on a war-footing ; and

(b) the total allotment made to the State after the President's rule ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURFSHI): (a) No Movement is taking place in the normal course.

(b) A total of 7960 wagons of various type of coal/coke were allotted to Gujarat from 9th February to 28th February, 1974

Mining of rock phosphate in Rajasthan

3614 SHRI NARLNDRA SINGH: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether a proposal for setting up a Committee of experts to examine the question of mining of rock phosphate in Rajasthan is under the consideration of Government ;

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

(c) the expected time by which it is proposed to be set up ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLFUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). Government have appointed a Committee for examining the technical and other aspects in connection with the development of the rock-phosphate deposits in the Jhamarkotra area in Rajasthan. The terms of the reference of the committee are as follows :—

(i) To evaluate the 'Feasibility Study' carried out by the foreign consultant firm and examine all technical aspects involved and specify the further steps that need to be taken for the expeditious and integrated

development of the Jhamarkotra rock phosphate deposits ; and

(ii) To suggest the most appropriate corporate structure for the development of the deposits after taking into consideration the magnitude of the investment involved and the method of financing.

The Committee is expected to start functioning shortly.

नटवर्ती जहाजरानी के लिए तेल की समाई

3615. श्री ओंकार लाल बेरवा :

श्री सौ. के० जाफर शरीफः

क्या पेट्रोलियम और रसायन भंडी यह बताने वी छपा करेंगे कि :

(क) क्या नटवर्ती जहाजरानी के नियंत्रियायती दरों पर अर्थात् 12 दिसंबर, 1973 वाली दरों पर तेल समाई दिया जाएगा,

(ख) यदि हा, तो यह काम किस तरीके में किया जाएगा,

(ग) इसके परिणामस्वरूप सरकार को किसी हानि होने वी समावेश है और

(घ) तेल की समाई बब तक की जायेगी ?

पेट्रोलियम और रसायन भंडालय में राज्य भंडी (श्री शहनवाज खां) : (क) योग (ख). भारतीय बन्दरगाहों पर 13-12-1973 से प्रभावी और उसके बाद 16-12-1973 से बकर ईंधन के मूल्य में वर्धाते हुए से बृद्धि करनी पड़ी थी जिसमें कि भारतीय बन्दरगाहों पर अन्तर्राष्ट्रीय जहाजों द्वारा बकर ईंधन की अत्यधिक कुप्रविशी को कम किया जा रहे। नवापि महा लिदेश्वर (तो बहन) ने जिन जहाजों को भारतीय बन्दरगाहों के बीच नदीय माल और/या यांत्रियों को बहन करने के लिए और नदीय जल बातों करने की प्रनुभवति दी है, चार्टर आधार पर एकल या लघातार बन्दरगाह बाले जहाजों को डोकर उनकी 13-12-1973 और 16-12-1973 की तक बृद्धि से मुक्त कर दिया है।

(घ) इस कारण से सरकार को कोई हानि नहीं है।

(ब) सटीय जहाज उम समय तेज लेने है जब उनकी उत्तरी यात्रान होती है।

mainly due to shortage of petrochemical raw materials:—

Third big station for Delhi

3616. SHRI A. K. M. ISHAQUE :
SHRI ATAL BIHARI VAJ-
PAYEE:

Will the Minister of RAILWAYS be pleased to state :

(a) whether to check overcrowding at existing Railway Stations in Delhi, the location of the third big station in the Capital has since been finalised;

(b) if so, the name of the Station which will be developed for the purpose, and

(c) the time by which that Station will start functioning ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No decision has yet been finalised.

(b) and (c) Do not arise.

Decline in production of chemical industries for want of raw material

3617. SHRI R. N. BARMAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether recently there has been steep decline in the production of chemical industries due to non-availability of imported as well as indigenous petro-chemical raw materials ; and

(b) if so, what steps Government propose to take to make available the requisite quantity of imported and indigenous petro-chemicals raw materials ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) The production of the under-mentioned major organic chemicals based on petrochemical feedstock has shown some decline in 1973 as compared to 1972,

Name of Product	Production in Metric Tonnes	
	1972	1973
1. Acetylene Black	511	501
2. Acetanilide Flake	1847	1171
3. Aniline . . .	3857	1871
4. Butadiene . . .	6337	6117
5. Chloroethylenes	6251	4787
6. Ethylene Glycol	6223	1383
7. Formaldehyde	30141	26000 (Est.)
8. Meta Aminophenol	328	248
9. Ox-Acid	922	711
10. Organic Peroxide	41	35
11. Pentaerythriton .	594	560 (Est.)
12. Rubber Chemicals	4632	4200 (Est.)

(b) All possible efforts are being made to ensure maximization of indigenous production and to procure imported raw materials.

Hoarding, adulteration and black-marketing of Petroleum Chemicals

3618. SHRI R. N. BARMAN: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether there has been an increase in the cases of hoarding, adulteration and black-marketing of petroleum chemicals during 1972 and 73;

(b) if so, what steps Government have taken to check this and to punish the guilty persons during this period, State-wise ; and

(c) number of such cases detected so far and the punishment awarded in each case ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). There is no statutory price and distribution control on petro-chemical products. Only the price of Synthetic Rubber, the manufacture of which

is based on alcohol, is statutorily controlled under an Order issued under the Essential Commodities Act, 1955. No case of hoarding, black-marketing, and adulteration of Synthetic Rubber has come to the knowledge of Government during the years 1972 and 1973. In the case of petroleum products, the prices of Superior Kerosene and Light Diesel Oil are controlled by Orders issued under the Essential Commodities Act, 1955. The State Governments have been delegated powers to deal with offences under these Orders and information regarding the number of prosecutions launched and the punishment awarded is not available with the Central Government.

Import of Petrol, Diesel and Crude Oil

3619. SHRI SHANKFRRAO SAVANT: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) what is the quantity of petrol, diesel and crude that had to be imported by India during the last two years upto the end of February, 1974;

(b) how much of it is expected to be received from (i) Iran (ii) Arab countries (iii) Soviet Russia (iv) Yugoslavia and (v) other countries and at what prices; and

(c) what quantity of petrol is expected to be extracted from coal indigenously during 1974-75?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Petrol is not imported.

The import of crude oil for the past two years is as indicated below:

Year	Quantity in Million Tonnes
1972	12.31
1973	13.38 (provisional)

It is not in the public interest to disclose the quantity of diesel, imported during the last two years.

(b) It is not possible at this stage to indicate precisely how much crude, if any, will be imported and at what price from each of the countries mentioned in the question.

(c) On the basis of the exploratory studies made so far by the National Committee on Science and Technology and the Planning Commission, it has been decided to set up a group to make feasibility study for establishing a plant for the manufacture of oil from coal. Till the report becomes available, it is not possible to work out the details regarding the quantity of oil expected to be extracted from coal indigenously. However, no production would appear possible in 1974-75.

Shifting of location of Thermal Plant from Dalkhola to Murshidabad

3620. SHRI RAM BHAGAT PASWAN:

SHRI PRABODH CHANDRA:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government propose to shift the location of a proposed thermal plant from Dalkhola in West Dinajpur to Murshidabad; and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The proposal for installation of a thermal power station in the Central Sector has been modified to locate it at Farakka in Murshidabad District instead of at Dalkhola as the former site has advantages of shorter haulage of coal and abundant supplies of cooling water. The question of establishing a thermal power station at Dalkhola is under consideration of the State Government.

Assets of 100 top most private sector undertakings

3621. SHRI S. A. MURUGANANTHAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state the names and total assets of hundred top most private sector undertakings?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): The information is being collected and it will be laid on the Table of the House.

Impact of increase in price of oil on diesel oil industry in Kolhapur

3622. SHRI NIMBALKAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether because of the rise in oil prices the diesel oil industry in Kolhapur suffered a set-back; and

(b) steps proposed by Government to help that industry?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). There is no industry manufacturing diesel oil in Kolhapur. Increase in the prices of petroleum products including Light and High Speed Diesel Oils has become inevitable on account of steep increases in the price of imported crude oil. The price increases are applicable throughout the country.

India's agreements with Iraq and Kuwait on price of crude oil

3623. SHRI M. KATHAMUTHU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether any agreement has been reached between India and the Governments of Iraq and Kuwait about the price of crude

oil and what is the prospect of joint collaboration arrangements for the setting up of refineries and petro-chemical industries in those countries; and

(b) the salient features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Bi-lateral arrangements with Iraq and Kuwait are being negotiated. It is not in the public interest to disclose the details at this stage.

Undertaking with capital investment of Rs. 50 crores and above

3624. SHRI SHANKAR DAYAL SINGH: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the names of undertakings in the country with capital investment of Rs. 50 crores and above;

(b) the number of shares held by Government in each of them; and

(c) what steps Government have taken to control their financial interests and administer them properly?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) to (c) The information is being collected and it will be laid on the Table of the House.

उत्तर प्रदेश, उड़ीसा, पांडिचेरी और असम की विधान सभाओं के चुनावों पर व्यवस्था

3625. श्री राजावत्तार राज्यी:

प्री प्रबन्धन:

व्यावस्था, न्याय और कल्याणी कार्य मंत्री यह बताने की कृपा करें कि उत्तर प्रदेश, उड़ीसा, पांडिचेरी और असम की विधान सभाओं के चुनावों पर सरकार द्वारा कितनी-कितनी राजि व्यवस्था की रखी है?

विधि, न्याय और कानूनी सार्व अंतरालमें राज्य नीति (यी नीतिराज विधि और नीति) : जगनकारी इकट्ठी को जा रही है प्रोर सदन के पठन पर रख दी जाएगी।

Supply of Wagons for transfer of Coal to Public Sector Units

3626. SHRI Y. ESWARA REDDY: Will the Minister of RAILWAYS be pleased to state :

(a) whether wagon supply to carry coal for public sector units is not given any priority ;

(b) if so, the reasons thereof ; and

(c) whether Government have given any directive to the public sector undertakings to get coal supply through other means of communication ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) A higher priority is given in the matter of movement of coal to Public Sector Units like Steel Plants and Power Houses etc.

(b) Does not arise

(c) No such directive has been issued by the Ministry of Railways.

Extension of thermal power station in Durgapur

3627. SHRI E. V. VIKHE PATIL: Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Planning Commission has approved a scheme for extension of the thermal power station in Durgapur for implementation during the Fifth Plan ;

(b) if so, the total estimated cost of the project ; and

(c) the names of consultants who have prepared the feasibility report of the extension project and the amount that has been paid/settled for preparing feasibility report and for rendering consultancy services ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) to (c). The West Bengal State authorities got prepared a feasibility report for extending the generating capacity at the thermal power station of the Durgapur Projects Limited by one unit of 110 MW capacity. The project is estimated to cost Rs. 31.5 crores. It has not yet been approved by the Planning Commission.

It has been reported that an amount of Rs. 25,000/- was paid to the Consultatns, Messrs. Development Consultants, Calcutta, for preparing the feasibility report. No payment for rendering consultancy services for implementation of the project has been made so far.

Production of DMT for polyester fibres and yarns

3628. SHRI MADHU LIMAYE: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the stocks of DMT have reached the point of exhaustion threatening production of polyester fibres and yarns ;

(b) what is the likely import in the year 1974 ;

(c) whether the Baroda Plan of Indo-Petro-Chemicals Corporation has not achieved significant production because of certain technical defects and dispute over the leave or other "grievances" of a foreign technician ; and

(d) if so, the steps taken by Government to resolve this dispute ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir,

(b) This will depend upon various considerations such as the progress of production at IPCL's Plant, the release of foreign exchange and the availability of D.M.T. in the world markets.

(c) The plant could not achieve significant production due to mal-functioning of the Propane Refrigeration Compressor of the Paraxylene plant. There is no dispute with any foreign technician on any matter.

(d) Does not arise.

Agreement between F.C.I. and a U.K. firm for liquid nitrogen wash plant

3629. SHRI PURUSHOTTAM KAKODKAR :

SHRI D. D. DESAI :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Fertilizer Corporation of India has signed any agreement in December, 1973 with a U.K. firm for a liquid

nitrogen wash plant and an air separation plant for the expansion of the Naya Nangal Fertiliser Factory ;

(b) if so, value of the contract ;

(c) what will be the capacity of the plants to make urea ; and

(d) whether IDA has sanctioned any amount for the project ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN). (a) Yes. Sir.

(b) The total value of the contract is as follows :—

	£ Sterling	D.M.	Sw. Fr.
(i) Air separation Plant	7,19,352	3,62,000	14,000
(ii) Liquid Nitrogen Wash Plant	2,57,684	..	..
FOB Contract price.	9,77,016	3,62,000	14,000
(in) Design, Engineering & Technical Services Fee.	1,83,565	..	..
Total Contract price	11,60,601	3,62,000	14,000

(c) 1000 tonnes per day

(d) Yes, Sir. \$ 58 million.

Meeting organised by fertiliser association of India between Government and Industry

3630 SHRI P. VENKATASUBBAIAH : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the Fertiliser Association of India recently organised a meeting between Government and the Industry at New Delhi ;

(b) if so, the suggestions made at the meeting in this regard ; and

(c) the steps taken or proposed to be taken to implement the same ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN). (a) to (c) The Fertilizer Association of India held a meeting on 29th January, 1974 to consider measures for maximisation of production from the existing fertilizer units and an other meeting on 23rd February, 1974 to consider measures for advancing the completion of plants which are scheduled to go into production in the near future. These meetings were attended, among others, by representatives of the Government. Some of the important points raised at the meetings, *inter-alia*, related to adequate supply of raw-material to the industry, simplification of procedure

for import of spares setting up of a joint monitoring cell, exemption from power cuts for fertilizer production, efficiency in the utilisation of raw materials and achieving higher operating efficiency by the industry. A note has been taken of points made at the meeting and such follow up action, as is required on the part of Government, is being taken.

Unified system of promotion of Asstt. Station Master to higher grade (Northeast Frontier Railway)

3631. SHRI B. K. DASCHOWDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry is aware that the system of promotion of initial grade Asstt. Station Masters to higher grade is not unified on all the Railways;

(b) if so, does it not make anomalies in different Railways, specially in Northeast Frontier Railway where multi-farious problems, like grade-wise leave reserve and protection of pay have originated from the defective system of promotion; and

(c) the steps being taken by his Ministry to remove those discrepancies?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAHI QURESHI): (a) The channel of promotion of non-gazetted staff including Station Masters is prescribed by the Railway Administrations according to the administrative requirements subject to the general guidelines laid down by the Railway Board.

(b) and (c). There has been no anomaly in the channels of promotion laid down by the Railways including Northeast Frontier Railway according to the local conditions. A proposal for providing leave reserve posts grade-wise in the category of Assistant Station Masters/Station Masters on the Northeast Frontier Railway is under consideration.

Representation from All India Station Masters Association (Northeast Frontier Railway)

3632. SHRI B. K. DASCHOWDHURY : Will the Minister of RAILWAYS be pleased to state :

(a) whether a demand has been made by the All India Station Masters' Association, Northeast Frontier Railway for the provision of :—

- (i) Gradewise Leave-reserve for Station Masters and Assistant Station Masters, separately in each grade;
- (ii) Separate set of Station Masters/Assistant Station Masters at dual gauge stations;
- (iii) Compulsory provision of shelter; and

(b) if so the steps taken by his Ministry to meet the above mentioned demands?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAHI QURESHI). (a) Yes.

- (b) (i) The proposal for creation of gradewise posts of Leave reserve Station Masters/Assistant Station Masters is under consideration.
- (ii) Adequate Station Masters/Assistant Station Masters have already been provided at dual gauge stations on the basis of work-load.
- (iii) Station Masters/Assistant Station Masters are considered essential for the purpose of allotment of quarters and they are given preference when quarters are available.

Economy in expenditure on stores including fuel

3633. SHRI SHRIKISHAN MODI : SHRI D. D. DESAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways have taken any

steps to effect economy in the expenditure on stores including fuel for Railways;

(b) if so, whether inventory cells have been set up on all the Railways to look into this matter; and

(c) if so, the broad features thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) Yes.

(c) The cell has been entrusted with the task of watching and analysing the position of inventories on Railways continuously on accepted principles of ABC analysis and taking appropriate measures to bring the same to the optimum level. The Cell will also specially look into:—

- (i) Provisioning of all high value items,
- (ii) Prompt identification of overstocks, surpluses and arranging their expeditious clearance,
- (iii) Expeditious implementation of rationalisation and variety reduction with regard to the items stocked in the Railways,
- (iv) Expediting the progress of computerisation of stores Accounting and inventory control, and
- (v) Expediting the disposal of scrap.

In addition to the above measures, a high Powered Committee under the Chairmanship of Deputy Minister for Railways including some Non-Official Experts have been set up for streamlining the stores procedures and examining the other important aspects of Materials Management on Indian Railways. The report of the Committee is awaited.

प्रति एक लाख व्यक्तियों पर रेलवे लाइन की लम्बाई कितनी है?

रेल मंत्रालय में उप-मंत्री (श्री मुहम्मद शफी कुरेशी): प्रत्येक राज्य में प्रति लाख आवादी पर रेलवे लाइन की मार्ग किलोमीटर दूरी इस प्रकार है:—

राज्य	प्रति लाख आवादी पर मार्ग किमी०
आंध्र प्रदेश	10.90
ग्रामम (मिजोरम सहित)	14.67
बिहार	9.53
गुजरात	21.12
हरियाणा	13.95
हिमाचल प्रदेश	7.40
जम्मू और कश्मीर	1.78
कर्नाटक	9.58
केरल	4.17
मध्य प्रदेश	13.82
महाराष्ट्र	10.37
मणिपुर	—
मेघालय	—
नागालैण्ड	1.74
उड़ीसा	8.55
पंजाब	15.75
त्रिपुरा	0.77
उत्तर प्रदेश	9.76
पश्चिम बंगाल	8.35
संघ शासित प्रदेश	
अंडमान और निकोबार द्वीप	—
अरुणाचल प्रदेश	—
चंडीगढ़	4.28
दादरा और नगर हवेली	—
दिल्ली	4.16
गोआ, दमन और दीवी	9.21
लक्षद्वीप मिनिकोय और अमिनदीवी	

U.S. Assistance for setting up of fertilizer plants in India

3635. SHRI JYOTIRMOY BOSU: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Dr. Raymond Ewell, at one time Government's economic consultant, recently visited India and held discussions with Government on fertilizers requirement of India; and

(b) if so, the facts thereof and reaction of Government to the proposals made by him?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). Dr. Raymond Ewell visited India in connection with the Seminar organised by the Fertilizer Association of India on "The World Fertilizer Situation in the Seventies" on 14th and 15th December, 1973. During his visit Dr. Ewell paid courtesy calls on officers in Government dealing with the subject of 'fertilizers'. No specific proposal was made by him during these talks; nor was any assistance sought by us.

Groz Beckert Saboo Limited New Delhi

3636. SHRI JYOTIRMOY BOSU: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the composition of the Board of Directors of Groz Beckert Saboo Limited, New Delhi;

(b) the names of principal shareholders of the Company and value and number of shares held by each;

(c) the main lines of business and the total paid up capital and assets of the Company;

(d) whether the Company is under the control of any large or larger houses and if so, the salient features thereof;

(e) whether the Company has been charged by the M.R.T.P. Commission with indulging into restrictive trade practices; and

(f) if so, the nature of charges against it?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDABRATA BARUA): (a) to (c). A statement is attached.

(d) M/s. Groz Beckert Saboo Ltd. is the Indian subsidiary of a foreign company registered outside India. The question of control by any Indian Business House does not, therefore, arise.

(e) and (f). The Registrar of Restrictive Trade Agreements filed an application before the M.R.T.P. Commission in July 1972 against the company alleging that the company was indulging in restrictive trade practices involving territorial restrictions, exclusive dealings and resale price maintenance. After inquiry, the Commission agreed with the Registrar and passed orders that the company shall cease and desist from these practices.

*Statement**Details regarding growth Beckert Saboo Ltd. as on 31-3-1973*

1. <i>Paid up Capital</i>	Rs. 30.00 lakhs (in 3,00,000 equity shares of Rs. 10/- each)
2. <i>Total Assets</i>	Rs. 92.67 lakhs.
3. <i>Main line of Business activity</i>	Manufacturers of hosiery and knitting machine needles.
4. <i>Board of Directors</i>	Mr. Groz Walther, Mr. Koenig Kurt, Mr. Peter Lemke (Managing Director), Shri Tara Chand Saboo, Shri Surya Prakash Mandelia and Shri Rajendra Kumar Saboo (Managing Director).
5. <i>Principal Shareholders</i>	
(1) Groz Beckert International Ag. Swiss, (foreign holding company)	1,80,000 shares
(2) Rajendra Kumar Saboo	23,214 ..
(3) Smt. Kalyani Devi Modi	10,178 ..
(4) Smt. Indramani Mandelia	10,176 ..
(5) Shri Bhagwati Prasad & Smt. Sumitra Devi Mandelia	9,376 ..
(6) Shri Surya Prakash & Smt. Taramani Mandelia	9,376 ..
(7) 16 other shareholders, with the surname Saboo or holding jointly with Shri T C Saboo	40,500 ..
(8) 14 other Shareholders	
(a) 4 with surname Mandelia	4,715
(b) 2 with surname Modi	4,822
(c) 8 others	7,643
	17,180 ..
TOTAL	3,00,000 Shares.

Negotiations for supply of crude oil

3637. DR. H. P. SHARMA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether any agreements for supply of crude to India have been concluded or are being negotiated with oil producing countries on the lines of agreement entered into with Iran; and

(b) if so, the salient features in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Bi-lateral arrangements with some oil producing countries for the import

of crude are being or have been negotiated. It is not in the public interest to disclose the details of these agreements.

Committee on growth of Drugs and Pharmaceuticals Industry

3638 DR. H. P. SHARMA : SHRI Y. ESWARA REDDY :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether a high powered committee to study the growth of the drugs and pharmaceutical industry has lately been constituted;

(b) if so, the circumstances warranting the constitution of the committee; and

(c) the composition and terms of reference of the committee and by what time its report is expected.

THE MINISTER OF STATE IN THE
MINISTRY OF PETROLEUM AND
CHEMICALS (SHRI SHAHNAWAZ
KHAN) (a) Yes, Sir.

(b) and (c) The circumstances warranting the constitution of the committee its composition, terms of reference and the time by which the report shall be submitted by the committee are indicated in the Ministry of Petroleum and Chemicals Resolution dated the 8th February 1974 furnished in reply to Lok Sabha Unstarred Question No 1925 dated the 5th March 1974

हिन्दी में विधि की प्रस्ताके

३६३) श्री शकर इयात सिंह स्या विधि,
स्याव और कम्पनी इर्यं मद्री यर बनान की कृपा
दरेगा ति

(क) विवि की किननी पुस्तक अब नर दिनदी म प्रसारित हो जा चुकी है और

(ख) विधि, की हिन्दू म तृतीय विवाहों पुनर्जनके प्रायामी नीन वर्षों म प्रवाणिन वर्गन सी याजना है?

विश्व न्याय और कल्पना कार्य मतालय में राज्य
मत्री (श्री नीतिराज सिंह बोधरी) (८) हिन्दी
में कोई भी विश्व पाठ्य-पुस्तक अभी नह इन मतालय
द्वारा प्रकाशित नहीं की गई है। नवागि दा पुस्तके
महानाधान है।

(अ) दानामी तीन वर्षों के दौरान इन प्राप्तार्थक प्रकाशन वा काहि कार्यक्रम तैयार नहीं किया गया है। किन्तु इन्हीं में भौतिक विधि पुस्तकों के लिये जान और विद्युत विधय के गोरख प्रश्नाका का इन्हीं में अनुवाद किए जाने से सम्बन्धित स्तरीया से अनुसरण में इन भागों का प्रयोग प्रयोग किया जाएगा कि उक्त विधियों के दौरान यथासंभव छात्रिक से अधिक पुस्तके प्रकाशित की जाए।

विनाय छ: नारीलों बो दुर्दि विना-ठिक्कां याला

3640. श्री संकर दत्तात्रे नित्य - क्या देव मंत्री यह बताता की रूपा करेंगे कि -

(क) विषय के महीनों में बिना टिकट यादा करने के अपराध में रेलवे-वार कितने यादी पकड़े गये, और

(क) जुमानि के रूप में उनमें किनमी राजि वसूल की गई?

७८८ रेल मतालय में उपस्थिती (ओ महस्त ताको कुरेसी) .
 (व) और (स) एक विवरण मध्या पटल पर रखा
 गया है । [प्राचीलय में रखा गया । देखिए सहजा
 एल० टौ०-६४७३/७४]

चोरी के आरोप में दाढ़ी पाये गए सुरक्षा बस के कर्मचारी

3611 श्री शक्ति दयाल सिंह क्या रेल मत्ती
यह बनान वी दृष्टि करने दि

(क) क्या रेनव क मुरला बल के कुछ अधिकारी नथा मिपाह। रन गांधिया स चारा करन नथा चारी करात क अभियां म दारी पाए गए हैं। और

(क) यदि हा ता नत्यमन्धी मुख्य बातें क्या हैं और दापी व्यक्तिया के विरुद्ध बया कायवाहा की गई है ?

रेल महासायं में उप मत्री (भी मुहूर्मद शासी कुरेशी)
 (क) जी हा। बुद्धिये गय परेण्या की ओरी और
 उत्ताईरी व मामला म रखवे मुरक्का बन म कुटु
 भाषिवारी और अन्य वस्त्रारी भ्रातृपत्र पाए शाय

(ख) एक विवरण सम्भा पट्टल पर रखा है।

[प्रस्तावना में रखा गया। देखिए सख्ता एस० डी०—
6474/74]

कच्चारा पर्सेंग स्टेशन (परिचम नेटवर्क) को पूरे स्टेशन
में परिवर्तित करता

1642 डा० लक्ष्मी नारायण पांडेय कथा रेखा
मत्ता यह बतान की कथा करेगे कि

(४) क्या परिवर्ती रथवे के रत्नाम डिवीजन
में मदसौर डिव वे कवनारा पर्याय स्टेनन का दूरे स्टेनन
के परिवर्तन करने की माग वाकी नम्रता से की जा रही
है।

(क) क्या इह भीरे में प्रोटीक सर्वेक्षण भूले ही कर दिया गया है। और भीर हा, जो इसके क्या परिणाम रहे, और

(ग) अब तक किसकी प्रगति हुई है?

रेल मंत्रालय में उप मंत्री (जी भूषणराजी कुरेशी):

(क) जी हा।

(क) और (ग) जी हा। सर्वेक्षण से पता चला है कि कच्चारा गाडी हाल का एक पूर्ण स्टेशन के रूप में बदलने का वित्तीय दृष्टि से अविकल्प नहीं। इस बात की व्यापार में रखते हुए बदलाव वा विकार स्थाग दिया गया।

मवसौर स्टेशन (रसियम रेलवे) पर यादी शेड का विस्तार करने और तृतीय श्रेणी प्रतीकालय की ओर जाने वेतु दो फाटक की व्यवस्था करने की जांग।

3613 डा० लक्ष्मी भारतीय पादेय बया रेल मंत्री यह बताना की हुया बरगे कि।

(क) क्या परिषम रवाने के राज्याभ्यास विकास के मदसूर रेलवे स्टेशन पर लेटकाम पर यादी शेड का विस्तार करने और तृतीय श्रेणी प्रतीकालय की ओर जाने वेतु दो फाटक की व्यवस्था करने की मांग बाई संभव से की जा रही है और

(क) यदि हाँ तो इस बार म अब तक क्या कार्य-वाही की गई है?

रेल मंत्रालय में उप मंत्री (जी भूषणराजी कुरेशी):

(क) जी नहीं 2100 बर्ज फुट के बर्तमान लेटकाम जल और बाहर और भवन भाने जाने के लिए 10 फुट के एक फाटक का यादी यानायान के बर्तमान ब्लर वा मम्मालन के लिए पर्याप्त मम्मा जाना है।

(क) प्रबन्ध नहीं उठता।

1973-74 में सोको कर्मचारियों हारा हड्डाल

3644 जी भोकार भाल बेचा क्या रेल मंत्री यह बताए की हुया कर्मचारी कि

(क) वर्ष 1973 और वर्ष 1974 में सोको कर्मचारियों ने कितनी बार हड्डाल की, और

(क) उसके परिणामस्वरूप भावं तथा भाल की किसी हानि हुई?

रेल मंत्रालय में उप मंत्री (जी भूषणराजी कुरेशी):

(क) रिप्र-सिप्र रेलों पर हामारी क्षय से बार बार और उत्तर रेलवे पर भी बार।

(क) 1 लाख रुपये लागत के माल की हानि हुई लेकिन इन हड्डालों के फलस्वरूप सभी भारतीय रेलों पर कोई जान-हानि नहीं हुई है।

High-Powered Electrical Locomotives

3645 SHRI D D DESAI

SHRI RAGHUNANDAN LAL BHATIA

Will the Minister of RAILWAYS be pleased to state

(a) whether a high powered electrical locomotive has been designed by the Research Department of Railways with indigenous components

(b) if so whether such a locomotive is under production at Chittaranjan,

(c) the rate of progress made by the research activities in the direction of the evolution of high efficiency locomotives, and

(d) steps taken to keep pace with the growing transport needs of the country?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAH QURESHI) (a) Yes

(b) Yes

(c) The research activities are a continuing process. Improvements are introduced on the locos from time to time

(d) In order to handle the anticipated traffic, Railways' Development Programme envisages procurement of additional rolling stock, augmentation of line capacity and modernisation of signalling and telecommunication equipment, traction, etc at a total cost of Rs 2,350 crores during the Fifth Plan

Suspension of oil drilling at Sumer Talai in Rajasthan

3646. SHRI D. D. DESAI :

SHRI TRIDIB, CHAUDHURI :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether operation of deep drilling to locate oil at Sumer Talai in Rajasthan was started on 23rd December, 1973;

(b) if so, whether the drilling operation was stopped in February, 1974;

(c) whether Government have looked into the cause therefor; and

(d) how much drilling has been completed ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN)

(a) Yes, Sir

(b) and (c) The drilling operations were held up for the period January 14th, 1974 to March 10, 1974 owing to workers not agreeing to work as per shift system laid down by the Commission. The workers resumed work at the drill site from March 11, 1974

(d) The well had been drilled down to 296 metres by 13-1-74.

Construction of Anti-erosion protective measures on the bank of Ganga down Stream Farakka Barrage

3647. SHRI TRIDIB CHAUDHURI :
Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have received any scheme or proposal with regard to the construction of anti-erosion protective measures on the right bank of Ganga down stream Farakka Barrage and whether any steps have been taken to check the erosion which seriously threatens a number of towns and innumerable villages in a populous area of the District and the Railway

track of B.A.K. Loop line, the National Highway 34 and the Jangipur Feeder Canal of the Farakka Barrage;

(b) whether any investigation has been held by the C.W.P.C. and Ganga Flood Commission about this erosion and if any specific protective measures have been suggested by them; and

(c) the latest position of this erosion according to the Union Government's own report ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD):

(a) to (c). A scheme for providing protection against erosion on the right bank of the Ganga, down-stream of the Farakka Barrage, estimated to cost Rs. 63 crores, had been received at the Centre from the State Government of West Bengal in March 1973. This scheme had been broadly examined in the Central Water and Power Commission and it had been observed that the scheme was not based on detailed investigations and model studies. Therefore, it was suggested to the State Government to prepare a comprehensive scheme after carrying out detailed surveys and model studies.

The protective measures, both short-term and long-term, for tackling the erosion problem had also been discussed in April 1973 at a meeting of the Officers of the Central Water and Power Commission, Central Water and Power Research Station, Poona, Ganga Flood Control Commission and the State Government of West Bengal. As then decided, immediate works in the most vulnerable areas have been implemented by the State Government. It had also been decided at the meeting that the long term measures had to be planned, based on the results of the model experiments to be carried out at the Central Water and Power Research Station, Poona. The model studies have not yet been completed.

According to the assessment reports received from the State Government, the immediate works undertaken last year

have proved quite effective in checking erosion in the specific areas for which they were intended.

Financial Assistance sought by West Bengal for Anti-erosion protective measures on the Bank of Ganga downstream, Farakka Barrage

3648. SHRI TRIDIB CHAUDHURI :

SHRI R. N. BARMAN :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the West Bengal Government have made any request to the Union Government in October, 1973 regarding financial assistance outside the Plan to the tune of Rs. 1 crore and 60 lakhs towards emergency expenditure already incurred by the State Government on anti-erosion protective measures on the right bank of Ganga down-stream Farakka Barrage; and

(b) if so, the response of Union Government to this request ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDHESHWAR PRASAD).

(a) Yes, Sir.

(b) Anti-erosion schemes are included in the flood control sector, which forms part of the State Plan. According to the present procedure, Central assistance is provided to States in the shape of block loans and grants, without tying them to any particular head of development or scheme. As such, the funds required for anti-erosion works downstream of Farakka have to be provided by the State Government of West Bengal. The State Government have been informed accordingly.

Committee for development of Rock-Phosphate deposits in Jhamarkotra area

3649. SHRI FATESINGHRAO GAEKWAD : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the composition of the Committee constituted to examine technical aspects

relating to development of rock-phosphate deposits in the Jhamarkotra area in Udaipur; and

(b) the likely date by which it will submit its report ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) (a) The composition of the Committee is as under :—

Chairman :

1. Secretary, Ministry of Petroleum and Chemicals.

Members :

2. Shri S. Venkataraman, Adviser (Fertilizers), Ministry of Petroleum and Chemicals.

3 Shri G. Ramaswamy, Joint Secretary, Deptt. of Mines

4 Shri M. Satyapal, Additional Adviser (I & M), Planning Commission, New Delhi

5 Dr. V. A. Altekar, Director, National Metallurgical Laboratory, Jamshedpur

6 Shri R. Narasimhan, Deputy Secretary, Ministry of Finance, Dentt. of Expenditure, New Delhi.

7. Shri Pratap Narayan, Joint Director, (Planning) Railway Board, New Delhi.

8. Shri G. K. Iyengar, Manager, (Commercial), Bharat Earth Movers Ltd., Bangalore.

9. Shri Naresh Chandra, Secretary, (Industries), Govt. of Rajasthan, Jaipur.

Member-Secretary :

10. Shri S. Sundar, Deputy Secretary, Ministry of Petroleum and Chemicals.

(b) The Committee is expected to start functioning shortly.

उत्तर प्रदेश, उड़ीसा, पांडिचेरी और मणिपुर की विभान सभाओं के चुनाव

3650. यो गुप्त चाल कालावायः

यो राज्यावलार तातोः

क्या विधि, व्याप्त और कम्पनी कार्य भंडी यह बताने की दृष्टा करेंगे कि :

(क) उत्तर प्रदेश, उड़ीसा, मणिपुर और पांडिचेरी की विभान सभाओं के लिए प्रभी हाल में हुए चुनावों के लिए जिन उम्मीदवारों ने अपने नामांकन पत्र दाखिल किये, उनकी कुल संख्या का पार्टी-वार और निर्दिष्टीय उम्मीदवारों का व्योरा क्या है;

(ख) पार्टी-वार उन उम्मीदवारों की गुल संख्या का व्योरा क्या है, जिनकी ज्ञानानुकूलता हो गई; और

(ग) इसके परिणामस्वरूप भरकार को किननी पाय दृढ़ी?

विधि, व्याप्त और कम्पनी कार्य भंडाराय में राज्य भंडी (यो नीतिराज सिंह चीवरी) : (क) से (ग) : ज्ञानकारी इकट्ठी की जा रही है और मदन के पदम पर रख दी जाएगी।

Railway land along Miraj-Sangli and Miraj-Nandre Links on South Central Railway

3651. SHRI ANNASAHEB GOTKHINDE: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government of Maharashtra wanted to purchase Railway lands along the Miraj-Sangli and Miraj-Nandre links on the South Central Railway, which became surplus with the Railways due to commissioning of the new broad-gauge line;

(b) whether the said lands are required by the State Government for widening of the existing Sangli-Miraj Road and for establishing a link between Miraj and Madhav-nagar and whether the valuation of the lands made by the State Government was agreed to by the representative of the Railway subject to the final approval by the Railway Board;

(c) whether in spite of repeated requests, the possession of the lands was not handed over to the State Governments and if so, the reasons therefor; and

(d) the time by which the proposal would be approved and the possession of the lands handed over ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) The State Government indicated that the lands along the old Miraj-Sangli and Miraj-Nandre Railway lines were required for widening/providing new road. The valuation of the lands was agreed to in a joint meeting of representatives of the State Government and the Railway. This was approved by the Board.

(c) and (d). The agreed valuation duly approved by the Board was conveyed in November, 1973 to the State Government for acceptance. But no reply has been received from the State Government. On receipt of State Government's acceptance as also arranging payment at the agreed rates, the land will be handed over to them.

Re-introduction of 312 Up and 311 Down Trains between Kolhapur and Pune

3652. SHRI ANNASAHEB GOTKHINDE. Will the Minister of RAILWAYS be pleased to state :

(a) when the 312 Up and 311 Dn trains running between Kolhapur and Pune were introduced and when they were withdrawn;

(b) the reasons therefor; and

(c) when they are likely to be re-introduced ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). Nos. 311 Dn/312 Up Pune-Kolhapur Expresses, introduced with effect from 1-11-73, had to be cancelled from 23-12-73 ex-Pune and 22-12-73 ex-Kolhapur respectively due

to the difficult coal position. Re-introduction of these trains will be considered as soon as the position in this regard improves.

Demand to Restart Passenger Trains between Sangli and Kolhapur

3653 SHRI ANNASAHEB GOTKHINDE Will the Minister of RAILWAYS be pleased to state :

(a) whether passenger trains had been running between Sangli and Kolhapur on South Central Railway before the conversion of the track from metre gauge to broad gauge,

(b) whether these trains have been cancelled after the said conversion,

(c) whether there is a demand for restoring the passenger trains between Sangli and Kolhapur, and

(d) if so the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes, four pairs of local trains

(b) Yes but instead three pairs of express trains running between Kolhapur and Pune are serving this section apart from 3 pairs of trains running between Pune and Miraj and 4 pairs of shuttle between Miraj and Kolhapur to cater to the needs of passengers

(c) and (d) Request for extension of Kolhapur-Miraj locals to Sangli are under examination and action as feasible and justified will be taken

Scheme to develop Quilon Junction (Southern Railway)

3654 SHRIMATI BHARGAVI THAN-KAPPAN Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a scheme to develop Quilon junction railway station on the Southern Railway,

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

(c) the time by which it is proposed to implement the scheme ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) (a) Yes,

(b) It is proposed to construct a new station building with requisite modern amenities under the scheme for conversion of Ernakulam Trivandrum Central Section from Metre Gauge to Broad Gauge

(c) The conversion work is already in progress and the work for the proposed new station building is expected to be completed by the end of 1975

Kallada Irrigation Project

3655 SHRIMATI BHARGAVI THAN-KAPPAN Will the Minister of IRRIGATION AND POWER be pleased to state

(a) whether the work on the Kallada Irrigation Project in Kerala is progressing as per schedule and

(b) if so the particulars of works completed so far in different fields of construction work and the time schedule by which the different stages of the project will be commissioned as per latest calculation ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD)

(a) and (b) Kallada Irrigation project envisages the construction of a masonry dam at Parappur and a pick-up weir at Ottakkal with left and right bank canals. On the Parappur dam, the foundation excavation and the masonry work are in progress in some reaches. The pick-up weir at Ottakkal is complete except for a small portion of work in the scour sluice. The work on the right bank canal has been taken up and is in progress in various reaches

The first stage of the project comprising the Ottakkal weir and corresponding canal

system to irrigate 22,000 hectares is expected to be completed during the Fifth Plan, while the project, as a whole, is likely to be completed in the Sixth Plan.

Effect of load shedding on Calcutta Water Supply System

3656 DR RANEN SEN : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether unscheduled load shedding would hit Calcutta's water supply system; and

(b) if so, the reasons thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) :

(a) No, Sir.

(b) Does not arise.

Train Accidents during the Last Five Months

3657 SHRI M S SANJEEVI RAO : SHRI S N. SINGH DEO :

Will the Minister of RAILWAYS be pleased to state .

(a) the number of train accidents occurred during the last five months;

(b) the amount of loss suffered by Railways;

(c) the number of persons killed and injured and the amount of compensation paid to the victims;

(d) whether any inquiry was instituted into the causes of all these accidents; and

(e) if so, the findings of each inquiry ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) During the period 1-9-1973 to 31-1-1974 there were 351 train accidents in the categories of collisions, derailments, level crossing accidents and fires in trains on the Indian Government Railways.

(b) The cost of damage to railway property involved in these accidents was estimated at approximately Rs. 1,25,47,000/-.

(c) In these accidents 62 persons were killed and 291 injured. The amount of compensation paid during the period 1-9-1973 to 31-1-1974 was Rs. 54,081/-.

(d) and (e) Inquiries have been conducted into all the accidents. The causes of these accidents are as under :

Cause	No. of accidents
(i) Failure of railway staff	190
(ii) Failure of persons other than railway staff	57
(iii) Failure of railway equipment	54
(iv) Accidental	21
(v) Cause could not be established	6
(vi) Cause not yet finalised	23
TOTAL	351

Major Irrigation Schemes for Andhra Pradesh for First year of Fifth Plan

3658 SHRI M S SANJEEVI RAO : Will the Minister of IRRIGATION AND POWER be pleased to state .

(a) the number of major irrigation schemes proposed to be taken up in Andhra Pradesh during the 1st Year of Fifth Five Year Plan; and

(b) the broad outlines of these schemes ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) :

(a) and (b). The Annual Plan of Andhra Pradesh for 1974-75 has yet to be finalised.

Permission sought by New Central Jute Mills Company to set up Ammonia Urea Complex at Varanasi

3659 SHRI M RAM GOPAL REDDY : SHRI PRABODH CHANDRA :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether New Central Jute Mills Company had sought the permission to set

up an ammonia urea complex at Varanasi; and

(b) if so, the decision of Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Yes, Sir.

(b) No decision has been taken.

Dieselisation of Trains due to shortage of Coal on Southern Railway

3660. SHRI M. RAM GOPAL REDDY: SHRI R. S PANDEY :

Will the Minister of RAILWAYS be pleased to state.

(a) whether due to shortage of coal, Government have decided to dieselise a number of trains in Southern Railway; and

(b) if so, number of trains to be dieselised?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Dieselisation of passenger trains is undertaken for several considerations, like augmentation of loads, increasing the booked speed etc. Dieselisation of passenger carrying trains is being undertaken on a programmed basis having regard to the total availability of diesel locomotives, which are primarily required for clearance of essential goods traffic. Other things being equal, preference in the matter of dieselisation is given to areas situated comparatively farther away from the coalfields. Accordingly, 207/208 Karnataka Express has been dieselised from 28-2-1974. It is also proposed to dieselise, in the near future, 101/102 Madras-Rameswaram Express and 103/104 Tiruchirappalli-Tuticorin Express on Southern Railway.

तेल की खोज के लिये राजस्थान इण्डिया नाम ईराक के ओर चारों

3661. श्री शैहुनाज खानावाज़ : नवा डेप्युटीमिनिस्टर और रेलवे नवी यह सवाल करेंगे कि :

(क) या ईराक के साथ हुए करार के प्रभावात्मक राजस्थान इण्डिया के विशेषज्ञों ने वहां पर तेल की संधारनाओं के उद्देश्य से हाल में ईराक का दौरा किया है;

(ख) यदि हां, तो तत्संबंधी तथ्य यहां हैं; और

(ग) इस बारे में कितनी सफलता लिखने की आवाज़ है?

डेप्युटीमिनिस्टर और रेलवे नवावाज़ में राजस्थान नवी (जो काहुनावाज़ भी) (क) से (ग) . राजस्थान इण्डिया लिमिटेड द्वारा ईराक के माथ कोई करार नहीं किये गये हैं। सम्बतः 20 अगस्त, 1973 को तेल एवं प्राकृतिक गैस आयोग द्वारा ईराक के माथ किये गये करार का यह हवाला है।

तेल एवं प्राकृतिक गैस आयोग नवा ईराक नेशनल राजस्थान कम्पनी (शाही० एन० शो० सी०) के बीच हुए समिति में विए गए जोशों में कार्य करने के लिए एक प्रायोजनीय कार्यालय पहले ही स्थापित कर दिया है। समिति में उत्तिकृष्ट जोशों में भूकम्पीय सर्कारण करने के लिए आयोग के कर्मचारी ईराक में हैं। तेल के अन्वेषण में समय लगता है और सफलता के बारे में यदि प्राप्त की गई हो, टॉपणी करना भी सम्भव नहीं होगा।

Raise in minimum pension amount of all categories of Railway Employees

3662. SHRI P. G. MAVALANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to raise the pension amount of all categories of Railway employees to a minimum of Rs. 40 per month;

(b) if so, when; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) The minimum amount of pensions payable to pensionable staff is Rs. 40 per month under the existing orders.

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

Power shortage in Gujarat

3663. SHRI P. G. MAVALANKAR : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government are aware that Ahmedabad and several other cities and places in Gujarat are facing an acute shortage of power; and

(b) if so, the urgent steps being taken by Government to improve the situation ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). On account of reduced availability of power from the Tarapur Atomic Power Station, where one unit has been taken out for refueling and the second unit is likely to be taken out shortly for maintenance works (which may last for about a week) certain restrictions in power supply have been imposed. These may continue upto the end of the March 1974.

The commissioning of additional generating capacity in the State is being expedited. Two units of 75 MW each at Utkal Hydel Station are expected to be commissioned in April and June 1974.

Broad Gauge Line between Ahmedabad and Gandhinagar

3664. SHRI P. G. MAVALANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether construction work of broad gauge line between Ahmedabad and Gandhinagar is in progress;

(b) if so, the present position of the said project and the date by which the broad gauge communication will begin on that route; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) The physical progress achieved on this project is over 35 per cent. The line is likely to be completed and opened to goods traffic in December, 1974, and to passenger traffic in May, 1975.

(c) Does not arise.

Casual Labour Employed in various Units of Railways' Operations

3665. SHRI P. G. MAVALANKAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government employ casual labour in various units of Railways' operations;

(b) if so, the number of such casual labourers, indicating their broad categories and the nature of work they do;

(c) how many of the said casual labourers have been in employment for more than 5, 10, 15 and 20 years; and

(d) the reasons why the said labourers are not made permanent employees ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD SHAFI QURESHI) : (a) and (b). Casual labour are mostly employed in unskilled categories against works of seasonal, sporadic and intermittent nature as also on projects. The nature of their work includes supplying water to passengers in trains in summer patrolling track in monsoon, repairs to flood damages. They are also employed on special jobs such as ballasting, re-sleepering, relaying, construction of buildings and bridges etc. The number of casual labour as on 31-3-1973 was 3,16,890.

(c) 17,048 were employed between 5 to 10 years and 2773 for over 10 years.

(d) Casual labourers as are found suitable by Screening Committees are already

considered for regular posts as and when vacancies arise but the absorbing potential against regular posts is limited.

Strike by Junior Engineers in U. P.

3666. SHRI P. G. MAVALANKAR :

SHRI P. M. MEHTA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether 22,000 Junior Engineers have been on an indefinite and general strike since January 10, 1974, in Uttar Pradesh;

(b) whether a similar strike has also been spreading in other parts of the country; and if so, to what extent it has affected the States; and

(c) the steps taken by Government to meet the striking engineers' demands ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT): (a) A majority of about 15,000 Junior Engineers working in all the Engineering Departments in Uttar Pradesh (including the State Electricity Board) went on strike from 10th January, 1974.

(b) Information received from various States indicates that the strike has not affected other States.

(c) The Government of Uttar Pradesh is the competent authority to deal with the matter.

Inadequate crude oil supply to Refineries

3667. SHRI RAMAVATAR SHASTRI:

SHRI K. MALLANNA :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether the oil Refineries in India are operating far below their capacity for want of adequate crude supply thereby causing a huge loss; and

(b) if so, the facts thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). All the four inland refineries which are based on indigenous crude oil are processing the entire quantities of indigenous crude oil being supplied to them from the oil fields in Assam and Gujarat. Barauni Refinery is also now processing 0.5 to 0.6 million tonnes per annum of imported Iraqi crude oil in addition to indigenous Assam Crude.

As regards the five coastal refineries which are based on imported crude oil, only Cochin Refinery is operating below its capacity due to a combination of factors, including difficulties in making crude oil transport arrangements. These difficulties are being progressively overcome.

Prescribed Yardstick for Artisan Staff in T. L. Is, Power Houses and Head Light in Electrical Department on Indian Railways

3668 SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be to state :

(a) whether there is any yardstick prescribed for provision of artisan staff in T. L. Is Power Houses and Head Light in Electrical Department on Indian Railways;

(b) whether there is any prescribed percentage of posts in Skilled, Semi-skilled and Unskilled Cadres in Electrical Department;

(c) whether staff have provided according to the prescribed yardstick; and if so, the percentages on Eastern Railway separately for T. L. Is Power Houses and Head Lights Sections in Electrical Department; and

(d) broad features of the prescribed yardstick and percentages for each section in Electrical Department on Eastern Railway ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No

yardstick has been prescribed by the Railway Board. The Railways have evolved their own guidelines.

(b) No. .

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

Payment of T. B. Allowance to Medical Staff in T.B. Ward, Railway Hospital, Danapur (Eastern Railway)

3669. SHRI RAMAVATAR SHASTRI: Will the Minister of RAILWAYS be pleased to state :

(a) whether Medical staff working in T. B. Ward of Railway Hospitals are paid T. B. Allowance;

(b) whether T. B. Allowance is not being paid to the Medical staff working in T.B. Ward in Danapur Railway Hospital on Eastern Railway for the last few years; and

(c) whether there is any yardstick for Nurses, Attendants and Safaiwalas attached to beds in Railway Hospitals ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) No.

(b) Does not arise.

(c) There is a yardstick for creation of posts of Nurses only and not for Attendants and Safaiwalas.

Coal Supply to Power Plants

3670. SHRI RAMAVATAR SHASTRI : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the coal-operated power plants in the country are facing closure on account of coal shortage ;

(b) whether this has resulted in decline in power production in recent months ; and

(c) if so, the measures taken by Government to supply coal to those plants and the Present position in this regard ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) :

(a) Though the general level of coal stocks in the thermal power stations has gone down, in some cases, even to a level of 1—2 days consumption, by and large, no power station had to shut down or restrict the generation for reasons of non-availability of coal.

(b) and (c). No, Sir. However, sustained efforts are being made jointly with the Department of Mines and the Ministry of Railways to maintain coal supplies to the power stations :

(i) A Standing Linkage Committee has been set up in the Department of Mines to review the monthly allocation of coal to power stations.

(ii) A Control Room has been set up in the Ministry of Railways to review the daily supply and stocks of coal at different power stations.

(iii) A Joint Cell has been created at Calcutta to review the loading and allotment of wagons for movement of coal to thermal power stations.

Acceptance of demands of North Eastern Railway Mazdoor Union, Samastipur.

3671. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2393 on the 27th November, 1973 regarding demonstration by North Eastern Railway Mazdoor Union at Samastipur on 30th October, 1973 and state :

(a) which of the demands mentioned in the reply have by now been conceded, implemented or rejected ; and

(b) the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). A statement is laid on the Table of the House. [Placed in Library. See No. LT-6475/174].

Opening of Halts at Korhaiya between Khajauli and Jaynagar Stations and at Muraitha between Kamtaul and Jogiara

3672. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1247 on the 20th November, 1973 regarding opening of halts at Korhaiya between Khajauli and Jaynagar Stations and at Muraitha between Kamtaul and Jogiara and state :

(a) whether earth work through shramdan has since been completed and the halt at Korhaiya has started functioning; and if not, the causes for the delay,

(b) whether the opening of the halt at Muraitha was again examined after May, 1973 and it was decided to approve this proposal;

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

(d) if not, the causes for the delay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes. The earth work has been completed but other construction works are still in progress. The halt would be opened as soon as the same are completed.

(b) to (d). The proposal was re-examined by the North-Eastern Railway and their report is under scrutiny of Railway Ministry.

चुनाव आयोग द्वारा राजनीतिक बलों की बैठक
बुलाने का प्रस्ताव

3673. श्री चूलचंद बर्मा : क्या विद्यि, व्याय और सम्बन्धी कार्य मंत्री ने हृष्ट बैठक सम्बन्धी बलों की बैठक की है जो कि उसके द्वारा एवं अन्य प्रान्तों की विद्यालय समाजों के चुनावों को आन्तरिक सम्बन्ध करने के लिए केन्द्रीय चुनाव आयोग द्वारा राजनीतिक बलों की बैठक बुलाये, और

(c) क्या चुनाव आयोग द्वारा वर्ष 1968 से राजनीतिक बलों की बैठक बुलाई गई है,

(d) यदि हाँ, तो इसके बारे कारण हैं?

(e) क्या अन्तर्वर्ष वर्ष के अन्तर्वर्ष में चुनाव आयोग द्वारा दो बैठकों के बीच बैठक बुलाये गये हैं?

(f) यदि हाँ तो उस पर क्या कार्रवाई की गई थी?

विद्यि, व्याय और सम्बन्धी कार्य मंत्रालय में राज्य संबंधी (श्री नीतिराय सिंह चौकटी) : (a) निर्वाचन प्रायोग द्वारा 1968 से राजनीतिक दलों का कोई सम्मेलन समोजित नहीं किया गया है।

(b) यह, 1968 में राजनीतिक दलों का एक सम्मेलन समोजित किया गया था जिसका प्रयोगन 31 दिसंबर, 1968 को जारी किए गए निर्वाचन चिह्न (धाराधारा और धावटन) आयोग में किए जाने वाले उपचानों के बारे में उनके विचार जानना था। इस प्रकार के सामान्य महत्व का कोई प्रयोग तब से नहीं उठा।

(c) जी नहीं।

(d) प्रयोग ही नहीं उठना।

इन्दौर-मूर्ख शाह गेल लाइन का सर्वेक्षण

3674. श्री कूलचंद बर्मा : क्या रेल मंत्री यह बताने की हृष्ट करेंगे वि

(e) क्या इन्दौर-मूर्ख शाह-गेल लाइन वा मर्वेक्षण कार्य पूरा हो गया है; और

(f) यदि हाँ, तो नसवांडी मुक्य बातें क्या हैं? रेल मंत्रालय में उपचानी (श्री चूहरमद शाही चूरेशी):

(g) जी हाँ।

(h) इन्दौर से मह तक बड़ी साइर का विस्तार करने के लिए किये गये टोह सर्वेक्षण से जात हुआ है कि 21.31 कि० मी० लम्बी इस साइर की लागत 2.13 करोड रुपये आवेदी और उसके बुलाने के कई वर्ष प्रतिफल नकारात्मक होगा। ट्रिपोर्ट की विविध सम्बन्धित जांच-प्रक्रियाएँ हो जाने के पश्चात् इस अवाक्षय परिवर्तनाको स्थाय दिया जावा है।

Progress regarding Ganga-Cauvery Link Project

3675. SHRI K. RAMAKRISHNA REDDY :

SHRI SHYAM SUNDER MOHAPATRA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

- (a) the progress made in regard to Ganga—Cauvery Link Project ;
- (b) whether International Development Bank aid has been sought therefor ; and
- (c) whether State Governments are favouring this proposal ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) and (c). Studies of surpluses and deficits of various sub-basins, basins, areas and regions needed for identification of links connecting different river systems and further investigations required thereafter are proposed to be undertaken in the Fifth Plan. It is expected that about Rs. 3.5 crores may be available for these studies and investigations during the course of the Fifth Plan. The studies and investigations are proposed to be carried out in association with the State Governments concerned.

(b) No, Sir.

Cost and Completion of Macherla-Secunderabad Railway Line

3676. SHRI K. RAMAKRISHNA REDDY : Will the Minister of RAILWAYS be pleased to state :

- (a) the progress of Macherla-Secunderabad New Line ;
- (b) action proposed to be initiated during 1974-75 ; and
- (c) the total cost of the project and by what time the new line would be completed ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) (a) and (b). A B.G. Rail link will be established between Macherla and Secunderabad after completion of Nadikude-Bibinagar B.G. new line project and conversion of Macherla-Guntur to Broad Gauge. Both these projects have been included in the 1974-75 budget for construction.

(c) The projects have been estimated to Cost Rs. 22.82 crores. Target date for the completion of the projects is 1st April, 1979.

Complaints received in regard to by-election to West Bengal Assembly

3677. PROF. MADHU DANDAVATE : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

- (a) whether the Election Commission has received complaints regarding terrorism, forcible capture of booths and threats to opposition candidate with arms during the by-election to Assembly from Ghaighata constituency in West Bengal ;
- (b) whether the socialist party's candidate withdrew from the contest in protest against these unfair means ; and
- (c) what steps have been taken to put an end to these undemocratic practices that mare fair and free elections ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) : (a) Yes, Sir.

(b) Written intimation from the Socialist Party of its decision to withdraw its candidate was received by the returning Officer at about 4 P.M. on the date of poll.

(c) Fresh poll was ordered by the Election Commission to be taken on the 28th February, 1974 in the eleven affected polling stations. Simultaneously, the Commission requested the Chief Secretary to the Government of West Bengal to make

adequate arrangements for maintaining law and order and to ensure free and fair elections. In addition, the Commission has also directed the Chief Election Officer of the State to make a thorough inquiry into the incidents.

Siltation Threat to Major Reservoirs

3678. SHRI DEVINDER SINGH GARGA :

SHRI R. S. PANDEY :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether there is any siltation threat to 22 major reservoirs in the country ; and

(b) if so, the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). Surveys and investigations so far carried out for assessing the rate of siltation in some of the reservoirs in the country have indicated that the actual siltation is somewhat higher than expected, but this is not considered to be of any serious consequence to the life of the storage reservoir. However, before a reliable conclusion regarding the rate of siltation can be drawn, the observations will have to be continued for a number of years.

For reducing the rate of siltation in the reservoirs, watershed management and soil conservation measures are being carried out in the catchments of 21 river valley projects under the Centrally sponsored programme of the Ministry of Agriculture.

Construction of Ring Railway in the Capital

3679. SHRI N. K. SANGHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether in view of the present oil situation and unsatisfactory public transport service in Delhi, Government have

taken any steps to expedite construction of Ring Railway in the capital ; and

(b) if so, what is the present progress in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). A special Railway Organisation is conducting techno-economic feasibility surveys for a Mass Rapid Transit System for Delhi which had been earlier recommended by the Metropolitan Transport Team constituted by the Planning Commission. The exact scope of the work and the phasing, if any, will be determined on receipt of the Reports of the Railway Team.

Progress made on Provision of Tube Railway system in Bombay and Calcutta

3630 SHRI N. K. SANGHI :

SHRI SAMAR GUHA :

Will the Minister of RAILWAYS be pleased to state :

(a) the progress so far made on the provision of tube Railway system in Bombay and Calcutta ; and

(b) steps taken to expedite work on these projects ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and

(b). A statement is attached.

STATEMENT

BOMBAY :

For Bombay City, the scheme of Mass Rapid Transit comprises surface railway lines from Goregaon and Kurla by the side of the suburban lines, terminating with a short length of underground railway at Fort Market. The final location survey and detailed plan is in hand and is expected to be completed in 1974. An amount of Rs. 4.65 crores has been allotted in the

budget for 1974-75 to enable the construction of this line to be taken in hand. The scheme is expected to take 5 years to complete.

In addition, a tube Railway from Colaba to Kuria via Bandra is under consideration and feasibility studies are progressing.

CALCUTTA :

For Calcutta city, a rapid transit underground railway line from Tollygunj to Dum Dum has been planned and construction work which was taken up in 1972 is in progress. The work is being done with the assistance extended by the Government of the U.S.S.R. The Project is programmed to be completed by 1979.

Survey for Assessment of Hydel Potential of Himachal Pradesh

3681. SHRI K. M. MADHUKAR :

SHRI B. S. BHAURA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have made any survey to assess hydel potential of Himachal Pradesh ;

(b) if so, the main features thereof and how far it could solve the energy crisis ; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) to (c). The assessment made by Himachal Pradesh shows the hydro electric potential in the State as 5100 MW (continuous) as indicated below :—

Yamuna Basin	...	120 MW
Satluj Basin	...	2400 MW
Beas Basin	...	1320 MW
Ravi Basin	...	630 MW
Chenab Basin	...	630 MW

The power potential, if developed, will help to a large extent in meeting the requirements of energy in the Northern Region. Hydro electric projects totalling an installed capacity of 1500 MW are already under construction in the State. Development of hydro electric power is given high priority in the Plan, consistent with the availability of resources.

Shortage of Power in Agricultural Farms in Northern States

3682. SHRI GAJADHAR MAJHI :

SHRI K. MALLANNA :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government are aware that there is acute shortage of power in agricultural farms, particularly in the Northern States ; and

(b) if so, the steps Government propose to take in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) and (b). The availability of power in the States of the Northern Region is not adequate to meet the full demand. However, within the available quantum of energy, a high priority has been accorded by the States to supply of power for agricultural purposes. Power/Energy cuts have applied mainly to non-agricultural loads and load staggering has also been introduced to improve the availability of power.

Steps have been taken to maximise generation from the thermal stations in the region and also to maximise availability of generation and transmission facilities by interconnected operation. Inter-regional transfer of power is also being arranged. In addition, in order to augment the energy supply for the rabi crop, the power supply from Bhakra to the Nangal Fertilizer Factory has been reduced from 124 MW to 68 MW in the current month.

The essential power requirements for agriculture are thus being met.

Violation of Provision of Companies Law

3683. SHRI NAWAL KISHORE SINHA : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 1395 on the 20th November, 1973 regarding violation of provisions of Companies Law, and state :

(a) whether the information regarding names of companies which were found to have violated the provisions of the Companies Act during 1970-71 and 1971-72 has since been collected ;

(b) if so, the particulars thereof ; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDAB-RATA BARUA) : (a) No. Sir

(b) Does not arise.

(c) There are about 36000 Companies in the country and on an average about 6000 prosecutions are launched every year against 2000 companies. The violations are mainly of a routine nature such as non-filing of balance sheets, belated holding of statutory meetings, non-holding of Annual General Meetings and non-submission of statutory returns. Statistical details in respect of these violation are given in the annual report on the working of the Companies Act which is placed before the Parliament.

Since the compilation of comprehensive information regarding the names of the companies, the violation in each case, the action taken, the enquiries pending etc. in respect of prosecutions launched during a two years period would have involved considerable time and labour, the Department of Parliamentary Affairs, has, at the instance of this Department, approached the Committee on Government Assurances on 21st January, 1974 to exempt this Department from fulfilling the assurance in its

present form. The reactions of the Committee have not yet been made available to us.

Application of Foreign Exchange Regulation Act to Foreign Companies

3684. SHRI VEKARIA :

SHRI ARVIND M. PATEL :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether some of the foreign companies had been indulging in contracting or sub-licencing prior to the coming into operation of Foreign Exchange Regulation Act, 1973 ; and

(b) if so, particulars of those companies and how they have been dealt with now under the Foreign Exchange Regulation Act, 1973 ?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDAB-RATA BARUA) : (a) and (b). The information is being collected and it will be laid on the Table of the House.

Revision of Policy regarding Production of Wagons

3685. SHRI VEKARIA :

SHRI D. P. JADEJA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether railways have revised their policy regarding production of wagons ;

(b) if so, the salient features thereof ;

(c) whether it has recently placed an order for 500 wagons ; and

(d) if so, with whom and on what terms ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No.

(b) Does not arise.

(c) Recently no wagon orders have been placed.

(d) Does not arise.

False Submission of Monthly Reports by Supervisory Staff of P. F. Section D. A. O. New Delhi (Northern Railway)

3686. SHRI DHAN SHAH PRADHAN : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3365 on the 4th December, 1973, regarding false submission of monthly reports by Supervisory staff of P.F. Section D.A.O., New Delhi (Northern Railway) and state :

(a) Whether the disciplinary proceedings against the remaining two employees have been finalised ; and

(b) if so, the result thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Out of the remaining two employees, the disciplinary proceedings have been finalised in respect of one. One set of passes and two sets of PTOs have been stopped in his case. In respect of the other employee, the proceedings are still in progress.

Non payment of dues to Booking Clerks working at Sahibabad Delhi Division (Northern Railway)

3687. SHRI MAHADEFPAK SINGH SHAKYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether some Booking Clerks now working at Sahibabad—Delhi Division—Northern Railway have not been paid their dues for period of their sickness pertaining to December, 1972 ;

(b) if so, reasons for such an inordinate delay ; and

(c) whether Government propose to take any corrective action against such staff who intentionally subject such payments to unnecessary delay ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No.

(b) and (c) Do not arise.

Transfer of Office Clerks working in Commercial Branch, Divisional Office, New Delhi (Northern Railway)

3688. SHRI MAHADEFPAK SINGH SHAKYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether some Office Clerks grade 130-300(AS) working in Commercial Branch, Divisional Office, Northern Railway, New Delhi were transferred to Refund Section of Headquarters Office in the month of February, 1972 on the basis of some anonymous complaint ;

(b) if so, whether any opportunity was afforded to the employees to clear the charge against them if not, the reasons therefor ;

(c) whether these employees have not been paid their leave salary of several months pertaining to the year 1972 ; and

(d) if so, the reasons therefor and the action taken against the staff at fault ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b) Only one Clerk who had worked continuously in the same section for about 6 years was transferred on administrative grounds.

(c) No.

(d) Does not arise.

Suspension of sub-Heads of DAO, New Delhi, (Northern Railway)

3689. SHRI MAHADEFPAK SINGH SHAKYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether some Sub-heads grade Rs. 210—380(AS) working in the office of the

Divisional Accounts Officer Northern Railway, New Delhi, were suspended in the year 1973 on the charge of serious misconduct;

(b) if so, whether any charge-sheet for infliction of major penalty has been issued to such employees;

(c) whether any statutory enquiry under Discipline and Appeal Rules has been ordered; and

(d) if so, with what result?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes, only one.

(b) Yes.

(c) Yes.

(d) The enquiry is still in progress.

Supply of Petroleum Products to Nepal

3690. SHRI G. Y. KRISHNAN : SHRI JAGANNATH MISHRA.

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the quantity of Petroleum Products being supplied by India to Nepal and the terms of the agreement in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN) : The supplies of Petroleum Products made to Nepal during 1973 were of the order of 73,000 tonnes.

A Nepalese Delegations visited India in February, 1974 and held discussions with the Indian Delegation. The quantum of

supply of POL products to Nepal was reviewed at these discussions. It was agreed, *inter alia*, that for the requirements above and beyond that India had already undertaken to supply to Nepal, Nepal Oil Corporation and the Indian Oil Corporation would co-operate closely so as to facilitate Nepalese imports of POL items. It was also agreed that India would provide facilities for handling, transport, storage and refining and would also make suitable supply arrangements to provide to Nepal, on a product exchange basis, the mix of POL items required by Nepal.

Rise in cost of continuing Irrigation Projects in Kerala

3691 SHRI K. P. UNNIKRISHNAN : SHRI VAYALAR RAVI :

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the estimated cost of each continuing irrigation project in the State of Kerala has now risen due to rise in cost of materials, land and labour rates; and

(b) if so, how far the estimated costs have risen and to what extent the increase in the cost has been neutralised by increased central assistance?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) Yes, Sir.

(b) The original estimated cost at the time of sanction and the present estimated cost of the seven major continuing irrigation projects in Kerala are given below:

(In lakhs of Rupees)

S No.	Name of Project	Original estimated cost at the time of sanction	Present estimated cost
1	Periyar Valley	348.00	1650.00
2.	Kallada	1328.00	4500.00
3.	Pamba	383.13	1890.00
4.	Kuttiaudi	496.04	1530.00
5.	Chitturpuzha	106.00	624.00
6.	Kanhirapuzha	365.10	926.15
7	Pazhassi	442.40	1462.00

Irrigation is a State subject and funds for the execution of irrigation projects are provided by the State Governments within the framework of their overall developmental Plans. The central assistance to the State Plans is given in the form of block loans and grants, not related to any particular sector of development or project.

Exploration of Power Potential in Kerala

**3692. SHRI K. P. UNNIKRISHNAN :
SHRI VAYALAR RAVI :**

Will the Minister of IRRIGATION AND POWER be please to state :

(a) whether Government are aware that the availability of cheap Hydel Power in the State of Kerala has helped to a great extent to relieve the power crisis in Southern States and there is immense potentiality for further developing the hydel power in that State ; and

(b) if so, what special measures Government have taken or propose to take to fully exploit this power potential to meet any future power crisis ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C PANT) :
(a) and (b) Yes, Sir. According to the hydro electric survey carried out by the CW&PC, hydro electric potential in the State of Kerala is 925 MW continuous equivalent to an energy output of 8100 million KWh per year. Out of this potential, about 300 MW continuous have been developed in power stations with an installed capacity of 621.5 MW. Further projects with an installed capacity of 975 MW and utilising a potential of 320 MW continuous are under construction. Schemes with an installed capacity of 475 MW and utilising a potential of 216 MW have been investigated and the project reports are under examination.

It is the policy to accelerate the utilisation of hydro electric potential in the State so as to meet the growing electrical power requirements within the availability of resources.

Supply of Kerosene Oil to various States

3693. SHRI SAMAR GUHA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the break-up of the supplies of kerosene to different States during the period of last six months ;

(b) the steps taken or proposed for meeting the shortage of kerosene supplies to different States ;

(c) whether West Bengal is suffering from acute shortage of kerosene supply ; and

(d) if so, facts thereabout and the steps taken to meet the crisis ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Required information is given in the statement laid on the Table of the House. [Placed in Library. See No. I T-6476/74].

(b) to (d) In view of the large increase in diesel demand to meet the priority needs, particularly of the agricultural sector, it is necessary to economise in the use of kerosene oil to the maximum extent possible at least till June 1974. In order to maximise diesel oil production kerosene quotas to all States were reduced by 15 per cent in January, 20 per cent in February and 15 per cent in March 1974. Such curtailment of quotas will be necessary upto June 1974. All States including West Bengal have been advised to ensure equitable distribution of available supplies and to take steps against hoarding and black marketing of the product.

Schemes, Sanctioned by R.E.C. during Suspension of Supply of Crude from Iraq for Cochin and Barauni Refineries 1972-73

3694. SHRI PRABODH CHANDRA : SHRI RAM BHAGAT PASWAN :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Rural Electrification Corporation had sanctioned 227 schemes during 1972-73 ; and

(b) if so, the main particulars thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). The Rural Electrification Corporation has sanctioned 200 schemes of the various State Electricity Boards during the year 1972-73. In addition, 27 schemes for extension of electricity to Harijan Bastis adjoining the villages already electrified were also sanctioned. The details are given in the statement laid on the Table of the House. [Placed in Library. See No. LT-6477/74]

Supply of power by Thermal Stations

3695. SHRI PRABODH CHANDRA : SHRI YAMUNA PRASAD MANDAL :

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether thermal stations in the country have registered an increase of 50 per cent in power supply ; and

(b) if so, the reasons for power shortage in spite of the increase in supply ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b) The total energy generated from the thermal power stations in the country during 1973 was substantially the same as that in 1972. Due to increase in demand for power, the power shortage continues to persist.

3696. SHRI PRABODH CHANDRA : SHRI YAMUNA PRASAD MANDAL :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether supply of Iraqi crude on Government account to Cochin, Barauni, ESSO and Burmah Shell refineries has been suspended; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) No, Sir.

(b) Does not arise.

Categories of Railway Employees resorted to Strike during 1971-72, 1972-73 and 1973-74

3697. SHRI SHANKERRAO SAVANT : Will the Minister of RAILWAYS be pleased to state :

(a) which categories of Railway employees resorted to strikes during 1971-72, 1972-73 and 1973-74 till the end of February;

(b) what was the number of employees involved in each strike;

(c) what was the loss sustained by the Railways on account of each of these strikes; and

(d) steps taken or proposed to be taken to avoid these strikes in future ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (d) On the Railways, there are incidents of agitations arising out of various causes when for short or long durations work gets held up. Speaking generally of major strikes during 1971-72, 1972-73 and 1973-74, it may be stated that in major strikes

staff involved were of loco sheds (maintenance), loco crew (steam, diesel or electric), carriage and wagon department, and of late, by some SMs/ASMs yard staff, guards and even some gangmen.

Most of these work stoppages are short lived and take place on account of some minor incidents. In such cases often the staff are allowed to resume duty. However, in cases of major strikes which cause work stoppage for long periods, the number involved varied from 100 to about 22000 as in August 1973 strike of locomen. The loss in mandays of such major strikes had been computed over the years as follows :

1971-72	nearly 1.24 lakhs
1972-73	nearly 1.12 lakhs
1973-74	so far nearly 4.5 lakhs.

The loss to the Railways due to strikes and agitations in 1971 was Rs. 1.4 crores and Rs. 1.9 crores in 1972. During 1973, the total loss sustained due to strikes/agitations, particularly by loco running staff is about Rs. 21 crores.

There is no doubt that labour relations on Indian Railways is a subject that requires persistent attention and in this context there have been several special meetings with labour representatives under the aegis of the recognised Federations which have been useful. The Permanent Negotiating Machinery and the Joint Consultative Machinery which have been functioning constitutionally over the last two decades are to be utilised more purposefully than before. Not only so, a conference was convened on 4th February, 1974 and it was attended by some Members of Parliament interested in labour problems, some leaders of Central Trade Unions and representatives of two recognised Federations. The policy of one union in one industry has been accepted in principle.

Indigenous Production of Oil

3698. SHRI SHANKERRAO SAVANT:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state the quantum of indigenous production of oil during the last three years till the end of February, 1974.

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : The Indigenous production of crude oil during the year 1971, 1972 1973 and 1974 (upto February 1974) is given below :

		(Thousand tonnes)
Year	Crude oil production	
1971	7185	
1972	7373	
1973	7197	
1974 (upto Feb. 1974)	1176*	

*Provisional (based on despatches)

Clearance of Hydraulic Electricity Projects in Maharashtra

3699. SHRI SHANKERRAO SAVANT:

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) the names of hydraulic electricity projects in Maharashtra which have been cleared by the Centre after the award given by the Krishna Waters dispute Tribunal; and

(b) what is the potentiality of each of these projects ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) :

(a) No such projects have been cleared so far.

(b) Does not arise.

**Indigenous manufacture of Chemicals
which are being imported**

3700. SHRI SHANKERRAO SAVANT:
Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) which of the chemicals are still being imported from abroad; and
(b) what attempts are being made to manufacture them in India and with what success?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN). (a) Besides fertilizers, certain important Drugs and Drug intermediates, some of the important chemicals which are being imported are given below :—

1. Soda Ash.
2. Caustic Soda.
3. Soda Bleaching Powder.
4. Soda Bichromates.
5. Potassium Carbide.
6. Sodium Hydrosulfite.
7. Calcium Carbide.
8. Mercury.
9. Phosphoric Acid.
10. Muriate of Potash (Pure).
11. Potassium Chloride (commercial).
12. Sodium Nitrate (Natural).
13. Sodium Nitrate (Synthetic).
14. Sodium Nitrite.
15. Hydrochloric Acid.
16. Ammonium Chloride.
17. Sodium Dichromate.
18. Synthetic Cryolite.
19. Aluminium Fluoride.
20. Refrigerant Gases.
21. Potassium Chlorate.
22. Calcium Carbonate.
23. Hydrogen peroxide.
24. STPP (Sodium Tripoly Phosphate).

25. Coprostanone.
26. DMT.
27. Aniline.
28. Methanol.
29. LD Polyethylene.
30. H.D. Polyethylene.
31. PVC.
32. Maleic Anhydride.
33. Polypropylene.
34. Ethylene Glycol.
35. Alkyl Dodacyl Benzene.
36. Phthalic Anhydride.
37. Melamine.
38. Pentacrythritol.
39. Ammonium nitrate.
40. Phosphorus Pentoxide.

In addition, various types of Pesticides, including insecticides, weedicides, plant growth regulants, etc. are also being imported.

(b) In so far as fertilizers are concerned, the total domestic availability falls short of requirements and the gap has to be bridged by imports to the extent possible. Continuing efforts are being made to maximise indigenous production in existing units and also to expedite commissioning of new plants.

For all other chemicals as well which are still being imported to the extent of the shortfall which can be manufactured indigenously, steps have been/are being taken to instal new/expanded production capacity.

Strike by Wagon Examiners and Station Masters of North Eastern and South Eastern Railways

3701. SHRI NARENDRA SINGH: will the Minister of RAILWAYS be pleased to state :

(a) whether Wagon Examiners and Station Masters of North Eastern and South Eastern Railways went on strike recently; and

(b) if so the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) and (b). Train examiners on certain sections of North Eastern Railway and South Eastern Railway, and Station Masters only in certain sections of South Eastern Railway resorted to work to rule movement to press for better pay scales and better service conditions.

Siltage in Gobind Sagar Dam at Nangal

3702. SHRI MOHINDER SINGH GILL : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Gobind Sagar Dam at Nangal is getting silted at a much faster rate than estimated by the planners at the time of its construction and there is a threat of serious dislocations of power supply and irrigation facilities to Punjab and other parts of the Northern India, and

(b) if so, the steps being taken to meet the situation?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) the observations carried out for the first five years of the reservoir indicated the rate of silting to be slightly higher than that anticipated in the Project Report. Observations pertaining to the subsequent years, however, reveal that the rate of silting has declined. In view of this, there is no threat to the irrigation and power facilities to Punjab and other parts of Northern India on this account.

(b) Soil conservation measures to reduce silting have been undertaken in the catchment area by the Himachal Pradesh Government.

वीकानेर, जोधपुर, फिरोजपुर, लखनऊ तथा इलाहाबाद डिवीजनों में स्टेशनों पर चारों बेबने के लिए चारी किए गए लाइसेंस

3703. श्री पन्ना लाल बाल्याल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि

(क) बीकानेर, जोधपुर, फिरोजपुर, विस्सी, लखनऊ और इलाहाबाद डिवीजनों में कितने रेलवे स्टेशनों पर चाप, पान, बीड़ी, दूध, दही, मिठाई, पूरी तथा रोटी बंचने तथा जलपानगृह बनाने के लिए बच्चे 1973 में कितने नये लाइसेंस दिये गये हैं?

(ख) उनमें से कितने लाइसेंस अनुमति जानिया तथा अनुमति उनजानियों के लागतों का दिये गये हैं,

(ग) मधीं बांदों वे लाइसेंसधारियों में से उन डिवीजनों में कितने लोगों के लाइसेंस रह किये गये हैं और उनके क्या कारण हैं, और

(घ) कितने लाइसेंसधारियों के लाइसेंसों की अवधि भावात हा गई थी और उनका नवीकरण किया गया?

रेल बंकालय में उप-मंत्री (श्री यशस्वरांशुकुमार) :

(क) 48

(ख) 5

(ग) 31 थे रह किये गये जिनके कारण इन प्रवार हैं --

(1) हाल के नीति सम्बन्धी इस नियंत्रण के परिणामस्वरूप कि भोजनालयों द्वारा खोपचो के मामले में खानपान/खोपचे के जिन ठेकेदारों ने 6 बर्ष की अवधि और रेलवे तथा रेनगार्डों के मामले में 10 बर्ष की अवधि पूरी कर ली है उनके ठेकों का नवीकरण नहीं किया जारेगा, 10 मामलों में लाइसेंसों का नवीकरण नहीं किया गया।

(2) पाच मामला में ठेकेदारों की मृत्यु हो जाने के कारण थे रह किये गये।

(3) चार मामलों में थे की उप-पद्धते पर दे दिया जाने के कारण लाइसेंस रह कर दिए गए।

(4) पाच मामलों में थे की असत्रेवजनक सेवा के कारण हैं इन गए।

(5) एक टेक्सार को बता हो जावे के कारण डेका रद्द कर दिया गया।

(6) एक टेका टेकेशार के 7 नहीं तक अनुपस्थित रहने के कारण रद्द कर दिया गया।

(7) दो भागों में टेकेशारों ने त्यागपत्र दे दिया और तीस भागों में टेकेशारों ने सबसे टेके छोड़ दिए।

(8) 114

Proposal to make a Railway halt at Rampura, Delhi

3704. SHRI BIRENDER SINGH RAO: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the fact that residents of Trinagar, Delhi have been facing great hardships in reaching their offices in Delhi and New Delhi for non-availability of conveyance;

(b) if so, whether Government propose to make a Railway halt between Shakur Basti and Daya-Basti at Rampura, Delhi to enable these residents to reach their duty places in time; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAIFI QURESHI): (a) to (c). A proposal for opening a new station at Rampura between Daya Basti and Shakur Basti stations was examined. The station could not be opened as the section on which it would be situated is utilised to saturation point and opening of a station is not operationally feasible at this stage. Moreover, as per policy, new stations are not opened unless the distance between the new station and the adjacent stations on either side is at least 5 Kms. In this case the distance was 2 Kms. and 2.5 Kms. only from stations on either side. It is also reported that the area is well served by road services.

Procurement of Crude at Higher Rates by Cochin and Madras Refineries

3705. SHRI BIRENDER SINGH RAO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Government are aware that the oil refineries at Cochin and Madras have procured crude oil at higher rates than those paid by independent buyers in the Middle East;

(b) if so, the reasons therefor; and

(c) whether any steps have been taken by Government for the supply of crude oil at reasonable prices to these refineries?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). The Refineries at Cochin and Madras have imported crude oil at prices fixed in accordance with the agreements these refineries have entered into with their suppliers.

(c) Bi-lateral contacts are being established with the oil producing countries with a view, *inter alia*, to obtaining the supply of crude oil to these refineries at reasonable prices.

Amendment to Hindu Marriage Act, 1955

3706. SHRI BIRENDER SINGH RAO: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether there is any proposal under consideration of Government to amend the Hindu Marriage Act, 1955 for reducing the period of judicial separation;

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

(c) by what time a bill is likely to be introduced in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHURY): (a) and (b). Under section 13(1A) of the Hindu Marriage Act, a party can apply for divorce

after a decree for judicial separation if a minimum period of two years has lapsed without reconciliation. Representations seeking reduction of the said period of two years have been received by the Government and they are under active consideration.

(c) These and other representations for amendment of the Hindu Marriage Act are being considered together and it will take some more time before a decision is taken in this regard.

Supply of Diesel to Nepal

3707. SHRI RAMKANWAR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the total quantity of diesel oil which Government of India has been exporting to Nepal;

(b) whether there are proposals to curtail export of diesel oil to Nepal due to oil crisis; and

(c) the main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAH NAWAZ KHAN): (a) The quantity of diesel oil exported to Nepal is as under :

Year	Quantity (tonnes)
1970	20,039
1971	22,705
1972	23,195
1973 (Jan. to June)	14,979

(b) and (c). Compared to the requirements of the country, the exports to Nepal are very insignificant. These exports are made for historical and traditional reasons. It is, therefore, proposed to maintain the present level of supplies and to extend all possible assistance to Nepal in procuring its increasing requirements.

Attempt made to Dynamite Railway Bridge on 15th December, 1973

3709. SHRI BIBHUTI MISHRA: Will the Minister of RAILWAYS be pleased to state :

(a) whether an attempt was made to dynamite Railway bridge No. 12 between Lotapahar and Chakradharpur Stations on Howrah-Bombay main line on the 15th December, 1973;

(b) if so, the loss suffered by Railways; and

(c) the steps taken by Government to protect vital installations from anti-social elements?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) On 15-12-1973 at about 00 10 hours an explosion took place at Bridge No. 256 between outer and home signals of Lotapahar Railway Station on the Howrah-Nagpur main line of South Eastern Railway.

(b) Negligible.

(c) Vital installations/vulnerable points have been placed in various categories according to their vulnerability and importance. Those considered important are guarded both during normal times and during emergencies. The rest are guarded only during emergencies. The responsibility of protecting Railway track and Bridges has been placed on the Police Force of the concerned States.

समस्तीपुर डिबीजन, उत्तर बिहार में भाइयों का रद्द किया जाना

3710. श्री चिह्नित विषय : क्या रेल मरी यह बताने की हुया करने कि ।

(क) क्या उत्तर बिहार में रेलवे के समस्तीपुर डिबीजन में 23 फरवरी, 1974 तक कोयले के अभाव में ब्रेक गाड़ियां रह रही रहीं,

(ब) यदि हां, तो कोयले का अभाव किस के बोल में हुया ; और

(ग) एविलर दे कोयले की विकसित स्थाई सुनिश्चित करने के लिए क्या योजना बनाई जा रही है?

(ह) रेल बंदोलव दे अन्तर्राष्ट्रीय (जी बहुमान राष्ट्रीय सुरेशी) .
(क) कोयले की कमी के कारण 1-1-74 से 23-2-74 तक की अवधि के दौरान श्रीमन 22 जोड़ी सवारी गाड़ियां रोजाना निलंबित रहीं।

(ब) नवम्बर 1973 से आगे रेलों पर कर्मचारियों का व्यापक आन्दोलन चलता रहा जिसमें लोको अनुराग कर्मचारियों की हड्डाताल भी शामिल है। इसके बाद दिसम्बर, 1973 में लोको कर्मचारियों की हड्डाताल और फरवरी में सवारी और मान्दिल्का कर्मचारियों का आन्दोलन हुआ, जिसका कोयले के लदान पर गम्भीर रूप से प्रतिकूल प्रभाव पड़ा। अभी हाल ही में गाड़ों का आन्दोलन हुआ था जिसमें बगाल और बिहार नवा मध्य प्राचीन के संघरण सेक्टों में ज्ञासतीर से कोयले के लदान पर बुरा प्रभाव पड़ा।

(ग) यदि कार्य की स्थिति मामांक हो जाए तो नियमित स्थाई रखना और कोयले का स्टाक बनाना सम्भव हो सकेगा।

Using Rustam Crude for Cochin Refinery

3711. SHRI C. K. CHANDRAPPAN.
SHRI C. JANARDHANAN.

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Government have decided to use Rustam Crude for Cochin Refinery; and

(b) if so, the reasons and other features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN). (a) and (b) In view of the difficult crude supply situation, it has been decided to utilise India's share of the Rustam crude for processing in this country. India's share of Rustam crude in 1974 is about 0.52 million tonnes. Rustam crude is being processed in Cochin Refinery in addition to other crudes with a view

to ensuring fuller utilisation of the capacity of this Refinery.

Increasing Production of Benzene Toluene at Koyali Refinery of I.O.C.

3712. SHRI ARVIND M. PATEL:
SHRI D. P. JADEJA:

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether priority is being given to maximise the production of benzene toluene at Koyali Refinery of Indian Oil Corporation;

(b) if so, what are the broad features in this regard; and

(c) whether its production will counter-vail the losses of the Refinery?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) Yes, Sir.

(b) Koyali Refinery can now produce 45,000 tonnes per year of Benzene as against the designed capacity of 33,000 tonnes and 17,000 tonnes per year of toluene as against the designed capacity of 14,000 tonnes.

(c) The refinery is already making profits. The increase in Benzene production is expected to further improve the profitability of the refinery.

Targets of Refining Capacity during Fourth and Fifth Plans

3713. SHRI S. N. SINGH DFO: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) the targets fixed by Government for the achievement of refining capacity during Fifth Five Year Plan;

(b) the extent to which Government have achieved its goal during the Fourth Five Year Plan; and

(c) whether Government have proposed to take steps to build additional capacity for the manufacture of paraffin wax, lubricants and other products to make the country self-sufficient in these products?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) In view of the rapidly escalating prices of crude oil and foreign exchange implications of the increases in crude oil price, the optimum refining capacity to be achieved during the Fifth Five Year Plan is still under consideration.

(b) As against the planned capacity of 25.55 million tonnes by the end of the Fourth Plan, the capacity likely to be available by the end of the Plan period is 24.05 million tonnes. This includes the spare capacity available with the three private sector refineries.

(c) Yes, Sir.

Reorganisation of Oil and Natural Gas Commission

3714. SHRI SAT PAL KAPUR: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a final decision has since been taken on the re-organisation of the Oil and Natural Gas Commission; and

(b) if so, the broad features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLFUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b) The matter is under examination and a final decision is likely to be taken in the near future. Till then it is not considered in the public interest to disclose the details.

Derailed of Goods Wagons between Modpur and Sinhan (Western Railway)

3715. SHRI RAM PARKASH: Will the Minister of RAILWAYS be pleased to state:

(a) whether some goods wagons were derailed between Modpur and Sinhan

(Western Railway) on the 22nd February, 1974; and

(b) if so, causes of the derailment?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes.

(b) According to the finding of the inquiry committee the derailment was due to the failure of mechanical equipment.

Demand for increase in price of Crude by Caltex

3716. KUMARI KAMLA KUMARI: Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether Caltex has demanded a further increase in crude price; and

(b) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) and (b). For the period effective from January 1, 1974, Caltex asked for a retrospective increase in the provisional price of the Light Iranian crude oil that they were importing from \$ 8.48 per barrel to \$ 8.97 per barrel. Effective from 16-2-1974, Caltex have switched over to Light Arabian crude oil. The price of Light Arabian crude oil provisionally demanded by Caltex is U.S. Dollar 8.75 per barrel as compared to the provisional price of U.S. Dollar 8.32 per barrel for the similar crude oil by Esso with effect from 1-1-1974. The precise reasons for these increases have not yet been intimated by Caltex and are being ascertained.

Construction of Barwadih-Chirmiri Railway Line

3717. KUMARI KAMLA KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction work on Barwadih and Chirmiri Railway line has been re-started; and

(b) if not, the reasons thereof and when it is likely to be started?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) No.

(b) The construction of a railway line between Barwadih and Chirmiri was undertaken in 1947 but subsequently the work was stopped due to difficult ways and means position and as it transpired that the anticipated traffic would not materialise. The construction of this line will however be reconsidered alongwith the development of coal fields in the area.

Direct Train between Dalton Ganj and Delhi via Dehri or Chopan

3718. KUMARI KAMALA KUMARI: will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to start a direct train between Dalton Ganj and Delhi via Dehri or Chopan; and

(b) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) & (b). Introduction of a direct train between Daltonganj and Delhi via Dehri-on-Sone or Chopan is at present operationally not feasible due to limited line capacity enroute and for want of adequate terminal facilities at Delhi/New Delhi.

Complaints received against the condition of Bogies of Mail and Express Trains at Kanpur Railway Station

3719. KUMARI KAMLA KUMARI: will the Minister of RAILWAYS be pleased to state:

(a) the number of complaints received at the Kanpur Railway Station during the month of February, 1974 about the condition of bogies of the Mail and Express trains with special reference to Howrah-Delhi Mail (Howrah Mail 11UP);

(b) whether any action was taken when these complaints were received and if so, the nature thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (c). The information is being compiled and will be placed on the table of the House.

Loss to Railway due to Suburban Season Tickets

3720. SHRI R. N. BARMAN : Will the Minister of RAILWAYS be pleased to state:

(a) The total amount of Loss the Railways incurred up-to-date on account of Suburban season tickets during the last three years; and

(b) the steps Government propose to take to re-coup the loss?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Earnings from Suburban season tickets were Rs. 13.31 crores in 1970-71, Rs. 13.94 crores in 1971-72 and Rs. 15.99 crores in 1972-73. As no record is maintained separately of expenditure on account of this traffic, the loss can not be stated. However the overall loss on Suburban Services was about Rs. 12 crores per annum in 1970-71 and 1971-72 and about Rs. 13 crores in 1972-73.

(b) The passenger fares for suburban as well as non-suburban travel are proposed to be increased from 1-4-1974 without any increase in the season ticket fares.

Comments from States on the Krishna Water Disputes Tribunal, Award

3721. SHRI P. VENKATASUBBAIAH : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether any comments have been received from the concerned States on the

Krishna Waters Disputes Tribunal Award; and

(b) if so, the nature thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) and (b). The Krishna Water Disputes Tribunal forwarded, on the 24th December, 1973, their report setting out the facts as found by them and giving their decision thereon. In accordance with the provisions of the Inter-State Water Disputes Act, 1956, if any State Government is of the opinion that any thing contained in the decision requires explanation or that guidance is needed upon any point not originally referred to the Tribunal, it may, within three months from the date of the decision, again refer the matter to the Tribunal for further consideration. On such a reference, the Tribunal may forward a further report giving such explanation or guidance as they deem fit and in such a case the decision of the Tribunal shall be deemed to be modified accordingly.

No such reference has so far been received by the Government of India from any of the States.

Krishna Water Tribunal for Godavari Waters Dispute

3722. SHRI P. VENKATASUBBAIAH : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the same Tribunal which had gone into the Krishna waters dispute is also going to take up the question of distribution of Godavari waters;

(b) whether Government have considered the desirability of constituting a tribunal with judges if office instead of appointing judges who have or are about to retire and continue them till the award is given; and

(c) whether suitable amendments will be made in the Inter-State Water Dispute Act to this effect ?

THE / MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) No, Sir. There are separate Tribunals for the Krishna dispute and the Godavari dispute. These two Tribunals were constituted in April, 1969, but as the water disputes were inter-linked and some of the parties to the disputes were common, the membership of the two Tribunals was kept to the same.

The Krishna Water Disputes Tribunal have since given their decisions. The pleadings of all the party States have been completed before the Godavari Water Disputes Tribunal and a large number of documents admitted in evidence. The adjudication proceedings are in progress.

(b) and (c) According to the provisions of the Inter-State Water Disputes Act 1956, as amended by Parliament in 1968, the Chairman and two other members of the Krishna and Godavari Water Disputes Tribunals were nominated in this behalf by the Chief Justice of India from among persons who at the time of such nominations were judges of the Supreme Court or of a High Court. No changes in the existing provisions for the membership of the Tribunals are contemplated.

Solution regarding sharing of Ravi-Beas Waters

3723. SHRI RAGHUNANDAN LAI BHATIA : Will the Minister of IRRIGATION AND POWFR be pleased to state :

(a) whether he had initiated any steps to find solutions to major Inter-State Waters disputes in December, 1973, and

(b) if so, whether any equitable solution has been arrived at regarding sharing of Ravi-Beas Waters ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) and (b). Efforts have been made to resolve the question of sharing of the Ravi-Beas waters between Punjab and Haryana. The matter is however, to be discussed further.

Non-implementation of Agreement regarding compensation to victims of firing opened by Railway Protection Force at Hingir Railway Station (S. E. Railway)

3724. SHRI M. KATHAMUTHU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the fact that the agreement regarding compensation to the victims of firing on the 26th February, 1973 by the Railway Protection Force at Higher Railway Station has not yet been implemented;

(b) if so, the reasons therefor; and

(c) steps being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF RAHWAYS (SHRI MOHD. SHAFI QURESHI): (a) to (c) Arising out of the minutes of discussion on this issue between the South Eastern Railway Administration and the Union leaders concerned, financial assistance from the Railway Minister's Welfare and Relief Fund has been granted to those who were killed/injured in the firing incident which took place at Hingir Railway Station on 26-2-1973 as per details given below:—

Two employees who were killed ..	Rs. 2,500/- each
One employee who received severe head injury	Rs. 1,500/-
One employee whose left arm was amputated	Rs. 500/-
Five employees who received minor injuries	Rs. 300/- each.

No compensation under the Workmen's Compensation Act, 1923, is admissible in these cases. The question whether any other compensation can be given to the employees concerned, is receiving attention.

Facility of Accommodation and House Rent Assistance to Officers and Staff of Northern Railway at Varanasi

3725. SHRI M. KATHAMUTHU: Will the Minister of RAILWAYS be pleased to state:

(a) whether neither housing accommodation has been provided so far nor house-rent assistance is allowed to the officers and

staff of Northern Railway at Varanasi and

(b) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Housing accommodation has been provided to a number of officers and staff to the extent accommodation is available. House Rent Allowance as admissible is allowed to officers and staff not provided with quarters.

(b) Does not arise.

News-item captioned "Tooth Paste and Telcum Powder-Colgate carries loot"

3726. SHRI SHASHI BHUSHAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 1248 on the 20th November, 1973 regarding news-item captioned "Millions in Tooth Paste and Telcum-powder—Colgate carries loot" and state:

(a) whether the matter has since been examined;

(b) if so, the outcome thereof; and

(c) if not, the further time likely to be taken in examining the matter and taking the necessary action?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDARATA BARUA): (a) to (c). The matter has since been examined in consultation with the Department of Legal Affairs and further action is under consideration.

Report of Committee on Collapse of French Well Water pumping system of Baroda

3727. SHRI SHASHI BHUSHAN: Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether Government have received the report of the Committee constituted to probe into the collapse of the steel and cement concrete girder of Rs. two

crores French Well Water Pumping system of the Baroda on the Mahisagar river in September, 1973 ; and

(b) if so, the main features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD) : (a) and (b). No such report has so far been received from and the Government of Gujarat.

Receipt of Profitability returns from Foreign Drug Firms

3728. SHRI SHASHI BHUSHAN : Will the Minister of PETROLEUM AND CHEMICALS be pleased to refer to the reply given to Unstarred Question No. 1204 on the 20th November, 1973 regarding re-

ceipt of profitability returns from foreign drug firms and state :

(a) whether the profitability returns have since been received ; and

(b) if so, the main features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). A statement showing information received from 23 firms having a foreign equity of more than 25 per cent is attached.

It is observed from the statement that (excepting for M/s. Roche Products Ltd. in respect of Bulk and Formulations) the percentage of profit on turnover was within the prescribed limit.

STATEMENT

S. No.	Name of the Company	Percen- tage of foreign equity	Percentage of Profit on turn over	
			Bulk and formula- tions	Formula- tions only
1.	Merck Sharp Dohme of India Ltd.	60	11.00	8.00
2.	German Remedies Ltd.	64.19	Loss	11.08
3.	Roussel Pharmaceuticals (I) Ltd.	66	8.52	8.52
4.	Sandoz India Ltd.	60	8.97	9.05
5.	Roche Products Ltd.	89	16.64	13.39
6.	Smith & Nephew (India) Ltd.	59.6	Loss	Loss
7.	Boehringer-Knoll Ltd.	60.6	0.21	0.46
8.	Angle French Drug Co. Ltd.	80	11.70	11.70
9.	GW Carmick Co. (India) Ltd.	100	Loss	Loss
10.	Ethnor Ltd.	75	Nil	12.70
11.	Johnson & Johnson Ltd.	75	Nil	1.80
12.	Bayer India Ltd.	57.45	12.21	8.30
13.	Burroughs Wellcome & Co. Ltd.	100	5.34	5.65
14.	Indian Schering Ltd.	88.7	14.01	12.60
15.	C.E. Fulford (India) Ltd.	100	—	Loss
16.	Nicholas (India) Ltd.	100	Nil	13.60
17.	CTBA (India) Ltd.	65	10.71	7.60
18.	Glaxo Laboratories Ltd.	75	10.36	5.47
19.	Geoffrey Manners & Co. Ltd.	45	14.17	10.75
20.	UNI-UCB (P) Ltd.	40	9.50	9.00
21.	Sahrid Geigy Ltd.	47.5	10.07	7.43
22.	Warner Hindustan Ltd.	50	—	14.60
23.	Rallis India Ltd.	26.29	—	4.50

Loss to Railways since January, 1971 due to agitations

3729. SHRI D. P. JADEJA: Will the Minister of RAILWAYS be pleased to state what is the quantum of loss suffered by the Indian Railways (Zone-wise) since January, 1971 due to agitations other than these by Railways employees?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): The information is being collected and the same will be laid on the Table of the Sabha.

राजस्थान में उत्तरक कारबाहों की स्थापना

3730. श्री भूलक्ष्म डामा: क्या बेहोलियन और राजस्थान मंत्री यह बताने की हुया करेंगे कि :

(क) क्या राजस्थान में वित्तीय अधिकारी सिक्कर विलो में उत्तरक कारबाहे ने स्थापित करने का केन्द्रीय सरकार का विचार है; और

(ब) क्या इन दोनों स्थानों पर प्रबुर भावा में पाइराइट उपलब्ध है?

बेहोलियन और राजस्थान मंत्रालय में राज नदी (श्री भूलक्ष्म डामा) : (क) और (ब) राजस्थान में एक उत्तरक उद्योग-समूह, जो उस राज्य में स्थानीय रूप से उपलब्ध पाइराइट्स एवं राज कास्टेट पर आधारित होगा, की स्थापना किये जाने के बारे में कुछ अध्ययन किये जा चुके हैं तबा और अध्ययन किये जा रहे हैं। पर्वत भंडारी की आधिक उपलब्धता नवा सम्पोजन के सबूत में पर्याप्त निश्चित और उपलब्ध हो जाने के परामर्श ही परियोजना के स्थापित किये जाने के स्थान के साथ-नाथ इस भावसे पर कोई निर्णय लिया जा सकता है।

सालारीपुर लेल में पाइराइट्स के भंडारों के बारे में बू० के दैसर्व आर० टी० ज० द्वारा दैवार की गई समाचार दियोर्ड द्वाप्त हो गई है और इस का मूल्यांकन किया जा रहा है।

राज्यीय सिचाई संबंधी नीति

3731. श्री भूलक्ष्म डामा: क्या सिचाई और

लिलूत नदी यह बताने की हुया करेंगे कि :

(क) क्या देश में सिचाई सबकी कोई राष्ट्रीय

नीति बनाई गई है अथवा विस्तृत राज्य असी नीति स्वयं बनाते हैं;

(ब) क्या सिचाई ते जितना लाभ बढ़ा कास्टकार उठा रहा है उसकी तुलना में छोटा कास्टकार नहीं उठा रहा है; और

(ग) क्या इसका कारण पारी वितरण की दोष-पूर्ण प्रणाली है?

सिचाई और लिलूत मंत्रालय में उत्तरांशी (श्री लिलूतेश्वर प्रसाद) : (क) सिचाई एक राज्य विषय है और राज्य सरकारें प्रपत्रे-प्रपत्रे राज्यों में वित्त स्थितियों तथा अन्य तथ्यों को विचार में रखकर सिचाई की नीतिया बनाती है।

(ब) और (ग). बंतमान जल वितरण प्रणालियों के अन्तर्गत छोटे किसानों के प्रति कोई भेदभाव नहीं होता है।

रेल गाड़ियों में जुझा

3732. श्री भूलक्ष्म डामा: क्या रेल नदी यह बताने की हुया करेंगे कि :

(क) क्या कुछ सोग अधिकाजनया रेलवं कमंचारी गाड़ियों में जुझा बंलते हैं,

(ब) क्या अटेंड जिन स्थानों पर बैठते हैं उन स्थानों पर जुझा अधिक बेला जाता है; और

(ग) यदि हा, तो क्या सरकार का विचार इस संबंध में जारी करवाए और उपचारक कार्यवाही करने का है?

रेल बंडालय में उप अंसू (श्री भूलक्ष्म डामा) :

(क) गाड़ियों में जुझा बेलने का कोई भावना नोटिस में नहीं आया है।

(ब) और (ग). उत्तरक भाग (क) के उत्तर को बेलने हुए प्रेषण नहीं उठा।

Power shortage in Bihar in Fifth Plan**3733. SHRI MADHU LIMAYE :****SHRI JAGANNATH MISHRA :**

Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the State of Bihar is going to face an acute power shortage in the Fifth Five Year Plan ;

(b) whether an outlay of Rs. 1000 crores is needed to meet the situation ;

(c) the amounts sanctioned by the Planning Commission and the amounts proposed by the Bihar Government/the Bihar Electricity Board ; and

(d) the steps Government propose to take to supply sufficient power to the state of Bihar ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) to (d). Power shortage is not anticipated in the State during the Fifth Plan period. The draft Fifth Plan envisages commissioning of additional generating capacity to the extent of 995 MW which, together with the existing capacity of 606 MW, will be adequate to cover the requirements of Bihar State during the Fifth Plan period. Steps have been taken to maximise power generation from the existing units and also to expedite commissioning of new units under construction. The Bihar Govt. suggested an outlay of Rs. 435.36 crores for the power sector during the Fifth Plan period. The Fifth Five Year Plan is yet to be finalised.

Terms on which strike of Locomen was settled in 1973

3734. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state :

(a) what were the terms on which the strike of locomen was settled in the last days of 1973 ;

(b) whether the Labour Minister has made a secret promise to the Locomen's leaders that their association would be given *de facto* and *de jure* recognition ; and

(c) what are the details of the plans formulated by the Railways to implement the 10-hour day agreement ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS : (SHRI MOHD. SHAJI QURESHI) : (a) A statement is attached.

(b) We are not aware of any such secret promise by the Labour Minister to the Locomen's leaders.

(c) As announced by the Railway Minister in Parliament on 29th November, 1973, implementation of 10-hour working was commenced on 1st December, 1973 for Mail and Express Trains and is expected to be completed progressively for other trains in 3 years as and when the necessary physical facilities are created and the personnel trained. Most of the Mail/Express trains as well as 50 passenger trains have already been covered. Furthermore, selected goods trains on 22 sections have been brought under 10-hour working. The remaining few Mail/Express passenger trains are expected to be covered by 31st March, 1974 and the remaining passenger trains by 30th November, 1974.

STATEMENT

A gist of the demands of the loco running staff which were accepted for implementation following the calling off of strike by the loco running staff in December, 1973 is as follows :—

1. There will be no victimisation or any penal action.—It has been accepted that for just trade union activities there will be no victimisation or any penal action.
2. The Loco Running Staff Grievances Committee (Mohd. Shafi Qureshi Committee) should meet soon after—accordingly a meeting was arranged on 28th December, 1973 at 11.00 AM. to look into the

earlier and present grievances of the Association and it was also attended by Shri L. N. Mishra, Railway Minister.

3. That all those arrested should be released and that warrants and connected cases would be withdrawn—it was accepted in regard to all cases not involving violence and sabotage during the December agitations.
4. That the 10-hour duty should be implemented—it was accepted that the process of implementation of 10-hour duty will be further considered by the Railway Minister and the Labour Minister in the meeting of 28th December, 1973. It has been accepted that the duty period would be reduced to 10 hours in a phased manner.

General Rise in Railway Fares from 1st January, 1974

3735. SHRI MADHU LIMAYE : Will the Minister of RAILWAYS be pleased to state:

- (a) whether a general rise in Railway fares has been effected from 1st January, 1974;
- (b) if so, the incidence of this increase on various classes of travellers;
- (c) whether season ticket holders in the metropolitan areas have been/will be exempted from this increase; and
- (d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) An extra charge, in addition to the normal passenger fares, has been levied from 1-1-1974 in connection with enhancement of the Railway's liability to passengers involved in train accidents.

- (b) The extra charge per passenger is five paise in third class, ten paise in Second

class or Air-Conditioned Chair Car, fifty paise in First class and one rupee in Air-conditioned class.

(c) No. The extra charge levied on Monthly Season ticket holders is twenty-five paise per ticket of Second and Third classes and Rs. 1.50 per ticket of First class.

(d) The liability to pay compensation at the enhanced rate extends to those travelling on season tickets also.

Distribution of kerosene oil through petrol pumps

3736. SHRI MADHU LIMAYE :
SHRI B. S. MURTHY :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

- (a) whether it is a fact that kerosene will hereafter be distributed by the owners of petrol and diesel pumps;
- (b) whether this will increase adulteration of petrol sold by the dealers;
- (c) whether this adulteration will not affect the efficiency of the engines in cars and taxis which have to get their petrol from the pumps/dealers; and
- (d) if so, the steps proposed to check adulteration?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) Where retail prices of HSD and Kerosene oil are the same, oil companies have been advised to introduce retail sale of Kerosene oil through some selected retail out-lets to augment the existing kerosene distribution network.

(b) The possibility of adulterating petrol with kerosene oil is limited and steps are being taken to check any such malpractices.

(c) Adulteration of kerosene will adversely affect performance of petrol engines and can therefore be detected by the motorists.

(d) Following steps are being taken to check such adulteration:

- (i) State Governments have been advised to ensure periodical sample checks on petrol sold from retail outlets and take appropriate action against the offenders.
- (ii) Simple checks to detect adulteration of kerosene with petrol are being publicised.
- (iii) Oil Companies have also been instructed to exercise such checks and all complaints of adulteration should be dealt with severely.
- (iv) In consultation with Indian Institute of Petroleum a scheme for dyeing of kerosene in blue is under consideration. This will ensure visual detection of any such adulteration.

Rajasthan Canal as a National Project

3737. DR KARNI SINGH : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether the project estimates of Rajasthan canal have been revised upwards;

(b) whether the State Government have requested the Centre to take up the Rajasthan canal project as a national project because of the paucity of resources with the State; and

(c) if so, the reaction of the Central Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) The cost of the Rajasthan Canal, as estimated in 1970, was Rs. 208 crores. This is now expected to rise further due to escalation of prices.

(b) and (c). The question of taking over the major irrigation projects including the Rajasthan Canal, by the Central Government was considered by the National Development Council in 1964 and after taking all relevant factors into consideration, it was decided that these projects should continue to form a part of the State Plan. However, in view of the importance of the project, the Centre has so far given non-Plan assistance to the tune of Rs. 15.17 crores, in addition to the Plan outlays.

Cadbury-Fry (India)

3738. SHRI JYOTIRMOY BOSU : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the main line of business of the Cadbury-Fry (India) a wholly-owned subsidiary of Cadbury-Schweppes Limited of U.K.;

(b) the total turn-over, assets and profits of the Company in 1971-72 and 1972-73;

(c) what is its present capital base;

(d) total remittances on all accounts by the Company during 1970-71 and 1971-72,

(e) whether any investigation has been made into the charges of monopolistic and restrictive trade practices against the Company; and

(f) if so the results thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA) : (a) M/s. Cadbury-Fry (India) Ltd., a wholly-owned subsidiary of Cadbury-Schweppes Ltd. of U.K. is engaged in the business of production of malted foods, cocoa products, drinking chocolate and chocolate confectionery.

(b) The total turn-over, assets and profits of the company for the years ending 1st January, 1972 and 30th December, 1972 are as under:—

	Total turn-over	Assets	Profits with Development Reserve after tax (In Rupees)
1-1-1972	6,96,03,992	4,16,61,849	23,79,651
30-12-1972	7,77,90,472	4,94,63,468	25,93,412

(c) The present paid up capital of the company is Rs. 12,96,100 consisting of 12,961 equity shares of Rs. 100/- each.

(d) The information regarding total remittances on all accounts by the company during 1971 and 1972 is not readily available.

(e) and (f). An investigation into the affairs of the company under section 44 of the M.R.T.P. Act, 1969 was ordered and recently the investigation report has been received and is under examination of the Government.

(b) The power supplied to agriculturists is inherently costlier than that to industrialists because the agricultural loads are quantitatively small and being seasonal in nature have very low load factor. Besides, they are generally scattered and are located far away from the power source. These factors lower the operational efficiency and increase the cost of supply considerably. In spite of these adverse factors, the tariff for agricultural consumers has generally been kept lower than that for small industrial consumers, in most of the States.

Uniformity in Rates of Power Supply

3739. SHRI S. M. BANERJEE : Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) what further progress has been made to bring about uniformity in the rate of power supply; and

(b) whether power supplied to agriculturists will cost less than that to industrialists and if not, the reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) There is already a uniform tariff for each category of consumers within a State in practically all the States. The tariffs, however, vary from State to State due to variations in the cost of generation, transmission and distribution. Large regional power stations will lead to more uniform tariffs within each region.

Self-sufficiency in life saving drugs

3740. SHRI S. M. BANERJEE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state:

(a) whether a stage of self-sufficiency is likely to be reached in the matter of life-saving drugs during the Fifth Plan and if not, the reasons for the same; and

(b) what further steps have been taken to instal more drug plants in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). The present annual indigenous output of the bulk drugs in the country is worth Rs. 50 crores, which is proposed to be increased to about Rs. 200 crores, by the end of the Fifth Plan period. A provision of Rs. 70 crores has been proposed in the draft Fifth Five Year Plan for setting up of new drug

units/expansion of the existing ones in the public sector. Discussions have been held by the Ministry with the Associations of the drug industry so that the Companies in the private sector may come forward with applications for necessary industrial licences.

दीवाल के अवसर में रेल गाड़ियों को भारत के इंजमों से बचाना।

3741. वी. बालानाथ लिख : क्या रेल मंत्री यह बताने की इच्छा करते हैं कि :

(क) क्या मंत्रकार ने दीवाल के अवसर में रेल भारत के इंजमों से बचाने की व्यवस्था की है,

(ब) यदि हाँ, तो किस-किस गाड़ी पर यह व्यवस्था की गई है; और

(ग) इन सभी वायर इंजमों में बचाने वाली जांगाड़ियों बदल कर दी गई हैं क्या मंत्रकार का उन्हें पुनः बचाने का विचार है?

रेल अवसर में उच्चांशी (वी. बालानाथ जल्दी कुरेती) : (क) से (ग). दीवाल नेतृत्व की कमी के कारण दीवाल इंजमों में बचाने वाली कोई गाड़ी व्यवस्था नहीं की गयी थी। इन दीवाल नेतृत्व की कमी के कारण स्थगित गाड़ियों को पुनः बचाने का प्रस्तुत नहीं उठाया।

Cases with the M.R.T.P. Commission during 1970-71, 1971-72, 1972-73 and 1973-74

3742. DR. RANEN SEN : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) the number of cases taken up by the Monopolies and Restrictive Trade Practices Commission during 1970-71, 1971-72, 1972-73 and 1973-74 and the number out of them which were disposed of during that period by the Commission; and

(b) the reasons for decrease in the number of cases referred to the Commission by Government?

THE DEPUTY MINISTER IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI BEDA-BRATA BARUA): (a) The information

for the period 1st June 1970 to 31st December 1972 is contained in the two Annual Administrative Reports of the Commission already laid on the Table of the House. The information for the period 1st January 1972 to 15th March 1974 is as follows:

Section 21 . 6 cases as against 21 during the 31-month period prior to 1-1-73.

Section 22 . 5 cases as against 5 during the previous period.

Section 23 . 1 case as against 6 in the previous period.

Section 10 . 45 cases as against none during the previous period.

There has been no decrease in the number of cases under consideration by the Commission. The number of cases (including the cases withdrawn by undertakings) disposed of during the period 1-1-73 to 15-3-74 is as follows :

Section 21	.	.	.	.	10
Section 22	.	.	.	.	5
Section 23	.	.	.	.	3
Section 10	.	.	.	.	2

(b) Does not arise.

Proposal from M/s. May and Baker to reduce its Foreign Equity

3743. SHRI BHALJIBHAI PARMAR : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether Messers May and Baker had made a proposal to bring down their equity, if so, when and the broad features of the proposal and the reaction of Government to this proposal; and

(b) what is the present position and when Government propose to take a final decision on the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). M/s. May and Baker Ltd. had earlier submitted a proposal which included conversion of the company into an Indian company, associating Indian capital to the extent of 10 per cent payment of

royalty at 7-1/2 per cent on net sales for 15 years, etc. They submitted revised proposals in 1973. The revised proposals included the manufacture of bulk drugs and intermediates, establishment of research facilities, and reduction in foreign equity to 75 per cent.

These proposals are under consideration and a decision is expected to be taken soon.

Permission to allow Product-Mix to Drug Firms

3744. SHRI BHALJIBHAI PARMAR : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether any instructions have been issued about allowing product-mix to drug firms; ;

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

(c) whether foreign exchange utilisation of each firm would increase as a result of permission for productmix ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) and (b). Most of the drug manufacturing firms produce several drug items. Approvals in this regard are governed by the Industrial Licensing Policy as may be in force from time to time.

(c) Imports of raw materials are allowed to drug manufacturing firms by the technical authorities and import control authorities on replenishment basis and therefore, foreign exchange outgo is directly related to the production of the manufacturing units concerned which involves imported raw materials.

Permission to drug firms for import of Raw Materials

3745. SHRI BHALJIBHAI PARMAR : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether some drug firms have been permitted to import raw materials both directly and indirectly for items covered under permission/no objection letters;

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

(c) whether permission letters have been treated as industrial licences for all intends and purposes ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (c) The undertakings have been allowed to import raw materials as per Import Trade Control Policy. The permission letters conveyed approval for the manufacture of certain formulations by the concerned firms.

Financial Assistance to West Bengal for Irrigation

3746. SHRI A. K. M. ISHAQUE : Will the Minister of IRRIGATION AND POWER be pleased to state the total financial assistance given to the State of West Bengal and utilised by them for irrigation during the last three years, project-wise ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : Central financial assistance to the States in the fourth Plan is being provided in the form of block loans and grants as a whole and it is not relatable to any particular project or head of development.

Generation of Power in West Bengal

3747. SHRI A. K. M. ISHAQUE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government have received any proposal from West Bengal for further generation of power in the State; and

(b) if so, the main features thereof and the action taken by Government thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD): (a) and (b). The following power genera-

tion schemes have been sanctioned for West Bengal :—

Name of Scheme	Capacity (MW)
1. Bandel Thermal Station Extension (1 x 200MW)	200
2. Kolaghat Thermal Power Station (3 x 200MW)	600
3. Jaldhaka Hydro Electric Scheme Stage II (2 x 4MW)	8
4. Rinchingon Hydro Electric Scheme Stage II (2 x 1MW)	2

In addition, project reports for the Santaldih Thermal Power Station Extension (1x200 MW), Durgapur Coke Oven Thermal Station Extension (1x200 MW) and Durgapur projects Limited Extension 1x110 MW) have been received and are under examination.

Places for Oil drilling in West Bengal

3748 SHRI A. K. M. ISHAQUE : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) the number of places in West Bengal considered from time to time for oil drilling during the last three years;

(b) whether drilling has started in these areas, and

(c) if not, the reason thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) The places in West Bengal considered for drilling of exploration wells for oil and gas during the last 3 years are:

1. Bakultala area, 24 parganas Distt.
2. Chautanaypur area, Midnapur Distt.
3. Bodra area, 24 parganas Distt
4. Galsi area, Burdwan Distt.

(b) and (c). Preparatory work for taking up drilling in some of the areas is in hand. Some further seismic survey work is also necessary in some of the areas. Drilling

has, therefore, not been started in these areas yet.

Production of Drugs for Captive Consumption by Drug Firms

3749. SHRI K. S. CHAVDA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether some of the drug manufacturing firms are producing certain bulk drugs which they are using entirely for captive consumption and are not supplying any quantities thereof to other non-associated formulators; and

(b) if so, whether Government would consider the desirability of compelling such firms under the powers vested in Government under the Drugs (Price Control) Order, 1970 to supply certain percentage of production of bulk drugs to non-associated formulators ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) It is likely that some of the drug manufacturing firms producing bulk drugs are using their bulk drugs production entirely for captive consumption.

(b) Conditions are being usually imposed now in the industrial licences that a specified percentage of bulk drug production would be made available to non-associated formulators. The relevant provision under Drug (Prices Control) Order 1970 however requires that an order thereunder specify the formulators to whom any manufacturer of bulk drugs should sell the specified bulk drugs.

Study of the Export Performance by Drug Manufacturing Firms

3750. SHRI K. S. CHAVDA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether any study in depth has been made of the export performance of the Drugs Manufacturing firms, particularly those with foreign equity exceeding 26 per cent;

(b) if so, what are the conclusions; and
 (c) if not, whether Government would arrange for such study for the purpose of finding out whether the experts made are in the best interests of the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c). Details of exports made by drug firms with foreign equity exceeding 26 per cent are being collected for undertaking the study.

Permanent Absorption of Casual Labour on Southern Railway

3751. SHRI THA KIRUTTINAN: Will the Minister of RAILWAYS be pleased to state :

(a) the total number of casual labour working for more than three years but not yet permanently absorbed in Southern Railway and other Railways; and

(b) the time by which Government propose to absorb them permanently?

THE DFPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) On all Railways the number employed on daily wages and on Central Pay Commission scales together is about 39,000. The number on Southern Railway is about 8,000.

(b) Casual labourers as are found suitable by Screening Committees are already considered for regular posts as and when vacancies arise but the absorbing potential against regular posts is limited.

मुख्यराज में वार्षिक स्तर पर तेल का उत्पादन

3752. भी चम्पू जाति विभागर : सभा वेदोलियम और रसायन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गुजरात में उन समय 100 पर्ये कुप्री में तुरत ही वार्षिक स्तर पर तेल का उत्पादन करना आरम्भ कर दिया गया है जहाँ पहले तेल उत्पादन के केवल प्रयोग ही किये जा रहे थे;

(ख) यदि हाँ, तो प्रारंभिक बाजार का नियम तेल पैदा किया जा रहा या और अब, किसी तेल का उत्पादन होने की आवश्यकता है; और

(ग) तेल के उत्पादन की बढ़ाने तथा कुप्री के विकास के लिये क्या कार्यवाही की रही है?

वेदोलियम और रसायन मंत्रालय में राज्य बंदी (भी शाहनवाज था) : (क) और (ख). उत्तरी गुजरात के ज़ोड़ो में लगभग 100 पर्ये कुप्री में से, इस समय समय 25 कुप्री में परीक्षण उत्पादन हो रहा है और इन में से प्रति दिन लगभग 350 मीट्रीटन कर्जा तेल निकल रहा है। तेल तथा प्रारंभिक गैस आयोग ने इस ज़ेल के सेव कुप्री में 1974-75 के दौरान पूरा उत्पादन करने की योजना बनाई है। यर्थ 1974-75 के दौरान नये कुप्री से प्रारंभिक 1000-1200 मीट्रीटन के प्रतिरिक्त उत्पादन की संभावना है।

(ग) उत्पादन बढ़ाने तथा नये कुप्री का विकास करने के लिये उठाये गये कदमों में "व्यापरेशन सोक-आयन" नामक योजना, जिस में 5.7 किमी² मी० पाइ-लाइन का बिलाया जाता नवा दल एकलसे केन्द्र भारत दा निर्माण किया जाना आमिल है, की कार्यान्वयन आमिल है। इसके अनिरिक्त, उत्पादन को बढ़ाने के लिये कदम उठाये जा रहे हैं, उन में पृथक कुप्रा-मूल प्रतिष्ठान का निर्माण, इर्विम नें उड़ाने के लिये सकर राइप्रो की स्थापना, बर्तमान प्रतिष्ठानों का विस्तार तथा नये उत्पादन प्रतिष्ठानों का निर्माण किया जाना आमिल है।

Submission of Monthly Returns by Drug Firms to D. G. T. D.

3753. SHRI SOMCHAND SOLANKI : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) whether monthly return of production to be submitted by the drug manufacturing firms to the D.G.T.D. is simply meant for statistical purposes;

(b) whether it indicates names and production of each item separately;

(c) how the Government are able to verify whether a new product has been included in these items; and

(d) what checks are exercised to verify the authenticity of these claims ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (d). The monthly returns of production submitted by the drug units borne on the registers of the DGTB, apart from their use for statistical purposes, are also used to examine;

(i) Performance of the units concerned *vis-a-vis* licenced capacity;

(ii) the problems and constraints in effective utilisation of the capacity;

(iii) order booking of the company's stocks of finished goods at the time of reporting ;

(iv) employment position ; and

(v) over utilisation.

The names and production of basic items are reflected in the production returns.

The production returns are scrutinised by the Development officers in the DGTB and these are subsequently correlated with three monthly, six monthly and annual applications for clearance of raw materials, etc., which at that stage are certified by a Chartered Accountant. In this process, the monthly returns submitted by the units are also taken into account and the authenticity gets checked.

Where trends have shown over-utilisation, wherever necessary, inspection visits are organised by the DGTB. In view of the number involved, only selective checks are done on a periodic basis keeping in view the trends depicted.

Issue of Permission Letters to Drug Firms under the Industries (Development and Regulation) Act, 1951

3754. **SHRI SOMCHAND SOLANKI :** Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

(a) what constitutes a new article so far as drugs are concerned, under the provisions of the Industries (Development and Regulation) Act, 1951 for which permission/no objection letters are issued;

(b) whether for the manufacture of any new product industrial licence/registration with D.G.T.D. or approval for manufacture under diversification is required;

(c) whether any exceptions have been made in regard to drug manufacturing firms; and

(d) if so, the broad features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN):

(a) As per provisions of sub-section (dd) of Section 3 of the Industries (Development and Regulation) Act, 1951 (65 of 1951) 'new articles', in relation to an industrial undertaking which is registered or in respect of which a licence or permission has been issued under this Act, means —

(i) any article which falls under an item in the First Schedule to the Act other than the item under which articles ordinarily manufactured or produced in the industrial undertaking at the date of registration or issue of the licence or permission, as the case may be, fall;

(ii) any article which bears a mark as defined in the Trade and Merchandise Marks Act, 1958 or which is the subject of a patent, if at the date of registration or issue of the licence or permission, as the case may be, the industrial undertaking was not manufacturing or producing such article

bearing that mark or which is the subject of that patent.

(b) to (d) Industrial undertakings are required to obtain industrial licence for the manufacture or production of new article except those which are covered by the Notification No. S. O. 98 (E)/IDRA/29B/73/1 dated the 16th February 1973 (a copy of which is available in the Library of the Lok Sabha Secretariat) which give exemption from obtaining an industrial licence, subject to certain conditions

By-Elections to Vidhan Sabha and Lok Sabha

3755 PROF NARAIN CHAND PARASHAR Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of By-elections to the Vidhan Sabha and the Lok Sabha pending in the various States and Union Territories as on 1st March, 1974,

(b) the dates on which the seats fell vacant and the reasons therefor,

(c) the reasons for delay in the holding of such By-elections as are pending for more than 6 months; and

(d) the dates, when the pending By-elections would be held ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) (a) to (d) A statement is laid on the Table of the House [Placed in Library See No. LT 6478/174]

Vidhan Sabha Constituencies which were Reserved or Derserved in 1973

3756 PROF. NARAIN CHAND PARASHAR : Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state .

(a) the names of the Vidhan Sabha Constituencies alongwith Districts which have been reserved consequent upon the delimitation in Uttar Pradesh in 1973; and

(b) the names of the such constituencies, alongwith Districts for the Vidhan Sabha which have been dereserved in this delimitation ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) : (a) and (b) A statement containing the requisite information is laid on the Table of the House. [Placed in Library See No. LT-6479/174]

Complaints Alleging Disturbance of Election Meetings of Congress Party by Opposition Parties in U.P. and Orissa

3757. PROF NARAIN CHAND PARASHAR . Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state :

(a) whether Election Commission have received complaints that the supporters and members of the parties like C.P.I. (M), Jan Sangh, B.K.D. and Congress (O) disturbed the election meetings of the Congress Party in U.P and Orissa;

(b) if so the number of such complaints received, State wise,

(c) whether the Election Commission has held any investigation into these complaints, and

(d) if so, the findings of the investigations and the action taken by the Commission ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITIRAJ SINGH CHAUDHARY) . (a) Yes, Sir

(b) Uttar Pradesh	4
Orissa	1

(c) and (d) Copies of three complaints from the State authorities concerned for immediate necessary action. In regard to the remaining complaint, the Chief Election Commissioner had extensively toured the State prior to the General Election and had meetings with the Commissioners, Collectors and Senior Police Officer to ensure the maintenance of law and order

for the conduct of free and fair elections. The complaint received from the State of Orissa was sent to the Chief Secretary to the Government of Orissa for action with instructions to report back to the Election Commission. Report from the Chief Secretary to the Government of Orissa is awaited.

Fear of acute World Fertilizer Crisis

3758. SHRI NAWAL KISHORE SHARMA : Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

- (a) whether Government are aware of the reported acute world fertilizer crisis feared next year ;
- (b) if so, the steps being taken by Government anticipating such a crisis to augment the production and meet the demand of fertilizer in the country ; and
- (c) whether there is a proposal under the consideration to popularise the conventional manure to meet the demand of fertilizer in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : (a) to (c) The information is being collected and will be laid on the Table of the House.

Commissioning of a Generator at Badarpur Thermal Power Station

3759. SHRI NAWAL KISHORE SHARMA : Will the Minister of IRRIGATION AND POWER be pleased to state :

- (a) whether commissioning of 100 mega-watt generator scheduled for July next at Badarpur Thermal Power Station has been delayed ;
- (b) if so, the reasons therefor ; and
- (c) the steps being taken by Government to ensure timely commissioning of the unit in time ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) No, Sir.

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

Cremation of 20 Victims of Train Accident at Kathghar without Identification

3760. SHRI P. M. MEHTA :

SHRI NIHAR LASKAR :

Will the Minister of RAILWAYS be pleased to state :

- (a) whether 20 victims of train accident which occurred at Kathghar on the 20th February, 1974 could not be identified ;
- (b) whether they were cremated without any identification ; and
- (c) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes. The number of victims who could not be identified is 21 and not 20.

- (b) Yes.

(c) As the faces of deceased persons had been mutilated beyond recognition on account of grievous injuries and no one had claimed the bodies, they were cremated. Identity of 6 deceased persons—5 males and 1 female—was established subsequently from the belongings and clothing collected from the bodies.

Decline in Oil Production at Ankleshwar and other Oil Fields

3761. SHRI P. M. MEHTA :

SHRI NIHAR LASKAR :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state :

- (a) whether Ankleshwar in South Gujarat which has so far been producing over

three million tonnes has now started reaching the limit of development ;

(b) if so, whether the oil field therefrom has started declining from this year; and

(c) if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): (a) to (c) Every oil field has an initial period of increasing production, another period of peak production and a third period of declining production. The Ankleshwar oil field has been on peak production for quite some time and the production therefrom has recently started declining.

Increasing Production capacity of Koyali refinery

3762. SHRI P. M. MEHTA :

SHRI CHANDULAL CHANDRA-KAR :

Will the Minister of PETROLEUM AND CHEMICALS be pleased to state whether Gujarat Koyali Refinery is increasing its production capacity of petroleum in the country and if so, the facts thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN): Yes, Sir As against the designed capacity of 10,000 tonnes per year of LPG, the current production level of the Koyali Refinery is of the order of 65,000 tonnes per year, which is expected to be increased further to about 90,000 tonnes per year.

The LPG production has been increased by making LPG from Third Atmospheric Unit and Catalytic Reforming Unit gases (not envisaged in the design), augmenting storage and cylinder filling facilities and providing facilities for bulk transportation of L.P.G. in tank wagons.

Manning of Railway crossing in Kerala

3763. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state :

(a) the number of unmanned Railway crossings in Kerala; and

(b) the time by which these crossings will be made manned?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Two hundred seventeen.

(b) As the Manning of Unmanned level crossings is taken up in consultation with the State Government/Road Authority on the merits of each case, no firm date for Manning of all the Unmanned level crossings can be indicated.

Demand to Stop the Malabar Express at Parappanangadi

3764. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the demand made by the people of Parappanangadi to stop the Malabar Express train at that place; and

(b) if so, the reaction of Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Yes.

(b) Stoppage of 29/30 Malabar Express at Parpanagadi is neither justified on traffic considerations nor desirable in the interest of keeping the fast character of these already overcrowded trains.

Railways running in loss in Kerala

3765. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state :

(a) the Railways in Kerala are running at a loss;

(b) whether Government have any plan to wipe out this loss by extending any more trains to Kerala; and

(c) whether Government are thinking of at least making a survey to this effect?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Information relating to the losses on the railways is not compiled statewise but Railwaywise.

(b) and (c) Do not arise.

Dieselisation of 1/2 Mangalore-Madras Mails

3766. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state :

(a) whether 1/2 Mangalore-Madras Mails are proposed to be dieselised; and

(b) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) and (b). Dieselisation of passenger carrying trains is being done on a programmed basis having regard to the total availability of diesel locomotives, which are primarily required for clearance of essential goods traffic. Currently, on account of shortage of diesel oil, dieselisation of passenger trains has been slowed down. As and when the situation improves, dieselisation of 1/2 Madras-Mangalore Mail will be considered alongwith other similar demands.

Loss to Industries due to Non-availability of Wagons in Kerala

3767. SHRI C. H. MOHAMED KOYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether industries in Kerala region have suffered a lot due to non-availability of adequate number of railway wagons; and

(b) the steps proposed to be taken for the regular supply of wagons ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Demand for wagons from various industries in Kerala have been met to the maximum extent possible. There has been occasional delay in supply of wagons whenever inter-railway movement had to be regulated as a consequence of Locomen's strikes, agitations by the staff and the public, civil disturbance etc.

(b) Special arrangements have been made to supply the wagons in block specials.

Operational Efficiency of Railways due to Dieselisation

3768. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of RAILWAYS be pleased to state :

(a) whether the operational efficiency of the Railways has been going up ever since dieselisation was introduced;

(b) if so, whether the travelling public has been able to obtain any benefit in the form of reduced fares and freight and more amenities because of higher operational efficiency;

(c) whether the Railways have carried out any cost benefit analysis of dieselisation; and

(d) if so, the result thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) There is no single index to measure the overall operational efficiency of the Railways. However, the various indices of engine utilisation e.g., engine-kilometres per day per engine on line, loads of trains, net-tonne-kilometres per goods engine-day on line, net-tonne-kilometres per goods engine-day in use and net-tonne-kilometres per engine-hour, have improved substantially, since introduction of modern modes of traction, such as diesel and electric.

(b) The benefits of improved operational efficiency resulting from modern traction including diesel traction have enabled the Railways to absorb largely the impact of

fast increasing costs of inputs, namely staff costs and costs of stores and materials including fuel and make only nominal increases in fares and freight rates. The railway-users have to that extent benefited. As regards amenities for passengers, the average speed of, and number of coaches hauled by, passenger trains switched over to diesel traction have increased. These have provided additional accommodation and contributed towards reduction in journey time as well as to cleaner travel.

(c) No sir.

(d) Does not arise.

Conversion of Metre-Gauge to Broad Gauge and doubling of existing Lines in U.P.

3769. SHRI SATYENDRA NARAYAN SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways have undertaken construction of new Railway lines or conversion of metre gauge into broad gauge or doubling of existing lines in Uttar Pradesh; and

(b) if so, whether they have prepared feasibility studies thereon, and what are the results thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, as follows :

(1) Conversion of the metre gauge line from Barabanki to Sarnastipur into broad gauge.

(2) Construction of broad gauge line in the area previously served by the Shahdara-Saharanpur Light Railway.

(3) Restoration of the dismantled metre gauge line from Chhitauni to Bagaha.

(4) Restoration of the dismantled line from Dalmau to Daryapur.

(5) Construction of broad gauge links to Rammagar and Kaliyugdih, from Moradabad and Rampur.

(6) Doubling of the sections :—

- (i) Karonda-Dhaura,
- (ii) Bayara-Mathura,
- (iii) Matatila-Basai,
- (iv) Ghaziabad-Muradnagar,
- (v) Meerut City-Daurala, and
- (vi) Nagal-Saharanpur.

(b) Yes. Feasibility studies have indicated the economic viability/development of backward areas of the schemes mentioned in (a) above.

Shortage of Funds for desilting work of lower reaches of Damodar River in West Bengal

3770. SHRI SAROJ MUKHERJEE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether desilting work of lower reaches of Damodar river in West Bengal undertaken at the instance of Union Ministry, has been held up half way due to paucity of funds;

(b) whether the Central promised and paid necessary funds to implement the scheme to resuscitate the mainstream of the river from its bifurcation point in Beguna Hana in Burdwan district (West Bengal) down to confluence with Hugly river in Howrah District and whether this work has already been undertaken; and

(c) if so, the progress made thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRASAD):

(a) to (c). The Stage I of the Lower Damodar Improvement Scheme, estimated to cost Rs. 6.82 crores, was approved for implementation by the Planning Commission in April, 1971. The scheme comprises the excavation of Amta Channel (old course of Lower Damodar River) and some of its tributary drains, a link channel between

Madaria and Dakaria Khels, construction of outfall sluice on the Amta Channel and construction and remodelling of existing bridges, sluices etc. The work on the scheme was taken up in 1971-72 and is expected to be completed by March, 1975.

It has been reported by the State Government that the excavation of the Amta Channel has almost been completed and has benefited large areas from drainage congestion. Work on the link channel between the Dakaria and Madaria Khels and a number of masonry structures is in progress. Arrangements are also being made for the work on the Outfall sluice.

The Central Government had agreed to provide special financial assistance of Rs. 11 crores during the last two years of the Fourth Plan for the speedy implementation of five priority flood control schemes in West Bengal, which included the lower Damodar Improvement Scheme. An amount of Rs. 3 crores was released during 1972-73 and Rs. 8 crores during 1973-74 for all the priority schemes.

Implementation of Ajoy River Scheme in West Bengal

3771. SHRI SAROJ MUKHERJEE : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether the Ajoy river scheme for setting up of a reservoir at Sikitia is languishing for want of necessary clearance from the Centre ;

(b) whether the Ajoy scheme flopped despite the then Union Minister's assurance to the Government of West Bengal to the effect that the Centre would stand by the State financially and otherwise to overcome the hurdles in the diversion plan of Ajoy in West Bengal; and

(c) if so, what steps Government propose to take for the implementation of the scheme ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) to (c). No Scheme for a reservoir at

Sikitia has been received from the Government of West Bengal. However, the West Bengal Government have recently proposed the construction of a dam at Tilaboni in Bihar about $7\frac{1}{2}$ miles downstream of Sikitia at an estimated cost of Rs. 20.43 crores. On the other hand, the Government of Bihar have a scheme for construction of a barrage at Sikitia.

These proposals involve inter-State aspects and can be considered for implementation after these are resolved. For this purpose, the Chief Ministers of West Bengal and Bihar had set up in August, 1972, a Bihar-West Bengal Rivers Study Team comprising officers of the two States to study in detail this issue as well as other outstanding issues on which they have difference of opinion and to submit a report. The team submitted its report to the Chief Ministers of West Bengal and Bihar in August, 1973 for their consideration and final decision, which has not been taken by them so far.

The Minister of Irrigation and Power has also requested both the Chief Ministers to take an early decision in this matter.

Completion of second Railway Bridge at Rajahmundry (Andhra Pradesh)

3772. SHRI B. S. MURTHY : Will the Minister of RAILWAY be pleased to state :

(a) the time when the second Railway bridge at Rajahmundry in Andhra Pradesh will be completed; and

(b) the reasons for the delay, if any ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) The bridge is targeted to be opened to passenger traffic by December, 1974.

(b) The delay in completing the work is due to non-availability of steel required for girders and diversion of two 300 ft. spans to Bangla Desh in 1972 for restoration of Hardinge bridge.

Target for Track Renewals during 1971-72 and 1972-73

3773. SHRI B. S. MURTHY : Will the Minister of RAILWAYS be pleased to state :

(a) what were the targets for track renewals during 1971-72 and 1972-73; and

(b) how far these targets have been achieved ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) Targets for Track Renewal Works for the year 1971-72 and 1972-73 were as under :—

In T. Kms.

	1971-72		1972-73	
	Primary	Secondary	Primary	Secondary
Complete Track Renewals	960	307	1554	378
Through Rail Renewals	393	144	429	373
Through Sleeper Renewals	842	80	1087	237

(b) Achievements to the targets for and 1972-73 were as under :—
Track Renewal Works for the year 1971-72

In T. Kms.

	1971-72		1972-73	
	Primary	Secondary	Primary	Secondary
Complete Track Renewals	590	295	810	238
Through Rail Renewals	376	28	478	113
Through Sleeper Renewals	583	31	760	63

Compensation paid on account of accidents during 1973-74

3774. SHRI S. C. SAMANTA : Will the Minister of RAILWAYS be pleased to state what amount was paid as compensation on account of main accidents which occurred in the year 1973-74 ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : A total amount of Rs. 1,89,200.81 has so far been paid as compensation during the year 1973-74. Of this the amount of compensation paid on account of accidents which occurred in 1973-74, is not separately available.

Recoupment of Losses due to Strikes and Accidents during 1973-74

3775. SHRI S. C. SAMANTA : Will the Minister of RAILWAYS be pleased to state :

(a) in what way the Railways propose to recoup for the losses due to strikes and accidents in the year 1973-74; and

(b) the reasons why the Railways do not own responsibility for losses or damages suffered by individuals, organisations, business houses and Government, including public undertakings, because of strikes on Railways in which the users had no hand?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI

MOHD. SHAFI QURESHI : (a) Recoupment for the losses of railway revenues suffered so far is no longer possible as the financial year closes in twelve days.

(b) Railways are not responsible for such losses or damages of the types enumerated.

Revision of Subarnarekha Project

3776. SHRI SAMAR GUHA : Will the Minister of IRRIGATION AND POWER be pleased to state :

(a) whether Government propose to revise the Subarnarekha flood control project for the benefit of the people of Orissa and West Bengal;

(b) if so, whether the project has been finalised;

(c) the outlines of the new project and the time schedule for its implementation; and

(d) whether, in view of heavy damage caused by subarnarekha floods last year to the people of Orissa and West Bengal, Government propose to expedite the process of finalisation of redrawing of the project and its implementation and if so, the facts thereabout ?

THE DEPUTY MINISTER IN THE MINISTRY OF IRRIGATION AND POWER (SHRI SIDDHESHWAR PRA-SAD) : (a) to (d). The schemes for protection against floods of the Subarnarekha formulated by the State Governments of Orissa and West Bengal in 1970 are to be revised taking into account the recommendations made in the report of the subarnarekha Committee constituted by the Ministry of Irrigation and Power in August 1972 for evolving a comprehensive flood control plan. The scheme recommended by the Committee consists of provision of flood storage in the dam at Chandil included in the Subarnarekha Multipurpose project formulated by the Bihar Government, construction of embankments in West Bengal and

Orissa for the protection of areas affected by floods, and improvement of drainage of the Khaljori and Chittai Nullahs in Orissa.

The revised schemes, taking into account the recommendations of the Committee, have not yet been finalised by the State Governments of Bihar, Orissa and West Bengal. They have been requested to expedite their finalisation.

Freedom Fighters in Service of Railways

3777. SHRI SAMAR GUHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether many freedom fighters are serving the Railways;

(b) whether most of them joined the services late and were or are unable to get the benefit of full-term of their services;

(c) whether various state Governments and some Departments of the Central Government have given the freedom fighters Government employees the benefit of extension of their service;

(d) whether the Railways will, extend similar benefit to their employees who participated in the freedom struggle; and

(e) if so, the steps taken or proposed thereabout and the number of applications made to Government so far seeking such benefit by the freedom fighter employees of the Railways ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI) : (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

Generation of Power from Tidal Waves

3778. SHRI BIRENDER SINGH RAO:
SHRI MUKHTIAR SINGH
MALIK:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) whether some engineering firms have submitted certain proposals to the Government for generation of power from tidal waves;

(b) if so, the outlines thereof; and

(c) whether the proposals have since been considered by Government and if so, the decision taken thereon ?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : (a) No, Sir.

(b) and (c) Do not arise

CORRECTION OF ANSWER TO UNSTARRED QUESTION NO 921 DATED 26-2-1974 RE. DEMAND FOR INCREASE IN ROYALTY ON CRUDE OIL BY ASSAM GOVERNMENT

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN). While laying on the Table of the House, the reply to Unstarred Question No 921 on 26-2-1974, I had stated in reply to parts (a), (b) and (c) of this question that the Assam Government had not demanded an increase in the royalty on crude oil produced in that State. Since then, I have come across a recent letter from the Chief Minister of Assam to the Minister of Petroleum and Chemicals making such a request. The reply to this question may, therefore, be corrected to read as :

(a) and (b). A proposal for increasing the royalty on crude oil from the present rate of Rs. 15/- per tonne to Rs. 30/- per tonne with immediate effect, has just been received from the Chief Minister of Assam and will be examined.

(c) This will not affect the selling prices of petroleum products for the present.

To the extent indicated above, I crave the indulgence of the House to correct the reply previously given. I express my regret for the same.

12 hrs.

MR. SPEAKER: Now we take up the call attention.

Shri Jagannath Mishra.

SEVERAL HON. MEMBERS: Rose—

SHRI DINEN BHATTACHARYYA (Serampore): We have given an adjournment motion regarding the firing in Patna. Five people have been killed. The CRP and the Army are still deployed there

MR. SPEAKER: Ordinarily such motions come after the call attention. You know that and even then you get up every time like this.

SHRI DINEN BHATTACHARYYA: The rule is there that just after the Question Hour it has to be raised

MR. SPEAKER: But we have been following this practice for so long

श्री अटल बिहारी वालोदी (मानिय) आप पहले काल-प्रदान में भी शिख, उस के बाद हमारा एडवान्सेट भोग्य आना चाहिए।

मध्यम बहुलय, आप हमेशा के लिए इस बात को न कीजिए—एडवान्सेट भोग्य काल-प्रदान में पहले नहीं हो या बाद में नहीं हो।

कुछ मानसीय सवाल यात्रा प्रदेश पर्यावरण भी जाए।

12.02 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Reported non-payment of the minimum cane price to cane-growers in U.P., Bihar and other States.

SHRI JAGANNATH MISHRA (Madhubani): I call the attention of the Minister of Agriculture to the following matter of

urgent public importance and request that he may make a statement thereon:

Reported non-payment of the minimum cane price fixed by the Government of India to the cane-growers in Uttar Pradesh, Bihar and other States resulting in arrears to the tune of crores of rupees and stoppage of purchase of the standing cane crop under the society's zone.

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI B. P. MAURYA): The minimum price of sugar cane payable by sugar factories to the cane growers is fixed for every season by the Central Government under Clause 3 of the Sugarcane (Control) Order 1966, issued under the Essential Commodities Act, 1955. The Orders provide for the payment of the cane price to the growers within 14 days of delivery of the cane.

As on the 15th February, 1974, upto which date complete figures are available in the Ministry, the total price of cane purchased by the factories in the country during 1973-74 is Rs. 245.76 crores. Against this, payments made by the factories amount to Rs. 193.24 crores, leaving a balance of Rs. 52.52 crores. Out of this, about Rs. 46.29 crores represent the value of cane supplied to the factories during the fortnight ending the 15th February, 1974. The arrears of cane price on that date in respect of cane purchases upto 31st January, 1974 would, therefore, be about Rs. 6.23 crores. This works out to 3.1% of the total value of the cane purchased. The percentage of arrears due on account of cane supplied upto 31st January was 4.3 during 1971-72 and practically Nil during 1972-73. The position had improved last year largely because of the instructions issued by the Reserve Bank of India at our instance to the commercial banks to operate the advances given by them to the factories in two accounts, one of which is to be set apart exclusively for payment of cane price.

Some of the State Governments, particularly U.P., and Bihar, have already necessary legislative powers to enforce timely payment of cane prices as if they are revenue arrears. They are being asked to take action under this law. Other State Governments which do not have similar legislation of their own are being periodically advised to undertake it.

No reports have been received in the Ministry of the factories' having stopped purchase of sugarcane from within the allotted zones.

श्री अमलनाथ लिखे. श्रीमन्, हमें हमारी अप्पे अन्यथा की रीढ़ है। देश का अम्बुद्य किसानों के अम्बुद्य पर निर्भर करता है और किसानों का अम्बुद्य हमीं पर। आज सरकार को जितनी चिन्ता बहरों के मजाने, उच्ची अटालिकाओं का अम्बार खालने की है, क्या हमीं कृपि के बिकाम के लिये भी उसे बैसी ही चिन्ता है। इस का जवाब मिलेगा—नहीं, नहीं और नहीं।

गजे के लिये हमीं और किसान के नाम पर यदि कुछ किया भी जाना है तो वह दाल में नकम के बराबर भी नहीं है। इस लिए हमीं और किसान भी आसन दिन-प्रनिदिन बद से बदलते होती जा रही हैं। इसी पृष्ठभूमि में मैं, श्रीमन्, यशा उपजाने वाले किसानों की जो स्वित पात्र सरकारी नीति के बलते हैं, उस की ओर आप का ध्यान आकृष्ट करना चाहूँगा। मूँ पी०, बिहार और अन्यथा प्रान्तों में यशा उपजाने वालों की स्वित बहुत चिन्नीय है, तुम्हें ही और हालत यहा नक पहुँच गई है कि ते अब यशा उपजाने से हिचकिचा रहे हैं। इस का असर देसी चीनी और देश पर क्या पड़ेगा—यह सोचने की बात है।

इसी प्रस्तुति में इस बात की चर्चा भी उठाना चाहूँगा—गजे का जो उदाम है, वह देश से काटन टेकमटाइल के बाद दूसरा स्थान रखता है। इस में काम करने वालों की संख्या 1.5 लाख है। 216 फैस्टरिया हैं और इस में 700 करोड़ रुपये की पूँजी लागी हुई है। सरकार को इस उदाम से 180 करोड़ रुपये की एकलाइज दूसरी प्राप्त होती है तथा इस उदाम पर करीब 2 करोड़ लोग निर्भर करते हैं। अगर इस का सचालन हीक ही से हो, इस को उचित ग्रोस्ताहत मिले तो यह कितना सापेह होगा, यह सोचने की बात है। किन्तु मैं इसके

[वी व्यवसाय मिल]

विपरीत रसा बेक रहा हूँ—जीवन के उपचोग की सभी चीजों की बरेका यहे पर सब से ज्यादा दैनन्दिन लगाया गया है और लेकी लगाने में भी डिसप्रोसेटली काम किया गया है। स्वतन्त्र भीनी और लेकी की भीनी पर भलग-भलग सेन्ट्रल एक्सप्रेस इंडिया लगाई गई है। इन दोनों बातों को महेनजर रखते हुए मैं भीनी महोदय से जाना चाहता हूँ—ममे के उत्पादन पर इस का क्या एक्स्प्रेस अतर पह भकता है और हम अपने गमे की फैसे प्रोत्साहन दे भकते हैं। एक्सपोर्ट कर के फैसे हम ज्यादा से ज्यादा कारन-एक्सपोर्ट उपार्जन करने की कामिक कर सकते हैं।

श्रीमन्, माप ने प्रश्न नं० 83 दिनांक 13-11-72 के उत्तर में बताया था कि गमे के नाम पर किसानों का कोई बकाया न रहेगा, इस के लिए सरकार ये-ये कार्रवाहियाँ करने जा रही है, जैसे—

Advising the State Governments from time to time to arrange for expeditious payment of cane dues by factories;

Advising such of the State Governments as have no provision in their enactments for recovering sugarcane price as arrears of land revenue to consider making such a provision;

Keeping in force Reserve Bank of India instructions to the scheduled commercial banks to bifurcate the accounts whereby a substantial portion of the advances given to sugar factories against sugar stocks is earmarked for payment of sugarcane price to the cane growers.

श्रीमन्, सरकार के इस आवासन के प्रसंग में मैं आपसे विवेदन करना चाहूँगा कि उस आवासन का क्या हुआ बाबकि किसानों के बकाये की राशि बढ़ती ही नहीं? केवल उत्तर प्रदेश में 1969-70 में बकाये की राशि 35 करोड़ की रही। 1970 में यहाँ उत्पादकों की बकाया राशि 20 करोड़ रुपये की रही। ऐसी स्थिति है सरकार के आवासन की। (व्यवसाय)

श्रीमन्, फैस्टरियों में भीनी का भी स्टाक होता है, उसके 80 प्रतिशत की दर के बीक से बढ़ता रहिता है।

लेकिन गवर्नर वह होती है कि भी फैस्टरी प्राइवेट भोगतां के द्वारा बलाई जाती है वे उस बढ़ती की रकम को फैस्टरी के कामों में न लगाकर प्रत्येक फैस्टरी में लगाते हैं और यहाँ उत्पादकों के साथ अलगाव करते हैं। यहे पर 80 प्रैस ब्रेट बैंडिंग के हिसाब से देस लगता है जिसके लिए नियम वह है कि सड़क प्राधिक के विकास के लिए उस रपये को बढ़ावं किया जाये किन्तु प्राइवेट भोगतां ऐसा न करके उस रपये का बढ़ावं करते हैं तथा अपनी सुख तुलिष्ठा में उस रपये को लगाते हैं।

भीनी महोदय ने प्लाईट (4) में आपसे जवाब में कहा है कि भेंटालप के पास ऐसी कोई सूचना प्राप्त नहीं है कि कारबाहों ने निर्धारित जोनों में गमे की खारीबदारी बढ़ कर दी है। इस प्रबल में मैं भीनी महोदय का व्यापार दर्शाना बिले की फैस्टरी जो काम-परेटिव से बलाई जाती है, की ओर आर्कारित बहना और कहया कि फैस्टरी में कामय का काम बढ़ है क्योंकि देस नहीं है और दूसरी ओर किसानों के समझ वह प्रबल उपस्थित है कि जो उनकी कमल लगी हुई है उसको बिले फैसे हो। नाको रपये देस की घनराशि, तब के जो प्रोआइटर ये उनके पास जाता है। बोआपरेटिव होने पर भी, सरकार द्वारा सचालित होने पर भी बाकी रपये की बदूनी की कोई व्यवस्था आपी तक नहीं की गई है। आपी भी 17 लाख से ज्यादा की रकम उसके पास बाकी है। इतना ही नहीं, पहले गमे के उत्पादन में बढ़ि हो, उसमें बिकास हो इसके लिए सेन्टर से भीज और बाद की आपूर्ति होती भी लेकिन मालूम ब्यो बद न भीज दिया जाता है न बाद दी जाती है। यह सारे ऐसे प्रबल हैं जो कृषि बगत को परेशान किए हुए हैं।

इन सारे प्रबलों को महेनजर रखते हुए क्या मैं सरकार से जान भकता हूँ कि बराबर जो यह भाग होती रही है कि बुगरेन फैस्टरीज का नेशनलाई-जेशन ही जाये जिससे उनका संचालन थीक से हो सके तथा किसानों के साथ इन्साफ हो सके—क्या और प्रबलों के साथ सरकार इस प्रबल पर भी विचार करेगी?

श्री श्री० श्री० बोर्ड०: श्रीमन्, यहाँ तक मानवीय सदस्य के प्रारंभिक प्रबलों और भकतों का सम्बन्ध है उसका इस व्यापारिकरण से कोई सम्बन्ध नहीं है।

इसलिए वै उन पर न जाकर उन्होंने जो दूसरे भूमि उन्होंने है विनका इससे भव्यता है, उन पर ही रहना चाहूँगा।

बी अवान्याय विषय श्रीमद्, मेरा प्लाइट आक प्राईंट है। मनो जी का यह कहना किम प्रकार ठीक हो सकता है कि वैने जो कृृष्ण कहा है उसका मूल प्रश्न से कोई भव्यता नहीं है। वै ने प्रश्न उठाया है कि गद्वारियों के कारण किमानों की राशि बढ़ाया है जबकि आप कहते हैं कि उस राशि को नियमानं के लिया हमारी यह वह अव्यवस्था है—प्राप्त इनका फैसला कर दे।

अध्यक्ष महोदय आप उनका जवाब देने दीक्षित। आपने जो कानिंग अटेंक्षन का विषय दिया है उसपर तो उनको जवाब देना ही चाहिए।

बी बी० पी० भौमि श्रीमन माननीय महान्य ने यह जैका प्रकट की है कि आग्र याकार और प्रदेश की सरकारे ऐसी उदाहरण लगती है जिसमें गजे की उपज कम हो जायेगी मैं माननीय महान्य की जानकारी के लिए, कहना चाहूँगा कि जाड़ा की बारिंग करीब करीब नहीं बे बगवर हुई है लेकिन इनके बावजूद जहाँ तक जीनी उत्पादन का सम्बन्ध है, वह बारिंग केवल हा जने के बाद भी ४३ लिलियन टन अवश्य हो जायगी। पिछले बर्य के जो आकड़े हैं उनके मुकाबले में यह उत्पादन बहुती आगे है।

इसके अनिरिक्त ७० और ३० प्रतिशत जीनी का जो अनुपान है यानी कैपर प्राइम शाप्ट पर बिकने के लिए ७० प्रतिशत जीनी जो लड़ी में लेने है और ३० प्रतिशत जीनी क्लूसे बाजार में बिकने के लिए छोड़ देते हैं उनसे गजे की उपज में अझौतारी ही हुई है। पिछले आकड़े यह बतायेंगे कि जो सोपोटिंग प्राइम मदालय ने नियन्त्रण की जी उससे ज्यादा ही दाम किसान को, जो गजा पैदा करता है, मिले हैं।

जहाँ तक बिदेश में जीनी भेजने का सम्बन्ध है और वह पर इस्तेवाल करने के लिए जीनी का सम्बन्ध है, मैं सबन को वह विषयात रिक्त सकता हूँ कि बिदेश को हम किसी जीनी भेज पायेंगे वह भाज की स्थिति में तो नहीं बता सकते

लेकिन पिछले बर्य के मुकाबले में अच्छी स्थिति रहनी चाहिए। जहाँ तक यहाँ पर इस्तेवाल के लिए जीनी का सम्बन्ध है उसमें भी पिछले बाल में अच्छी स्थिति रहेगी।

इस देश में किमान जो गजा उगाना है उसकी अपनी समस्यायें हैं। उन नमायं समस्याओं को मामते रखते हुए, किमान जो गजा पैदा करता है उसका दाम १४ दिन के अन्दर-अन्दर जिम फैक्टरी में वह गजा ले जायें वहाँ में मिल जाये ज्यारे मदालय का जो यह भी विचार है कि इस ११ दिन की अवधि को घटाकर ७ दिन बर दिया जायें। इस सम्बन्ध में जैमा कि माननीय मदालय जानते हैं ६-७ प्रदेशों की सरकारों ने ऐसे विचार, उनके प्रदेश, मध्य प्रदेश, इंदियाणा, पंजाब, आग्र प्रदेश—ऐसे कानून बना दिए हैं कि किमानों को जो गजा देने हैं १४ दिन के अन्दर-अन्दर फैक्टरी में दाम मिल जाने चाहिए। अगर किमान की दाम नहीं मिलते हैं तो उम अगर फैक्टरी का उभी प्रकार से अपराधी माना जायेगा जिस प्रकार में रेवेन्यू न देने पर अपराधी माना जाता है। हमारे मदालय ने इस सम्बन्ध में और प्रदेशों को भी भवित्व दिया है कि वह भी इस तरह के नियम बनाये ताकि किमानों को उसके दाम तुरन्त मिल सके।

बी अवान्याय विषय नियमों का कार्यान्वयन हो रहा है क्या? (अवान्याय)

बी बी० पी० भौमि: जहाँ तक हमारे मदालय का सबूत है, हम प्रदेशीय सरकारों को इस बात के लिए तैयार करते हैं कि वे ऐसे नियम बनायें जो किसानों के हक में हो और उन नियमों का पालन करें। उन नियमों का पालन भी अधिक स अधिक होता है।

जहाँ तक जोन्स का सवाल है, हमारे मदालय में ऐसी कोई भी सूचना नहीं आई है कि जो जोन्स है वह पर फैक्टरी किसानों का जो गजा वहाँ पर आता है उसको नहीं ले रही है।

[भी दौ० दौ० दौ०]

मानवीय सदस्य ने राष्ट्रीयकरण का शब्द भी उठाया है। पहले भी लिखित प्रश्न के उत्तर में इस बदल में और दूसरे सदन में कहा जा चुका है कि कमीशन की रिपोर्ट आ गई है तु उस रिपोर्ट पर सरकार की तमाम समझावों तकी है उनपर ज्यादा दे रही है और पूरे देश के भाषाओं पर किस-किम तरह की नीति लाभायक होनी-किसानों के लिए, उपचारों के लिए, और देश के लिए भी—इनपर मतभाय में विचार विमर्श चल रहा है।

भी विभूति विभ (मोतिहारी) अध्यक्ष, जो यह पहनी दफा है कि गजे की कीमत का बढ़ाया जा हिसाब एक साथ दिया हुआ है। नहीं तो पहले फैक्ट्रीलाइज भारत का दिया जाना था कि जिस में पना चलना था कि किस फैक्ट्री के पास किनना बढ़ाया है। तो एक बाप राशि देकर गडबड़ी की है। मानवीय कमलापनि लिपाठी जो न कहा कि 1971-72 का यह स्थाय चुकाना हो गया। इस में लिखा है प्रैक्टिकली निल। इस का क्या अनन्द होता है? मुछ बाकी भी हो सकता है। कमलीटीली निल नहीं कहा है।

नोबहूम और वरिचहूम भांती (भी कमलापनि लिपाठी) मान्यवर, वही रह गया जा जा हाई कोट में रोका गया था और वह भी डेढ़, दो करोड़ ३० है २० करोड़ ०० में से, बाकी नव अदा हो चुका है।

भी विभूति विभ. प्रध्यक्ष महोदय, गरीबा का ही देना यह जाना है, धनी लोगों का नहीं, और गरीब किसान इनमें से भी भाग जाना है, इमलिये प्रैक्टिकली निल की आदा मान्यमात्र है।

दूसरी बात यह है कि हमारे यह एक रोड फ़ाट निकाला गया जिस के अनुसार आदा देसा किसान दे, आदा देसा मिल दे और दोनों का जितना देसा हो उनना केन्द्रीय सरकार दे। तो केन्द्रीय सरकार ने देसा दिया नहीं, निल ने भी नहीं दिया जब कि किसानों से देसा काट कर मिल में जमा हो गया। वह देसा आज तक किसानों को रिफ़ा नहीं किया गया। यह हमारी केन्द्रीय सरकार का नियम है। कीमत तय करती है सेट्टलमेंट और उस को इमलीमेंट करती है।

स्टेट सर्वरमेंट से। जो बच्चा दैदा करे उस की जागह-देही है कि बच्चे का वालकपोषण करे। न कि बच्चा दैदा हम करें और वालकपोषण छुटारा करे। इनसिये केन्द्रीय सरकार को इस बात की जिम्मेदारी भी देनी चाहिये कि उस को इमली-मेंट भी कराये। परिवक डिमाइ रिकवरी ऐट के अनुभार जो किसानों का देसा बाकी हो उस को सरकार आदा करा दिया करे।

मैं यह बानता हूँ कि गजे की कीमत के बहुत ज्यादा सुधार हुआ है और इस के लिये सरकार को जितायी जाया जाएगी है। लेकिन एक कारण है कि गजे की कीमत इसलिये इस तरह है रहे हैं कि दूसरी बदल पर तलबार लटक रही है। गजा जिस बाते सोचते हैं कि नेशनलाइज कर देने इनसिये धाराधर देसा दे रहे हैं।

एक यडबडी यह हो रही है कि फैक्ट्री बाजे मिल के सुधार का काम नहीं कर रहे हैं। जो सामान उन की फैक्ट्री का टृट जाता है उस को एनकेन प्रकारण बता रहे हैं। इन को इर है कि किसी दिन सरकार नेशनलाइज कर लेगी।

इनसिये मैं जाहाता हूँ कि किसानों के हित में यदि यह जाते हैं कि गजे की जेनी बढ़े, रिकवरी ज्यादा बढ़े तो सरकार को चाहिये कि इस मामले में जल्दी से जल्दी फैलता कर दे कि भीनी मिलों को नेशनलाइज करने कि नहीं। इन बहुत जितायी को-प्रारंटेट फैक्ट्रीज बत रही है वह सो टीक है, लेकिन माकेंटिंग मूलियत के हक में नहीं हूँ, उन के बहा देसा बाकी रह जाता है और प्राइमरी सोसाइटी बाजे बढ़ा गडबड करते हैं। इनसिये जकरत इस बात की है कि सरकार इस से काफ़ी सुधार लाये।

इस से प्रसादा जो यह रिकवरी के लिये प्राइ-बेट सेट्टर के हाथ में फैक्ट्रीज हैं तो रिकवरी सेट्टर पर उन्हीं का ईमिस्ट रहता है। सरकार का कोई ईमिस्ट नहीं रहता है। जहा रिकवरी होती ही रहता है और वही निकाल कर देता है कि किसी परसेटेज रिकवरी है और उस के ऊपर किसानों को कीमत दिलाई है। हरवार और और और हरहंस का

कोई कटौत नहीं है। इसलिये मेरी जांग है कि रिकवरी के ऊपर भरकार और किसान का कोई निपत्रण होना चाहिये व्यक्तिकि उसी की बेसिस पर किसानों को कीमत मिलती है।

जो किसानों का मता अभी बेत से बढ़ा है भरकार कोई ईट फिल्म कर दे कि इसने दिनों में यह पेरा जायाया। स्पष्टकि पछवा हवा बन रही है और किसान का मता बेत में सूख रहा है। मैं चाहता कि जल्दी से जल्दी गता पेरा जाय। और भरकार किसानों के गंधे को लाने के लिये पर्याप्त मात्रा में शीबल वे ताकि इक से ढो कर किसानों का गल्ला फिल में चला जाय। और जिनना पैसा किसानों का चाही है उम के बारे में भरकार थीक से हिदायत करे, और मात्र ही भरकार इस का कैमया कर ले कि इस उद्योग का नेशनलाइज करेगी कि नहीं? भरकार नहीं करेगी तो फैस्टरीज का हिदायत करे कि अच्छी मतीनरी नाम कर फैस्टरी की उत्पत्ति करे और फैस्टरी बांब किसानों को बाद, बीज और पहचान दिया करे।

भी बी० बी० शोर्यः श्रीमन्, गता पैदा करने वाले किसान को दाम घब्बे मिले इस के लिये मराठार केंद्र स्पोषिटिंग प्राइम को नियन्त्रित करती है। और जैवा मैंने एवं निवेदन किया कि पछ्डे मात्र का नव्हार्य यह बनाना है कि किसान को मराठार प्राइम से अधिक दाम मिले। नियन्त्र-पूर्वक न नहीं कहने कि इनना दाम ही मिलना चाहिये। उम मे ज्यादा किसान को दाम मिलते हैं।

जहा वह रिकवरी का प्रश्न है, माननीय मदम्य ने यह प्रश्न उठाया, तो मैं उन को बनाना चाहता हूँ कि हमारे इम्पेंटर वहा रहते हैं, इसके देख रख की व्यवस्था रहती है, थोक तरह से उम की छानबोल की जाती है।

भी विभूति विधि, बोइट आग आंदर। रिकवरी बीइट पर कमी आप का इम्पेंटर नहीं रहता है। माननीय कमलापति लिपाठी जी य० पी० के चीफ विनियोग रह चुके हैं इन से पूछिये।

अध्यक्ष व्याहोदयः माननीय शोर्य जी तो बहुत गरम है, जब ये मध्य थे, प्रब वह जात हो गये आप भी मिथ जी इधर आ जाइये।

भी विभूति विधि : मेरा कहना है कि रिकवरी पौट पर इन का इम्पेंटर कमी नहीं रहता है बल्कि फैस्टरी का ईमिट रहता है।

भी बी० बी० शोर्य जैवा कि मैं ने कहा इस की व्यवस्था है, और ज्यादा मजबी के माय होनी चाहिये। इस के बारे में मैं माननीय मदम्य को विद्वाम दिलाता हूँ कि मजबी के माय इस की व्यवस्था और की जायेगी। लेकिन आज की परिस्थितिया में भी व्यवस्था है, वर मैं आप से महमत है कि और ज्यादा मजबी के माय होनी चाहिये। मैं आप को विद्वाम दिलाता हूँ कि मजबी के माय यह बेता जायगा कि किसी भी तरह से किसान के माय कोई अन्याय न हो।

जहा वह कीनी उद्योग के गाड़ीयकरण का प्रश्न है डम पर मैंने आपी कहा था बहुत भड़कती के माय और तेजी के माय विवार हो रहा है। उम की रिपोर्ट आ चुकी है कमीशन की, अन्तिम रिपोर्ट पहले ही आ चुकी थी और फाइनल रिपोर्ट 27 फरवरी को आ चुकी है, विकार विमर्श बन रहा है पूरे उद्योग की ममता को ध्यान में रखते हुए, इस पर जैवा निया जायगा।

भी विभूति विधि रोड फट के लिये किसानों से पैसा काटा याहा, न मिल न दिया और न केन्द्रीय सरकार ने दिया, किसान का पैसा मिल में पड़ा हुआ है, उम को दिलाने के लिये आप क्या कोरिश करने जा रहे हैं। इस का जवाब अध्यक्ष जी दिलावाइये।

अध्यक्ष व्याहोदयः मैं जवाब देंगे दिलाऊँ। आप बार बार लड़े हो जाते हैं इसलिये पर्याप्ती का कारण बनते हैं।

भी विभूति विधि : अध्यक्ष जी मैं सदन में इसी-लिये आया हूँ कि किसानों के हित की बात यहा रखूँ। आप कहिये तो मैं सदन से चला जाऊँ। लेकिन मैं जनता का काम करने के लिये आया हूँ

[भी विभूति भिन्न]

और वह काम करना। आप नहीं तो मैं इस्तीफा दे दूँ।

अम्बल भाषेवर : आप काफी तिनियर भेवर हैं। जोत में लोंग आ जाते हैं।

भी विभूति विभ में जबत का काम करने के लिये आया हूँ, आप यिनिस्टर से जबाब नहीं लिया है। मैं यही जानना चाहता हूँ कि किसानों से रोड फड़ के लिये पैसा काटा गया उम को आपस विलाने के लिये सरकार क्या कर रही है।

अम्बल भाषेवर : जबाब दिया उन्होंने, मैं सुनता रहा हूँ।

जो भोजन है उससे बाहर जा कर आप नेशनलाइजेशन में पड़ गए। क्या हो गया आपको? ऐसिंग आप, अच्छा नहीं लगता है आप से इन तरह से झगड़ा। आप तासरीफ रखिये।

भी हरि किलोरे तिंह (पुर्दी) भी भाषेवर के जबाब को मैं सुन रहा था। भाषिरी बात उन्होंने स्पोर्ट प्राइम की कही है जो उन्होंने गजे की तय की है। मैं जानना चाहता हूँ कि यह स्पोर्ट प्राइम उन्होंने किस भाषावर पर तय की है? क्या सरकार को मानूम है कि किसान को फट्टलाइवर दुरुने बाब पर, डीजन निगुने बाब पर भारीदान पड़ता है? अगर सरकार ने इम बात को ध्यान में रख कर इम माल की स्पार्ट प्राइम तय नहीं की है तो उस स्पोर्ट प्राइम को तय करने का क्या भाषावर रहा है? अगर इनको उन्होंने ध्यान में रखा है तो उनके प्रवेश और विहार के लिए अपना अलग अलग तय की है या हीरियाणा के लिए अलग अलग तय की है, कही पर तेरह लघे और कही पर साथे बाहु लघे क्यों नह की है?

रिकबरी की बात बहुत जोरदार तरीके से भी विभूति भिन्न ने उठाई है। उनके प्रवेश और विहार की बीनी मिले अपनी मशीनरी का बहुत दिलों के विकास नहीं कर रही हैं। इनका नतीजा यह ही रहा है कि वे चंडे होती जा रही हैं और रिकबरी इस बजह से कम होती है। इस बास्ते रिकबरी के भाषावर पर सरकार गजे का मूल्य तय करती है तो किसान को बहुत नुकसान होता

है। मैं जानना चाहता हूँ कि इस बजहवाले सरकार क्या करते जा रही है? मैं नहीं जानता कि राष्ट्रीयकरण सरकार करने जा रही है या नहीं जा कर वह करेगी। मैं निश्चित उत्तर चाहता हूँ कि उन यिसों की मशीनरी की स्थिति क्या है और मशीनरी बाब होने को बजह से क्या ज्ञापर केन की रिकबरी कम होती है या नहीं और अलग होती है तो इसके लिए विभेदात्मक है? किसान को उसके लिए नुकसान उठाने के लिए क्यों सज्जबूर किया जाना है?

एक दुखद स्थिति की ओर मैं आपवा विशेष ध्यान दिलाना चाहता हूँ। कि हर दो तीन बर्ष के बाद जब गजे की अच्छी कमत्री होती है, गजे का एकडेज बढ़ता है तो किसान को बहुत नुकसान उठाना पड़ता है। मैं किसान परिवार से आता हूँ। गजे की खेती करता है। मैं उसी इलाके से आता हूँ जहाँ ज्ञापर फैली थी है। वहाँ नोंगों को भजबूर होकर गन्ना जबा देना पड़ता है। सरकारी आकड़े कुछ भी हो, सरकारी अधिकारी कुछ भी कहे लेकिन जब भी ज्यादा गजे की खेती होती है, गजे की कमत्री अच्छी होती है तो किसान को नुकसान उठाना पड़ता है। इसका फिर नीति यह होता है कि गजे की एकडेज अच्छा हो जाना है तो उनको नुकसान उठाना पड़ता है। यह निश्चित बात है। सरकार जो जबाब दे, भी भाषेवर अपने अफमरों से आकड़े बोले कर जाहें कहे, लेकिन मैं प्रश्नकावर्षी हूँ, भूतीयोंगी हूँ।

दो तीन बर्ष पहले सरकार ने गजे के विकास के बारे में एक अमरीका कमेटी नियुक्त की थी। मैं जानना चाहता हूँ कि उसके बारे में सरकार ने क्या करन उठाए हैं? क्या रिपोर्ट आ गई है? गजे के अनुसन्धान पर सरकार ने कितनी राजि अवधि की है? उसका क्या परिणाम निकला है और उसके किसानों की कितना क्षम हुआ है निकले तीन बर्ष में?

बी बी० बी० बी० : मैंने निबेदन किया है कि स्पोर्ट प्राइस जी निवित की गई रिक्ति वर्षे भी और इस वर्षे भी उससे ज्यादा किसानों को मिया और विन रहा है। जहाँ तक रिक्वेट का वराव है यह बात अपनी जगह स्थै है कि हमारे यहाँ जिन्हीं भी भी भी मिये हैं उनको आधिक नगरके से जितना आगे बढ़ना चाहिये तो नहीं बढ़े हैं। उनके बहुत से कारण हैं। सरकार के व्याप में यह विषय है और इस विषय पर बहुत ही चिन्तित है—मैं बता दू कि शीघ्र इस के बारे में सरकार विशेष व्याप में देगी।

बी हरि किलोर सिंह : स्पोर्ट प्राइस किम आधार पर नयी की है। जो भीजन आदि के भाव बढ़े हैं क्या उनको मामने रखा है या नहीं?

बी बी० बी० बी० बी० : आप ज्यादा जानते हैं इनके बारे में क्योंकि बूद गश्त उगाने हैं। मैं शौकिया थोड़ा मा गश्त उगाना हूँ। जब स्पोर्ट प्राइस किस्म की जाती है उम में मधीं बाने व्याप में रही जाती है जोकि भानीय मन्दव्य को चिन्तित कर रही है। उसी आधार पर स्पोर्ट प्राइस रखी जानी है और देखा जाना है कि उससे बहुत किसान को न मिले ताकि उनको बुनान न हो। उक्ते अन्य प्रक्रमों का इससे कोई नम्बव्य नहीं है।

बी नरसिंह भारतव्य पांडे (गोरखपुर) पहली बात तो यह है कि गश्त खेतों में बढ़ा है और मिल मालिकान खरीद नहीं रहे हैं, न मिलों में जो पा रहे हैं न तो उनको पेर ही पा रहे हैं। मधीं जी कहते हैं कि हमारे पाम इसकी जानकारी नहीं है। कुछ जानकारी मैं उनको देना चाहता हूँ। पंजाब में बटासा कोड्रोप्रेटिव बूगर फैक्ट्री है, वहाँ पर भी गश्त के जो भाव निवित हुए हैं उससे कम भाव पर गश्त लिया जा रहा है। और अब निवित भाव पर भी गश्त लिया जाना नहीं जा रहा है। इंडियन बूगर मिल इडट्रीज एसोसिएशन के बारह मार्च 1974 के बूलेटिन में यह बात कही गई है। बैंकों द्वान गश्त पक्का हुआ है। दाम ताके बारह रुपये तय किए गए हैं, माले गए हैं लेकिन घाठ बच्चे ही दिये जा रहे हैं। किर भी अमृतसर, गुरुदासपुर आदि में मिले गश्त के नहीं रही हैं।

उत्तर प्रदेश के कलावाद जिले की भी यही चिन्ति है। एसोसिएशन की यह रिपोर्ट है जिसको मैं पेश करना चाहता हूँ। इन में यह कहा गया है:

“... the price in Farrukhabad has crashed to Rs. 7 per quintal against the official rate of Rs. 13.25 per quintal.”

गोरखपुर, देवरिया आदि में जो बूगर फैक्ट्रीज हैं उन्होंने गश्त लेना बन्द कर दिया है। इनमा ही नहीं बल्कि चालीम भाव ल्पया जो फैक्ट्री स्थित सरकार के कटोलगिय में है डायरेंड बूगर फैक्ट्री पिपराइज किसानों का उनकी तरफ बकाया है और नहीं दिया जा रहा है, मजदूरों को नहीं दिया जा रहा है। जितने द्रापिकल इत्तम्भ में फैक्ट्रीज हैं वहाँ जितनी ज्वाइट स्टाक कम्पनीज हैं या को-ऑप्रेटिव सेक्टर की फैक्ट्रीज हैं या सरकार द्वारा सचालित हो रही है वे भी इत्तम्भ कर रही हैं कि रिक्वेट बैंक ने जो ड्रेडिट मधीं पालिसी अपनाई है उनको बह कब चेज करेंगी। ये आहीं हैं कि उनको जीनी के स्टाक पर, रिहिलिटेशन के लिए कब यह पालिसी चेज हो और कब कर्ज मिले। चूंकि इनकलेशन ब्रेडिट स्कीज बदलने से होता है इस बास्ते रिक्वेट बैंक ने चेज करने से इनकार कर दिया है। मैं जानना चाहता हूँ कि क्या मिल मालिकान ऐसा करके दबाव नहीं ढान रहे हैं कि पालिसी को चेज किया जाए?

ट्रैफिक कमिशन की रिपोर्ट सदन की बैज पर रखी गई है। ट्रैफिक कमिशन की रिपोर्ट को पहले के बाद ऐसा सगता है कि बूगर काल्ट को बढ़ाने की बात चल रही है।

सरकार पर यह दबाव आता जा रहा है कि बह कौरन बूगर के दाम को बढ़ाये, और बूगर सरकार ऐसा नहीं करती है, तो हम गश्त की सात भा साहे सात परसेंट रीक्वेट पर गश्त खरीदने के लिए तैयार नहीं हैं। जारे हिन्दुस्तान में को-ऑप-रेटिव सेक्टर, पर्लिक सेक्टर और जाप्य स्टाक सेक्टर में जो 285 बूगर मिये हैं, उन सब ने इस बात का फैसला कर लिया है कि अब हम गश्त नहीं सेये—जब सरकार मजदूर हो जायगी, किसान

[धी नरसिंह भाराप्रण पढ़े]

और मजूर भावोलन करें और सरकार को अपनी पांचवीं की चेत दरकार पड़ेगा।

क्या यह सत्य है कि कानपुर के भूतर मरबेट्स में खाद्य भवालय ने इन आवश्यक का तार दिया है कि सरकार कारेन एक्सप्रेस को अनंत करने के लिए जो भूतर एक्सप्रोट करने जा रही है उन को बहु बद्द करे, क्योंकि हमारे दस वे भूतर का कन-जप्तमान 38-1/2 साल दून हा गया है और हमारा प्राइवेट उस के भुतावक नहीं हो पा रहा है? क्या भूतर भूतर मरबेट्स एपोसिएशन के दबाव में या जायेंगी, या वह ज्यादा कारेन एक्सप्रेस अनंत करने के लिए भूतर के एक्सप्रोट को बहाने का प्रयत्न करेंगी? आज हमे कारेन एक्सप्रेस की बहुत जरूरत है। पेट्रोलियम प्राइवेट का दाम बहुत ज्यादा बढ़ गया है। हमारे एक्सप्रेट्स का कहना है कि अगर हम एक मिलियन दून जीतों का नियन्त्रण कर दे तो हम वा 1 मिलियन दून पेट्रोल मिल सकता है।

मारी हुनिया में भूतर का भाव 200 परसेट तक बढ़ गया है। इस बारे में यू० ब० या य० एम० ग० के माध्यमांग जो ममताना है, वह दिवंबर 1974 में खत्म होने जा रहा है। मैं यह जानना चाहता हूँ कि क्या इम उम्मीदों का खत्म कर के इन्टरलेजनल और मार्केट में जायेंगे, जिसमें हम ज्यादा कारेन एक्सप्रेस अनंत बढ़ भड़े, और अपन किसानों और मजूरों का ज्यादा पैमा दे सके। जिस तरह विष्व के नन उत्पादन करन वाले देशों न अपना एक समझन बनाया है क्या उम्मी तरह मरकार समारों में सभी भूतर प्राइवेट्स बन्दीज का एक भय बनाने की दिशा में प्रयत्न करेंगी जिस वा भूताव गियाना वे नेता, ड० जगत, ने दिया है? जैसा कि मैंने कहा है, मारी हुनिया में जीतों का भाव बढ़ रहा है और हम को कारेन एक्सप्रेस की जरूरत है। इसलिए क्या सरकार ऐसा भय बना कर जीतों को एक्सप्रोट बढ़ कर के कारेन एक्सप्रेस अनंत करने के बारे में बोर्ड बद्द उठाना जा रही है?

मैंने इस मध्यम में बाह्य-बाहर कहा है कि सरकार जीतों के उत्पादन, स्टार और विनरेट के लिए

एक्सप्रेस व्यवस्था करे। आज भी भूतर के भाव पर सूट भी ही है और सारे जाकार की खुलिया दिया जा रहा है। भूतर जीतों के दाम कम है और भूतर के दाम ज्यादा है, इस लिए जीतों की भूतर में नियावट हो रही है। क्या भूतर जीतों के बारे में कोई नियित पालियी व्यवस्था करने जा रही है कि क्या और इसका हो, क्या नियवण हो और क्या उत्पादन का बोर्ड हो तथा किसी जीतों बकर स्टाक में नियित्वन बढ़ रही जाय।

सरकार को भावेव कमीशन की रिपोर्ट मध्यम की जेज पर रखने के लिए बाह्य-बाहर कहा जा रहा है, लेकिन वह ऐसा तही करना चाहती है। जब तक वह रिपोर्ट नहीं आती है, तब तक हम टैरिक कमीशन की रिपोर्ट पर कोई बहन नहीं कर सकते, क्याकि वे दोनों एवं दूसरे के माध्यम सम्बन्ध रखती हैं।

क्या भूतर भूतर के नेशनलइंजेनर के सबाल पर गम्भीरता के माध्यमियां बढ़े? क्या वह य० के० और य० ग० ग० वे माध्यम हुए ममतानों का खत्म कर के इन्टरलेजनल मी मार्केट में भूतर का एक्सप्रोट इस के कारेन एक्सप्रेस अनंत बढ़ना वा यह बनेगा?

मैं जाता हूँ कि खाद्य भवा भंडे इन प्रणाली के टेक्नोलॉजी जबाबद दें।

जी बी० बी० भौमः उन प्रेदेश की डायमंड भूतर मिल ने २ परवरी वा ग्राम द्वारा बद्द कर दिया उम्मी भेत्र में गम्भीर का दूसरी पिला की नए डाइवर्ट दिया गया है, जाकि दिग्नान को जीतों तरह वा नुसार न हो। उनीव १०.७५ साल उपर्या इस मिल की नए बद्दाया था। उस के सम्बन्ध में उत्तर प्रदेश सरकार ने १६ साल उपर्यों को गारंटी देकर ५ साल दूसरे भूतर के सम्बन्ध में और २ साल उपर्योगीनी को गुप्तारन के सम्बन्ध में—उन को आगे बढ़ाने का निश्चय दिया है। मानतीय सदस्य ने जो और रिपोर्ट ही है, उन के बारे में हमारे इस ममतान को कोई जानकारी नहीं है। लेकिन मैं उन को नियित बद्द से यह विश्वास दिग्नान चाहता हूँ कि सरकार इस तरह की तराफ

परेक्षणियों को ध्यान में रखते हुए, ऐसा रास्ता निकालेंगी जिस से बड़ा पैदा करते वाले किसानों को यहां जाना न पड़े और वह बैकार न जाए।

जहां तक विदेशों से भीती भेजने का प्रयत्न है, हमारी यह कोशल रहेंगी कि उचित दाम निलगे पर जितनी भीती हम जासानी से विदेशी को भेज सकते हैं, वह भेजें। किसी विशेष मध्य, या किसी व्यापारियों के दबाव में आकर मरकार इस नीति में किसी भी तरह में नज़र्दली बनने वाली नहीं है।

श्री नरनिह मारांश दाहे : दिसम्बर, 1974 में पूँके० धीरूपाम०ग० के माध्य हामार बाल्कुट बाल्म होने आ रहा है। यह मरकार इस का कान्दीन्दू करेगी, या इन्टरनेशनल फो मार्केट में जायेगी, जहा ऊंचे दाम मिल रहे हैं।

श्री धौ० धौ० भौंय : धारग माननीय दूप बान का यही रहने दें, तो अच्छा है। ये यह बाने इमारे ध्यान में है। मैं उन को विश्वाग दिलाना चाहता हूँ कि हम देश को फिरी भी नहीं में धांडे भ नहीं रहने देंगे। विदेश में भीती के दाम बढ़ गए हैं, यह बान भी हमारे ध्यान में है। तम इस बान वा भी ध्यान नहीं दें कि हमारे देश के उपभोक्ताओं दो विसी तरह की परेशानी न हो।

जहां तक भारी रामोजन की रिपोर्ट का सम्बन्ध है, उम रिपोर्ट का २७ फरवरी का रोक किया गया था। उमरा ध्यानपूर्वक पठन-पाठन किया जा रहा है। माननीय महस्य नियमों को मम्म में उतारा नमंत्रियों हैं। नियम के अन्यार्थ ६ महीने के अन्दर अन्दर बढ़ रिपोर्ट इस मदन के मामने आ जानी चाहिये। हमारे भवानग वा यह प्रबन्ध देखा कि वह रिपोर्ट भी द्वितीय इस मध्यधारा० मदन के सामने आ जाये। मरकार का ऐसा कार्ड डिग्राम नहीं है कि इस रिपोर्ट को दबा कर रखा जाये।

जहां तक मिलावट का प्रयत्न है, उग के बारे में एसेक्युल कामोडीटीज एस्ट और इन्हे कानूनों के अलंकृत कार्यालयी की जानी है। प्रदेश मरकार इस कलक के प्रति जागरूक है। मरकार भी इस शान का ध्यान रखती कि किसी भी कृषि में मिलावट न होने पाये, जिस से उपभोक्ता और ममाद को नुकसान न होने चाहे।

12.45 hrs.

MOTION FOR ADJOURNMENT Filing in Patna

MR. SPEAKER : Next item, papers to be laid on the Table

SHRI JYOTIRMOY BOSU (Diamond Harbour) Sir, the situation in Bihar is going from bad to worse. Thirty persons have been shot down and more than 200 injured. (Interruptions). Even the train services have been suspended. CRP and army have been deployed to maintain law and order. (Interruptions).

श्री अटल बिहारी बाजपेयी : (खानियर) मध्यस्थ महोदय, बहा जो परिवर्ति पैदा हुई है, उस के लिए केंद्रीय मरकार लिमेदार है। .. (अवधारण) ।

मध्यस्थ महोदय : आप नब नोग बोल रहे हैं। मैंने नमस्त में कुट, भी नहीं आ रहा है। आप बैठ जाइये। (अवधारण)

श्री अटल बिहारी बाजपेयी : मध्यस्थ महोदय, उमारे नो बाम रोको प्ररनाव है। कांसेस के मेम्बरों का यह तकनीक हा रही है। आप उन को शान्त करिए। (अवधारण)

मध्यस्थ महोदय : आप नोग बैठ दायें।

श्री अटल बिहारी बाजपेयी : मध्यस्थ महोदय, आप एक ग्रंथ को दुनाइए।

मध्यस्थ महोदय : बुनाने वी बान नहीं है। मैं आप से बान बरना चाहता हूँ। आप बैठें। जानिय में मैंने बान मुने। आप भीतों वे रेकर्नेंसेट भोजन दिया है। उन आप ने वहा वा कि मिनिस्टर स्टेटमेंट दे

श्री अटल बिहारी बाजपेयी क्या कांसेस बालों ने ऐडजनेंसेट भोजन दिया है? ये काहे को बोल रहे हैं?

(इंटरप्रेटर)

मध्यस्थ महोदय : आप नोंगों को क्या तकनीक है? आप बैठिए। मूले बान तो करने दीजिए।

[भव्यत भाष्यक]

उम्हें एडवर्नमेंट भोजन दिया है। उम से बात तो करने लीजिए।

श्री अटल विहारी बाबपेंटी : ये यहाँ गोली चलाते हैं और यहाँ हम को बोलने नहीं देते हैं।

भव्यत भाष्यक : यह आपस में बाहर फैसला कर दिया करें कि कौन चलाता है कौन चलाना है?

श्री अटल विहारी बाबपेंटी : सरकार इन की है, गोली हम चलाएँगे?

भव्यत भाष्यक : मैं आपसे बात करना चाहता हूँ।

श्री अमृत लिपवे (वाका) : ये हत्ता कर रहे हैं।

भव्यत भाष्यक : बाहंर, बाहंर प्लॉड।

आप ने कल दिया था तो हाँ मिनिस्टर तो विहार गए हुए हैं...

श्री अमौतिर्य बतु कल स्टेटमेंट देना चाहिए। या।

भव्यत भाष्यक : जब तक सिचुएलन एमेंट न कर ले तब तक कैसे देने?

श्री अमृत लिपवे : व्याइट आफ बाहंर।

MR. SPEAKER : Point of order on what?

आप का मानन है, उम पर मैं बात कर रहा हूँ।

श्री अटल विहारी बाबपेंटी : अगर आप स्वीकार कर रहे हैं तो स्वीकार कर लीजिए। अगर स्वीकार नहीं कर रहे हैं तो फैला करने के पहले हमें मुन लीजिए और उम के प्रकाश में नियंत्रण कीजिए।

भव्यत भाष्यक : मुझे इजाजत देने में कोई एतराज नहीं है लेकिन कि बजट का तो आज जबाब हो ही आना है। आप ने फैला किया था कि जब बजट दिलान हो तो उस के दरवियान में कोई ऐडवर्नमेंट भोजन न आए। तो वह आज जल्द ही हो रहा है। वह जो ऐडवर्नमेंट भोजन देरे पास

आवा है वह इन लोगों का ही—ली भव्यत विहारी बाबपेंटी, जी बीवी० बाद, और राजीव राज बासी, जी एच० एम० मुखर्जी, जी सी० के० चक्रवर्य, जी तमर गुहा, जी एच० एम० रैमर्जी, जी अमृत लिपवे.... वह ऐसे लोही आहंर में पड़ा है कि जिम बाहंर में वह उम्हें दिया है।

श्री अटल विहारी बाबपेंटी का और जी० पी० पी० यादव का, उम से पहले आया है, इन्हें भी यह पड़ा...

SHRI S. M. BANERJEE (Kanpur) : Will the Home Minister be here to reply?

भव्यत भाष्यक : मैं यहीं तो बात कर रहा हूँ। अगर मैं कहता हूँ कि हाँ मिनिस्टर नहीं हैं तो आप कहने हैं कि अभी कर्ता और जब मैं इजाजत देने की बात करता हूँ तो आप दूसरी बात कहते हैं। आप आखिर एक बात पर बड़े रहिए।

How can I keep this pending? Either I accept it or I reject it.

गहंगे महे इम दो इम्प्राइ आफ कर देने दीजिए।

श्री अमृत लिपवे : मेरा व्याइट आफ बाहंर है।

भव्यत भाष्यक : व्याइट आफ बाहंर किम बात पर है?

श्री अमृत लिपवे : इसी पर है।... (इंटर-प्रॉब्लम)

भव्यत भाष्यक : जब इन आए हैं तो जिम का पहले आया है उस को मैं देता हूँ। मैं आइ-डेटिकल मोजन हैं।

I shall now ask Mr. Vajpayee to move for leave of the House.

श्री एच० एम० बैमर्जी : आप हमे एक-एक मिनट सुन लीजिए।

MR. SPEAKER : There is no question of hearing.

श्री अटल विहारी बाबपेंटी : भव्यत भाष्यक, मैं आपसे कामरोंको प्रस्ताव के लिए नदन की अनुमति चाहता हूँ। मेरा प्रस्ताव है कि नदन की

कार्यकारी गोपक ही जाय और बिहार की संस्थीर वरिस्तियां पर चर्चा की जाय

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH): I oppose it on behalf of the Government.

SHRI S. M. BANERJEE: The Home Minister is not here, Sir.

MR. SPEAKER: He has asked for leave of the House to move his motion. Those in favour of leave being granted may rise in their places.

I am sorry, the requisite number is not there, the number is less than 50. Leave is not granted.

SHRI PILOO MODY (Godhra): I demand a recount.

MR. SPEAKER: Those in favour of leave being granted may please rise in their places again... Again the number is less than 50. I am sorry. Leave is not granted.

श्री लक्ष्म बिहारी बाल्येदी: अध्यक्ष महोदय, मेरी एक प्रश्न है —हमारे सी०पी०साई० मेम्बरों को उत्तर जमाने दीजिए, ये सरकार के माय मिने हुए हैं....

13 hrs.

MR. SPEAKER: No. CPI people are also in it.

श्री लक्ष्म बिल्येदी: अध्यक्ष महांवय, मेरा अवधार का प्रश्न है.....
(*Interruption*)

MR. SPEAKER: Madhu Limayej, on what business you are raising a point of order? There is no business before the House. I am passing on to the next item. The previous one has already been disposed of.

श्री लक्ष्म बिल्येदी: मैं इसी के बारे में कह रहा हूँ।

लक्ष्म बिल्येदी: किस के बारे में?

श्री लक्ष्म बिल्येदी: मैं बिल्येदी के बारे में कह रहा हूँ।... (अवधार)

SHRI PILOO MODY: Next time we will prepare our speeches and get them approved by you 48 hours in advance.

श्री लक्ष्म बिहारी बाल्येदी: यह ठीक है कि हमारा प्राज्ञानिमेट मोजन गिर गया है, लेकिन आप यह यह स्वीकार करें कि बिहार की वरिस्तियों के बारे में लदन में चर्चा होनी चाहिए....सन 193 में थोड़े समय की चर्चा हो जाय।

SHRI PILOO MODY: Why is this happening in Bihar? Only because the Parliament and the elected representatives of the people are being throttled in this manner. That is why it is happening in Bihar and it has happened all over the country. Do you think that you can stop a revolution in Bihar by not having a debate in Parliament, just because we have here a few gramophone record with broken and worn-out pins? Purchased governments will not be permitted to survive in this country.

(*Interruptions.*)

MR. SPEAKER: May I request all of you to please resume your seats?

Order, please. Please resume your seats

(*Interruptions.*)

SHRI PILOO MODY: On a point of order, Sir. I want you to be aware of the language that was used just now in the House...

MR. SPEAKER: I do not think anybody could hear anything and nothing is there on the record.

SHRI PILOO MODY: I name Shri Vasant Sathe...

SHRI VASANT SATHE (Akola): I name Shri Piloo Mody.

(*Interruptions.*)

MR. SPEAKER: In all this noise nothing could be heard by the reporters and nothing has been recorded.

SHRI PILOO MODY: It is not merely a question of recording...

(*Interruptions.*)

SHRI PILOO MODY: On a point of order.

MR. SPEAKER: What is the point of order?

SHRI PILOO MODY: It is not merely a question of recording. After all, Mr Sathe occasionally sits in your Chair and thereafter he gives the same ruling which you are supposed to give and when a Member like that uses language which I have heard over here, I think it is too shocking. Do you think that by not having a debate over here you are going to quell the anger of the people in Bihar?

MR. SPEAKER: Don't ask like that. About this Adjournment Motion, I put it to the House and leave fell through. What else can we do about it?

श्री नम्रु लिमये ग्राम्यक महोदय, मेरा 'वाइन्ट आफ आर्डर है।

SHRI R. S. PANDEY (Rajnandgaon): What is the business before the House? I would like to raise a point of order before you call Mr. Limaye. I would like to know what the business before the House is.

श्री नम्रु लिमये: मैंने पहले उठाया है, मैं 15 मिनट से बड़ा हूँ। मैं घमकाने वाले कौन होते हैं। मैं आर्डर आफ लिमये पर बोल रहा हूँ—ये गोकर्ण वाले कौन होते हैं....

(*Interruptions.*)

MR. SPEAKER: I am not allowing anybody. All of you may please sit down.

श्री नम्रु लिमये: ग्राम्यक महोदय, मेरे अलापन का इस सीधा बात है। आप ने अपनी लिमये के पालसार स्वयम प्रस्ताव दीज करने के लिये अनुबंध भारत की इकायत 'ही' लेफिल 58 लोग लाए गये हो रहे। आप अपनी दोष से प्रवृत्त हैं कि इस कार्रवाई को स्वयंत्र कर के लियक 193 के तेहत पटना की गंभीर स्थिति पर बहस करने का योका दीजिए। मैं स्वयम प्रस्ताव रख रहा हूँ.... (व्यवस्था) . बहा 100 कावर किये गये, 400 टीयर गैंग गोप छोड़ रहे हैं और लिये इस पर तत्काल बहस होनी चाहिये। ..(व्यवस्था)

श्री अदल बिहारी लालोदी: आप ने कल गृह मंत्री जी को स्टेटमेंट देने के लिये कहा था लेफिल अभी तक उन्होंने स्टेटमेंट नहीं दिया है।

MR. SPEAKER: We cannot do it. The Business is decided by the Business Advisory Committee. The Home Minister will come later on. He has gone to ascertain the facts.

SHRI ATAL BIHARI VAJPAYEE: The Home Minister may not be here; Government is here...

श्री नम्रु लिमये बता आप इस पर फ़िस्तान लगात नहीं करेंगे?

MR. SPEAKER: I will ask the Minister to make a statement on it. The Minister will make a statement later on.

I request all Hon. Members to please sit down.

SHRI H. N. MUKERJEE (Calcutta—North-East): Could I have your indulgence to make a submission. On one occasion, on a similar issue, in view of the recalcitrance of Government to a discussion, on a similar issue, in view of the fundamental national importance and in view of us on the opposition being unable to muster sufficient number of people to stand in their seats, I made an appeal to you, Sir.

I appealed to you on the last occasion, to evolve opportunities for discussion of this kind of matter without delay. Let the Government, realize one thing, that in this country they are going to see this kind of think. (Interruptions)

श्री मधु लिल्ले । एटक्सेंट नहीं हुआ, ठीक है ऐसा बहम तो हो सकती है ।

MR. SPEAKER : May I request you all to please sit down ?

SHRI A. K. GOPALAN (Palghat) : Sir, I request that at least a discussion must be allowed on this because it is a very serious matter. According to newspaper reports, for the first time, in the annals of the history of Legislature, three shots had been fired in the lobby. Never has this occurred before in the history of Parliamentary democracy

So, I want to know and the people also would like to know what has happened there. So, a discussion is necessary. It is sad that anti-social elements have done this. (Interruptions).

MR. SPEAKER : Shri Gopalau is on his legs. Why do you not allow me to listen to him ?

SHRI A. K. GOPALAN : It is sad that in Parliamentary democracy in this country when you have allowed one Member to speak, others do not allow him.

MR. SPEAKER : It is very unfortunate that you and I belong to the old order.

SHRI A. K. GOPALAN : The procedure is that if the Speaker allows one hon. Member, the others should listen to him. If others will not allow me to go on, then there is no use coming here.

MR. SPEAKER : I have not allowed anybody excepting you

SHRI A. K. GOPALAN : You have allowed me. And with your permission, I am making my submission. I say that this is a very serious matter and it is not between the members of the Opposition

Party in the Ruling Party. There are anti-social elements in every State in India; they are growing. What is the reason or basis for it ? Is there any basis ? Please examine the policies of the Government. It is said that prices have gone up. Everywhere the prices have gone up; there are other issues also. So, please allow a discussion on this. The discussion on this is very essential because things are developing in such a way that we do not know what will happen in other States in the country. Please allow a discussion.

MR. SPEAKER : May I tell you that there is no intention in any way that any discussion should be barred ? When the adjournment motion was brought, I was thinking that there was enough strength for you at least today. It so happens that sometimes many members are absent.

PROF. MADHU DANDAVATE (Rajapur) : Then you modify your rules.

MR. SPEAKER : You will all come everyday like that. But, what about quorum in the House if the House is short of the requisite number ?

SHRI H. N. MUKERJEE : Does that mean that the Speaker, because the Opposition is numerically weak, would not try to help the discussion on a matter of national importance ? (Interruptions)

MR. SPEAKER : Prof. Mukerjee, you had your submission. I allowed what was in my power. If it is not in my power, I cannot allow that.

श्री मधु लिल्ले । १३ वा डिस्काउन आपके ही हाथ में है ।

MR. SPEAKER : There is a procedure set for that.

SHRI H. N. MUKERJEE : They have to say something. Why are they playing a superior role and keeping quiet and saying nothing ?

SHRI K. RAGHU RAMAIAH: It is unfair to accuse Government in this case; because the Opposition has chosen a particular method and they have not found sufficient strength, now to say that Government have been against a discussion is very unfair.

I may submit that the Home Minister has gone this morning to Patna, and I believe he is expected tomorrow. As soon as he comes, we shall certainly place the matter before him and place the matter before you so that we can decide when and how and whether a fruitful discussion can take place and if so when.

SHRI JYOTIRMOY BOSU: On a point of order. Yesterday, you made it quite clear that Government should furnish this House with a statement. But today we are told that the Home Minister has left for Patna... Are you aware of this?...

MR. SPEAKER: Immediately after the matter was raised here, I said that At that time, how could I anticipate this?...

SHRI S. M. BANERJEE: The Deputy Minister is here and let him make a statement and let us have a discussion on it.

SHRI K. RAGHU RAMAIAH: I was going to add that in the light of your direction yesterday, in the light of whatever material is available, my colleague Mr Mohsin will make a statement if you would permit, on the basis of whatever facts are available to him.

SHRI S. M. BANERJEE: Let him make the statement and let us have a discussion on it.

श्री राजाराम रामाई (पटना) प्रभाषण जी, आप मेरी बात को मुन ही नहीं रहे हैं।

श्री अंबर बबाल सिंह (बतारा) मैं भी कुछ निवेदन करता चाहता हूँ। बहुत बाति पूर्वक मैं बैठा हूँ। मैं चाहता हूँ कि मुझ को भी आप एक मिनट का समय दें।

श्री राजाराम रामाई : मैं भूमि उत्तरी कांस्टी-दूर्लभी से आता हूँ इसलिए इसके विवरण में मैं कुछ बताना चाहता हूँ।

MR. SPEAKER: No, I am not going to allow any speeches. There can be no discussion and no speech now.

श्री अंबर बबाल सिंह : मैं यह कहना चाहता हूँ कि बिहार मैं जो भी घटनाएँ हुई हैं उनके लिए हम सेवों को सबसे अधिक दुख है। यह न त नमी कि इन्हीं को तकलीफ है। मैं यह कहना चाहता हूँ कि बहां पर जिस तरह से विवाह होता है, प्रेम को जलाया जाया है, अपनों को आप लगाई गई है उसके लिए कौन भ्रातावर्षी है? यही सोन जबाबदेह हैं और बहां पर आकर यह सरकार की प्रालोचना करते हैं। उधर की बातों के साथ आप इधर की बातों को भी आप मुझे ताकि यह न लगे कि इन्हीं को तकलीफ है। हमको इनसे अधिक तकलीफ है। यह जिस तरह की अग्रजकता बहां पर कैसा रहे हैं उनकी निन्दा हांसी चाहिए। (व्यवधान)

MR. SPEAKER: There can be no speeches. There is not going to be any debate now.

SHRI PILOO MODY: They can do whatever they like, but purchased governments will not survive in this country...

MR. SPEAKER: It is only himself that will survive.

Do you want Shri Mohsin to make a statement?

श्री अटल बिहारी वाल्मीकी : आपका जी, हम सोन महीने की सुनील के लिये तैयार है, लेकिन उम के बाद आप कल चर्चा के लिये अभी मध्य तय कर दीजिए। यह सरकार की हुआ पर नहीं रहता चाहिए।

MR. SPEAKER: I will put it before the Business Advisory Committee.

They say that they will listen to the Minister if you allow them an opportunity to have a discussion.

SHRI K. RAGHU RAMAIAH: Let the Home Minister come back. Then we will decide. What is the hurry?

MR. SPEAKER: After the Home Minister comes back, he should make a statement. Then we will decide.

श्री अटल विहारी बालचंद्रो : यह नहीं हो सकता है। आप नियम कर दीजिए कि कल इतने बजे चर्चा होगी इस विषय पर।

अध्यक्ष महोदय आप के उन्नते देश्वर तो हैं नहीं जितने कि होने चाहिये एडजनमेट के नियम।

श्री अटल विहारी बालचंद्रो : अध्यक्ष जी, देश्वर नहीं हैं तो क्या उम पर चर्चा की ज़बरदस्ती नहीं है?

अध्यक्ष महोदय : कल से कल उन्नते सदस्य तो इतने चाहिये यहां जितने की ज़रूरी है एडजनमेट मोर्गन के लिए। और बात तो छोड़िये।

श्री अटल विहारी बालचंद्रो : नियम 193 वे नियम तो देश्वर नहीं चाहिये।

SHRI H. M. PATEL (Dhandhuka): Will you permit me to seek a clarification?

MR. SPEAKER: I think the Home Minister should make a comprehensive statement when he comes tomorrow. Then we will see.

Papers to be laid on the Table

SHRI ATAL BIHARI VAJPAYEE. Kindly decide that after the statement by the Home Minister, there will be a discussion.

MR. SPEAKER: I will look into it.

श्री अटल विहारी बालचंद्रो : अध्यक्ष जी, क्या अस्तवद है।

अध्यक्ष महोदय : यह कैसी बात कहते हैं मैंने कहा कि स्टेटमेंट बाबे दीजिए।

I have asked the Minister already to find time for it. Let the Home Minister make his statement. Later on we will consider it.

श्री अटल विहारी बालचंद्रो : आप कैसे कर रहे हैं, यह कोई नीतिका नहीं है। क्या 193 नहीं आ सकता है?

अध्यक्ष महोदय : यो मेरे बग की बात नहीं है उम मेरी क्या कर सकता है।

When he comes and makes a statement tomorrow, we will look into it.

SHRI DINEN BHATTACHARYA (Serampore): What is there to look into?

MR. SPEAKER: You should follow the practical meaning of the language.

SHRI JYOTIRMOY BOSU: Is the Deputy Minister making a statement?

MR. SPEAKER: Instead of Shri Mohsin making a statement today, and again tomorrow, the Home Minister making a statement, we will have one statement tomorrow.

SHRI JYOTIRMOY BOSU. No, Sir.

श्री अटल विहारी बालचंद्रो : क्या आप यह नहीं कर सकते हैं कि कल होम मिनिस्टर के स्टेटमेंट के बाद विहार की स्थिति पर चर्चा होगी?

अध्यक्ष महोदय, चर्चा बैमे तो आज हांसी जाहिए थी। लेकिन आज नहीं हो सकती तो कल ज़हर होगी चाहिये।

MR. SPEAKER: We will have to ask him to find time. I have no powers to fix it up.

श्री अटल विहारी बालचंद्रो : अध्यक्ष जी, आप एकान कर दीजिए कि कल चर्चा होगी। इस में कौन सी कठिनाई है?

अध्यक्ष महोदय : उन से बात करेंगे ।

श्री अटल बिहारी वाजपेयी : बात कर के तो कल होगी ?

अध्यक्ष महोदय : तब तो बात करने के बाद ही करेंगे ।

श्री रामावतार शास्त्री : यह आनन्द मार्ग और आर० एस० एस० की कांस्प्रेसी है (व्यवधान)

अध्यक्ष महोदय : आप विचारें ।

13.25 hrs.

PAPERS LAID ON THE TABLE
DELIMITATION COMMISSION ORDER No. 10
IN RESPECT OF GUJARAT

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI NITI RAI SINGH CHAUDHURY) : I beg to lay on the Table a copy of Notification No. S.O. 118(E) (Hindi and English versions) published in Gazette of India dated the 25th February, 1974, containing Order No. 10 of the Delimitation Commission in respect of the State of Gujarat, under sub-section (3) of section 10 of the Delimitation Act, 1972. [Placed in Library. See No. LT-6458/74]

REVIEW AND ANNUAL REPORT OF MADRAS FERTILIZERS LTD., MANALI, MADRAS FOR 1972-73

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND CHEMICALS (SHRI SHAHNAWAZ KHAN) : I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :—

(i) Review by the Government on the working of the Madras Fertilizers Limited, Manali, Madras for the year 1972-73.

(ii) Annual Report of the Madras Fertilizers Limited, Manali, Madras for the year 1972-73 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-6459/74]

REVIEWS AND ANNUAL REPORTS OF WATER POWER DEVELOPMENT CONSULTANCY SERVICES (INDIA) LTD., NEW DELHI AND RURAL ELECTRIFICATION CORPORATION, NEW DELHI FOR 1972-73

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. PANT) : I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :—

(1) (i) Review by the Government on the working of the Water and Power Development Consultancy Services (India) Limited, New Delhi, for the year 1972-73.

(ii) Annual Report of the Water and Power Development Consultancy Services (India) Limited, New Delhi, for the year 1972-73 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-6460/74]

(2) (i) Review by the Government on the working of the Rural Electrification Corporation, New Delhi for the year 1972-73.

(ii) Annual Report of the Rural Electrification Corporation, New Delhi, for the year 1972-73 along with the Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-6461/74]

REVIEW AND ANNUAL REPORT AND
STATEMENT OF ACCOUNTS WITH C AND AG
COMMENTS THEREON OF ORISSA ROAD
TRANSPORT CO. LTD., BERHAMPUR
(GUNJAM) FOR 1971-72

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MOHD. SHAFI QURESHI): I beg to
lay on the Table:—

- (i) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—
- (ii) Review by the Government on the working of the Orissa Road Transport Company Limited, Berhampur (Ganjam) for the year 1971-72.
- (iii) Annual Report of the Orissa Road Transport Company Limited, Berhampur (Ganjam), for the year 1971-72.
- (iv) Directors' Report and statement of accounts for the year 1971-72 of the Orissa Road Transport Company Limited, Behrampur (Ganjam) and the comments of the Comptroller and Auditor General thereon.
- (v) A statement (Hindi and English versions) showing reasons for delay in laying the above papers. [Placed in Library See No. I.T-6462/74]

13.27 hrs.

MATTER UNDER RULE 377

REPORTED SALE OF LAND UNDERLYING
TERRITORIAL WATERS BY MAHARASHTRA
GOVERNMENT

भी वस्तु लिखे (बोका)। अधिकारी भी, प्राप्त ने
मुझे भम्बू के नीचे जो जमीन है उस की मिलियन
का साथ उठाने की अनुर्ध्वा ही है। हमारे
मिशन में अनुच्छेद 297 इस प्रकार है:

"All lands, minerals and other things
of value underlying the oceans within the
territorial waters of the Continental

Shelf of India shall vest in the Union
and be held for the purposes of the
Union."

अध्ययन महीन्य, इस का मतलब है कि ट्रैन-
टोरियन बार्टर के नीचे, भम्बू के नीचे जो जमीन
है उस के ऊपर विलियत केन्द्र की है। लेकिन इस
प्राविधिक ने बाबत्रू महाराष्ट्र मरकार ने जो
रेवेन्यू कोड पाग किया है उस के सेक्षण 20 के
नहर भम्बू के नीचे जो जमीन है उस की मिलियन
अपने हाथ में लेनी है। और बम्बू में एक
अर्थ से बैक वे रिक्वेमेंट्स स्कीम बन रही है
जिस के तहत 161 एकड़ जमीन विभिन्न स्रोतों
ने बीच में बेचो गई है।

एक एकड़ बेचने पर मरकार को कम मे कम
1 एकड़ 70 लाख मिला है। कई जमीनें
इंडियन एक्सप्रेस चूप, ओवरग्राउंड बड़े बड़े
पु जो पतियों को बेची गई हैं। एक जमीन सो पांच
हजार रुपये भी मक्केड़ी यांड के हिसाब से
बेची गई है।

मैं दो नीन मवाल उठाना चाहता हूँ जिस की
गफाई कानून भरी दे। पहला यह है कि
या महाराष्ट्र मरकार के रेवेन्यू कोड के सेक्षण
21 के नहर भम्बू के नीचे की जमीन मिलियन
राज्य मरकार की ओर गत्य दी होती है या
मिशन की जो आग मैंने बनाई है उसके अन्तर्मार
में नदी की हाँसी है? दूसरा यह है कि क्या गत्य मरकार
को यह जमीन भर कर बेचने की छूट किमी कानून के
नहर बेच मरकार ने दी है? अगर कोई कानून
नहीं है तो इनको यह अधिकार कैसे प्राप्त हुआ?
या मरकार को यह भी भगवान मिला है कि कुछ
दूंक वे की ऐसी जमीन है जिस को बिंदा भरे
ही बेच दिया गया है और कहा गया कि भर
कर जो आपको बनाना है बनाने का काम आप
करो? 166 एकड़ जो जमीन बेची गई है
जानकार सूतों के अनुमान, मुझे पता चला है
है कि उम्मों बेचते समय बड़े बड़े पूरी पतियों से
बहुत सारा पैसा अंटर ही देवल निया गया है
और यह रकम करोड़ों की है। हो मरकार है कि
इस मे से कन्दू को कार्यम के लिए भी कुछ बचा
मिला हो, मुझे पता नहीं है। लेकिन यह जो और

[**श्री मधु लिम्बे]**

कानूनी काम हो रहा है इसकी ओर से सरकार अपनी भाष्य क्षमता भूमि है है ? क्या इसको पता नहीं है कि जो जमीन बेची गई है पूँजीपतियों को इसमें उन से ब्रेंडर दी टेबल भी पैसा लिया गया है।

एक सम्बोधन समझौते पर ही गई है।

श्री मधु लिम्बे : दीक है 99 साल की आज है। ७५ परसेट या किसी और विहार से एन्ड्रल सीज तैयार करते हैं। लीज कहिये, कुछ भी कहिये ऐकिन केन्द्र की ओर मिलकियत है उस पर राज्य आक्रमण कर रहा है, पूँजीपतियों को जमीन दे रहा है और इनमें ही नहीं उम में पैसा बनाने की कोशिश भी कर रहा है। मनो ससद कभी बरदास्त नहीं कर सकती है। मन्त्री महोदय इनका खुलासा करे।

प्रधान व्यवस्था : मिनिस्टर को इसको भेज दया जाएगा।

श्री मधु लिम्बे : आज बुध नहीं कहेंगे। वह दिन हो गये जैसे नोटिस भेजा जा। अपने दफ्तर से पूछे कल मैंने दसनी कारी दी है।

प्रधान व्यवस्था : मेरी तरफ मे तो आज ही हुआ है। इसको भी आपने ऐसा बना लिया है जैसे कालिंग अटैक्स हो। इसको मिनिस्टर के पास भेज दिया जाएगा।

श्री मधु लिम्बे : चोरी हो रही है और ये चूप लैठे हैं।

13.32 hrs

GENERAL BUDGET, 1974-75—GENERAL DISCUSSION—Contd.

MR. SPEAKER : The time left is just enough for the Finance Minister to reply. But, one or two Members from both sides of the House can be accommodated. The Finance Minister will reply at 3 P.M.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI K. RAGHU RAMAIAH) : The Finance Minister may be called at 3.30.

MR. SPEAKER : The members will welcome it because they want more time

to speak. The Finance Minister will be called at 3.30.

Shri Vidyalankar, who was on his legs, may continue.

श्री विद्यालंकार (चौहान) : कल मैं कह रहा था कि हमारी सामाजिक व्यवस्था में जब तक सीधिक वरिष्ठता नहीं होता तब तक हम बहुत सी समस्याओं को हल नहीं कर पायेंगे। मैं यह भी कह रहा था कि हमारे बहुत एक सामाजान्तर अंतर्राष्ट्रीय का बयान बहुत रहा है। इसके सबधूमें इस बजट में कोई बद्दा नहीं है। मुझे खुशी है कि कल राज्य सभा में उत्तर देते हुए वित्त मंत्री ने इसकी तरफ इकारा किया और विष्वास दिलाया कि इस अंतर्राष्ट्रीय की रोकथाम करने के लिए वह प्रयत्न करेंगे।

13.34 hrs.

[MR. DEPUTY-SPEAKER *In the Chair*]

ये प्रयत्न क्या होगे यह हम को पता लगाना चाहिये। ये बजट में जो सकेत इसका है उसके सम्बन्ध में क्या प्रयत्न होगे कुछ नहीं रहा गया है। विना प्रयत्नों को जाने हुए यह नहीं कहा जा सकता है कि कारगर डग से आप इस समस्या का समाप्तन कर लेंगे। आपर आप यह समझते हैं कि 97-८ परसेट से बढ़ा कर 77 परसेट कर को कर दें तो अंतर्राष्ट्रीय की समस्या हल हो जायेगी तो ऐसा विश्वास है कि ऐसा नहीं होगा और इस में आपको कोई सफलता प्राप्त नहीं हो सकेगी। जो लोग अंतर्राष्ट्रीय भी डील करते हैं उनको इसकी धावत पढ़ गई है और वे आसानी से हीयार बानाने वाले नहीं हैं। हमें कुछ कारगर प्रयत्न इस विकास में करने पड़ेंगे।

ममाजवादी नियंत्रण ग्रही पर असफल हो बहा पर उसका इलाज यह नहीं है कि हम कदम पीछे हटा जैसे और समाजवादी जो हमारे भेजते हैं उनको छीला कर दे। उसका उपाय यह है कि हम और भी ज्यादा समाजवादी भेजते हैं और इन उपायों का आधार ले। मैं नियास देता हूँ। कल वित्त मंत्री के भाषण से इस बात का इकारा किया है कि गैरुं देश के व्यापार के बारे में जो भीति है उस में डील देना चाहते हैं और उसको तबदील करके आधार बहु सरकारी

हाथों से प्राप्त हाथों में देना चाहते हैं। मैं इसका समर्थन नहीं करता। जिस तरह यीं और इसका के समर्थन में दो भाव रखे गये हैं, वह यों तरीका है यह हमें कुछ बहुत आगे से आ सकता है और हमने दूसरी यीं में भी इसको सारू पिला इसको भी नहीं मानता हूँ। मैं नहीं मानता हूँ कि यींमतों की बढ़ोतरी के कारण यों सकट पैदा हो रहा है या दूसरे सकटों के कारण औ समस्यावै पैदा हो रही है, उनका यह कोई इत्याज कर सकेगा। मैं समझता हूँ कि हम को समझता चाहिये कि निश्चित अर्थ अवक्षय जिस पर आव हम बल रहें हैं वह भवित्व हमारी लाभ नहीं है बल्कि वह एक सीधी है एक भावना है, एक द्वांजीलन यीं है और अनिय हमारा लाभ नहीं है अवक्षय समाजवादी अवक्षय कायम करने का है। मिशन अर्थ अवक्षय हमारी प्राचीरी मंजिल नहीं है।

सरकार के जो अनप्रोडक्टिव वर्चें हैं उनको भी आपको कम करना होगा। ऐसे बहुत से वर्चें हैं जो अनप्रोडक्टिव हैं और उनको आपको देखना होगा।

सरकारी अधिकारियों के दृष्टिकोण से भी योद्धा परिवर्तन आना चाहिये लोधने का उनका नरीका बदलना चाहिये। मैं बोलीगढ़ की भिसाल दे कर इसको बदलना चाहता हूँ। वहाँ पर मकानों की किलत है। करीब दस हजार लोगों को बहुत मकानों की आवश्यकता है। जब इसके बारे में कहा जाता है तो जबाब दिया जाता है कि हमारे पास यथा नहीं है। लेकिन दूसरी तरफ 21 लाख लप्पे की लालत से वहाँ प्लाई फ्लैट बन रहा है जिस की जाव कोई आवश्यकता नहीं है क्योंकि वहाँ इतना ज्यादा डैम्प नहीं है। यह 21 लाख लप्पा बच सकता था। सात लाख लप्पे की लालत के घाय वहाँ स्पेनिश रिंग कायम कर रहे हैं। लेकिन दूसरी तरफ योग दैवर है। यह इस तरह के जो वर्चे हैं इनको न करके लोगों के लिए जो दैवर है नकार नहीं दून सकते हैं? इनकी तरफ आपको आव हो देता चाहिये। इस तरह वे हमारी इन्टेरिटी और अनियन्त्रण पर लक करते हैं।

मैं चाहता हूँ कि इस बात का निश्चय ठीक तरह से करता चाहिये कि कौन सा काम आवश्यक है और कौन सा नहीं है — किस को प्रावर्द्धी देनी चाहिया और किस को नहीं।

इन वर्चों के साथ मैं बजट का समर्थन करता हूँ।

SHRI H. M. PATEL (Dhandhuka): Mr. Deputy-Speaker, Sir, I think it would be true to say that this budget is more realistic than any of the other budgets that the Finance Minister has presented. But I do not think it is possible to sustain his claim that it is either growth-oriented or anti-inflationary. I would give two instances in respect of each to explain my point.

The Finance Minister has decided to extend the development rebate for one year. Whatever machinery or equipment that has been ordered prior to 1st December, 1973 would be eligible for it, provided it arrives here before 31st May, 1975. While it is perfectly correct and proper that a date limit should be fixed, the date of delivery is not dependent on the date on which the order is placed or the desire of the party who has placed the order. It would depend upon the supplier and the country to which he belongs. Suppose you place an order for a ship in the United Kingdom, it may take more than two to three years for delivery. If the same order is placed on Japan, the delivery might be possible within a year or 18 months. Therefore, while insisting on 1st December, 1973 as the date for placing the order, I would have thought the Finance Minister would have allowed greater flexibility in regard to the arrival of the equipment or ships which have been ordered prior to that date. That would certainly have been more growth-oriented.

Then I come to the anti-inflationary aspect of the budget. What can be the result of the numerous excise duties that have been imposed under the Finance Bill? Excise duties on those items which directly affect the ordinary man can only have an inflationary effect. Why is it necessary to

[Shri H. M. Patel]

impose these duties in this particular year when it is most important that every possible step should be taken to contain inflation and not do anything that may increase the growth of inflation? Excise duties have been imposed on many items which have a direct impact upon the ordinary man. In fact, the excise duties even on luxury goods lead to price rise of other items which are not affected by such imposition, because of the climate that is created by the mere imposition of excise duty. So, here again the step taken is not only not anti-inflationary but is directly inflationary. By this budget even the postal tariff has been raised substantially and it will certainly affect the smaller man. Postal service is clearly a social service and the aim of the Government should be to provide the social services at the lowest possible price, even if it means that a loss has to be incurred. Any rise in the postal rates will certainly result in inflation.

Then, while a Budget, of course, cannot be expected to remedy all wrongs, I think it can certainly draw pointed attention to and insist upon Government policies to be so directed that black market and other activities can be reduced. One of the things that help inflation most is corruption. What is the direct cause of corruption? It is the controls. The Government should realise by now that a great many controls are not really necessary at all. In fact, if we were to have a complete and thorough-going review of the controls now in operation, we would find that we could dispense with great many controls without materially affecting the efficiency in regard to anyone of the items so controlled and, yet, this one step would eliminate, to a very large extent, corruption and corrupt activities. Undoubtedly, there are some controls which may still be found to be essential. They can be retained. If the number of controls are reduced, it may be possible also to ensure that the controls that are retained thereafter could be enforced in a more effective manner.

I would also like to draw the attention of the hon. Finance Minister to this fact.

Has he really satisfied himself that his taxation machinery, tax-collecting machinery, is functioning with the maximum possible efficiency? Does he give the attention that is due to the Audit Reports and the Public Accounts Reports on these matters? If he has done so, then he would have really found where it was necessary and possible to improve the taxation machinery long before. I would urge upon the hon. Finance Minister to go through these Reports with the greatest possible care and see how far it rests in his hands to improve the machinery.

For instance, you take the Income-tax Officers, the calibre of the Income-tax Officers, the recruitment of Income-tax Officers, the qualifications that they should have, their salary scales, for years these questions have been settled, questions of fixing and determining their salary scales and other things. When you give enormous powers in their hands, when it lies within their hands to recover lakhs of rupees, to pass orders which affect lakhs of rupees recovery, you should have found it necessary to ensure that those officers are of the highest calibre possible and also to ensure that their remuneration is fixed in an adequate manner. What do you do instead? Complaints regarding their salary scales, their promotion prospects, etc. remain pending for years. I understand that some steps have been taken to improve them. But they are hesitant steps. Have these questions really been taken in hand with the degree of urgency that is necessary?

Again, you consider the number of cases that are delayed in implementation, assessments not completed and recoveries not ensured. All these matters are dealt with in considerable detail in the P.A.C. Reports. I hope, the Minister listening to these remarks of mine will make a point of studying these Reports. I know how industrious she is. I hope, she will assist the Finance Minister in this particular aspect and thereby ensure substantial improvement in the recovery of direct taxes. If that improvement occurs, I have not the slightest doubt that it would not have been necessary for

the Finance Minister to impose additional taxes to the extent of a paltry sum of Rs. 100 crores or Rs. 200 crores. I am sure, much larger sums could have been recovered in this way.

MR. DEPUTY-SPEAKER : Most of the speakers are now from the Congress benches. I have been requested by the Whip to allot seven minutes to each so that we may be able to accommodate all or most of them.

Dr. Govind Das Richhariya.

डा० गोविंद दास रिखरिया (झारकृष्णन) : उपायकर्ता जी, आज की परिस्थिति में वित्त मंत्री जी ने जो सुलुलित बजट पेश किया है। निश्चित नौर से वह उम के लिए संभार्डाई के पात्र है। किन्तु उनको यह व्यापार रखना आवश्यक है कि आज देश के नामने भौत भारत सरकार के नामने मव से बड़ा प्रश्न महसूस हो करै। उनके बजट की सफलता इसी से भारी जायेगी कि वर्ष के अंत तक महसूर्दा पर कितना काढ़ उन्होंने पाया है। इसके ऊपर भारत सरकार की ओर बजट की सफलता निर्भर होती। निश्चित नौर से महसूर्दा के लिए माटेभोटे दो बाम आवश्यक हैं। जबसे वहले उत्पादन को बढ़ाना और दूसरे जा बस्तुएँ उत्पादित होती हैं उनका वितरण। आज यह मारे देश में महसूर्दा किया जाना है कि उत्पादन बढ़ाने के साथ-साथ जो वितरण की आवश्यकता है वह भी नहीं होती है। जिन हाथों से वितरण होता है वह लोक नहीं हो पाता है। उत्तम भ्रष्टाचार और दूसरी ओरें होती है। निश्चित नौर से आज भारत सरकार को इस पर विचार करने की आवश्यकता है कि वितरण के लिए वह कौन सी योजनाएँ करें? किस तरीके से जो बस्तुएँ पैदा होती हैं उनका वितरण सही तरीके से, समाज तरीके से समाज के प्रत्येक बगे तक और जात नौर से उस वर्ष तक पहुँच सके कि योग्यता है, जो गरीब है। उसके लिए जाहे समाज को शामिल करने हुए कोशाररेटिव के आधार पर आवश्यक बनाई जाय या जो भी उचित हो वह किया जाय लेकिन एक इस तरह की आवश्यकता बनाने की आवश्यकता है जिस पर कि नामरिकों का विवरण हो, जिस से देश के रहने वालों को मानूष हो कि जो जीज़ पैदा हुई है वह सही तरीके से हम तक आ याएँ हैं।

जहां तक उत्पादन का मवाल है, निश्चित नौर से उस के दो स्वतंत्र हैं। पहला है भूमि और दूसरा है कारबाना। भूमि का संबंध विशेष नौर से कृषि उत्पादन से है। इसकी तरफ विशेष व्यापार देने की आवश्यकता है भारत सरकार की ओर वित्त मंत्री जी को भी भूमि के संबंध में जितने भी भूमि वितरण के कानून अब तक बने हैं भेरा ऐसा भूमि है कि वह सारे देश में कार्यान्वित नहीं हो सके हैं। मैं भनुरोध करता हूँ वित्त मंत्री जी से कि वह एक नारीक सारे देश के लिए निश्चित कर दें कि इस तारीख तक सारे देश में भूमि वितरण की आवश्यकता निश्चित कर से लागू हो जानी चाहिए। दूसरा जो मव से आवश्यक काम है वह है भूमि सुधार का। हमारे देश में आवादी बढ़ रही है। हमारी योजना का रकबा उठाना ही है। तो हमारे लिए आवश्यक है कि हम भूमि सुधार को बड़ी तेजी से लागू करें। मैं देखता हूँ कि मारे देश में जितनी भी भूमि सुधार की योजनाएँ हैं वे युद्ध-न्याय पर लागू नहीं की जाती हैं। चाहे भूमि सरकार हो, जाहे भूमि को नमतल करने की बात हो, इनको युद्ध-न्याय पर लासने की आवश्यकता है। इस पर विशेष व्यापार देना चाहिए।

इसी तरीके से कृषि उत्पादन के लिए सभी जो आवश्यक हैं सिचाई। सिचाई का प्रतिशत भी हमारी पर्यावर्त्य योजना में अधिक नहीं रखा जाया है। इस पर सोबने की ओर पुनर्विचार करने की आवश्यकता है। लघु सिचाई के द्वारा, मध्यम सिचाई के द्वारा और बड़ी सिचाई योजनाओं के द्वारा पौजबी योजना के अंत तक जितनी सिचाई हमका प्राप्त होती है वह हमारी आवश्यकता के लिहाज से कम प्रतीत होती है। इसको किस तरह बढ़ाया जा सके इसके ऊपर भी विचार करने की आवश्यकता है। इसी के साथ साथ सिचाई में जो एकार्डें हैं उनको दूर किया जाना चाहिए। पानी का विचार जहां भी है उस पर भी विशेष व्यापार देने की आवश्यकता है। आज देश की कई निवाया ऐसी है जिसके पानी का कोई उपयोग उन के ऊपर विचार होने के कारण नहीं हो पाता है और उनका पानी सब लम्बे में बहता जाता है। सिचाई योजनाएँ विचार के कारण कार्यान्वित नहीं हो पाती हैं। जल्दी से जल्दी में मामले तभी हो सकें इसके लिए जो सुधार है कि केन्द्र का वित्तिकार उस पानी के ऊपर हो जो पृथ्वी पर आता है वा उन नियमों के ऊपर हो जो दो या दो से अधिक प्रवेशों में

[भी शोधिन्द वात विभागिया]

बहुती है, उसके ऊपर बहुत बार कमेटियों में और उनमें भी वर्षी हुई लेकिन में बात तक उस को कार्ब क्या ने वर्तित नहीं किया गया। वह बहुत आवश्यक है कि देश का भी पासी है उस के ऊपर केन्द्रीय सरकार का विभाग ही जिससे ये भारते विवाद निपट सकें। इसी तरह भी बात या हावि उत्पादन में इस्तेमाल होने वाले भोजनारों पर भी विवेच व्याप देने की आवश्यकता है।

जहाँ तक कारखानों का सबूत है, याप तौर से यह विकायत रही है कि जिसने भी कारखाने सरकार ने उपरे हाथ में लिए हैं वे बाटे में बल रहे हैं। याप विवेच विभाग करे कि क्या बल है जिससे सरकारी कारखाने बाटे में बलते हैं। यदि इन कारखानों में जिसने बलवीकी है, बल करने वाले लोग हैं उनको आमीदार बना दिया जाय, उसके प्रकाशन में भी और उसके उत्पादन में उनकी आमीदार बना कर रखे तो निर्वाचन तौर से उन के प्रदर उत्पाद वैदा होगा। उनके प्रदर एक इस तरह की लाभ वैदा होती और वह उत्पाद काम करेगे। उनसे कारखाने का उत्पादन बढ़ेगा। हवारे देश में योजनारों को विकास का माध्यम बनाया है। लेकिन योजनारों का समन्वय देश के नागरिकों के बाय नहीं है। यह अस्तन आवश्यक है कि हमारी जिसी भी योजनाएं उन्हें उनमें जो हमारे देश के, प्रदेश के भी भावों के नागरिक हैं उनका एक समन्वय हो। इन तरह भी योजनाएं बनानी चाहिएं जिसमें प्रदेश निवासी यह समझें कि देश के विकास में, प्रदेश के विकास में, उनके जिसे के भी बाय के विकास में उनका प्रयोग हिन है और उनको उन में सहयोग करना है? इन बात पर विवेच व्याप देने की आवश्यकता है। हम आका करने हैं कि हमारी योजनाएं इस ढंग से बनेती और उसमें विवेच व्याप इस बात का रखा जाएगा।

तृतीय पै कमीशन की रिपोर्ट जो आपके सामने देता हुई आपके हासी विभाव और तभी बर्न के लोगों के लिए वह पूरे तौर से बर्थी एक लागू नहीं की गई है। फट्टे क्षात्र के कमीशारी भर्थी तक उनसे नाभावित नहीं हो सके हैं। उन तरह भी भी भ्रष्ट व्याप देने की आवश्यकता है। उनके लिए ब्लाटर बनाने की आवश्यकता पर विवेच व्याप देने की जरूरत है। जो याप एकाउंट से होते हैं कमीशारियों को उनमें कई तरह की विवरण-

हैं जिसमें कि बात कुछ दूर कर लक्ष्य है। उनमें याप कुछ बदल कर लक्ष्य है। जो भारतके कमीशारी पासें हैं भक्षण के लिए हैं उनके लक्ष्ये बदले नीकाही में लक्ष्य हैं तो वह भी यह करके लक्ष्ये लेते हैं कि हृषि भ्रष्टे भारत प्रियता से भलग रहते हैं। इस तरह से याप का बहुत उत्पाद बोकार बता जाता है। इस भी बचत की जा सकती है। इस लक्ष्यों के साथ मैं याप की अवश्यकता देता हूँ कि यापने बुझे समय दिया।

SHRI SAKTI KUMAR SARKAR (Joy-nagar): I rise to support the Budget of the hon. Minister, Shri Yeshwantrao Chavan. However, I do not share the view that it is a very bold budget as expressed by some of our colleagues. But I would say that there is a pragmatic approach and a truthful admission of the facts and failures.

The only thing that he is trying to create is to bring a fresh air in the field of investment. It is true that by giving tax relief particularly in regard to income tax, by reducing it to 77 per cent from 97.75 per cent, certainly he is trying to get fresh air in the investment field. So long he was Finance Minister—he has been Finance Minister for the last four years—he has tried to bring that air through the ventilation holes, but this time he was courageous enough to open some channels, that is, some doors or windows to bring that climate. But I am in doubt whether it is possible at all because so much indirect taxation has been imposed. I doubt whether that climate can be created at all. Unless he creates enough resources, how will he tackle this problem of unemployment or the removal of poverty or the achievement of self-reliance? Would it be possible by merely giving a tax relief from 97.75 to 77 per cent? Will it increase the investment in every field? I doubt about that suggestion and about the decision which has been taken by the Finance Minister.

भी शालेश्वर व्रताव यावद (कठिहार): उत्पादक महोदय, भर्थी-भर्थी पटमा से बहर आई है। . . .

MR. DEPUTY-SPEAKER: Not now.

SHRI G. P. YADAV :**

**Not recorded.

MR. DEPUTY SPEAKER : This will not go on record. It is against my nature to suppress any Member. I don't want to do it. But there are certain rules in this House ; we are in the midst of one discussion ; and Hon. Member is on his legs. To come and interpose something else in between is a complete violation of the rules. Now certain things have been happening there which are not in accordance with parliamentary practices, but if you want me to violate all these practices here, then where do we differ from what is happening there ? Therefore, I would request you to resume your seat. We shall see what happens, but please don't disturb the discussion now, and kindly sit down.

14 hrs.

SHRI SAKTI KUMAR SARKAR : My time is very limited and I have an intention to say something more but I now concentrate my energies to ask some clarification from our Finance Minister and the Dy. Finance Minister present here. I want to say something about the capital formation of the country. It is known to everybody that surplus over consumption and saving over expenditure, goes to capital formation. Will the tax proposals yield that climate in which we will be able to attract savings ? I feel that it is an impossible proposition. Every year the prices are rising higher and higher. Just now one of my colleagues referred to the incidents of Patna. This is mainly due to the cause of inflation and the price rise. Of course I do not fully agree with his views. But I want to know how we could tackle this problem.

Due to the rise in prices we will not be able to produce enough which we want to do. Our agricultural sector has been adversely affected due to price rise. There is no possibility of increasing fertiliser production. As you know we are going to have deficit to the extent of 3 lakh tonnes in fertilisers. That means, 50 lakhs tonnes

of agricultural production will be lowered automatically. This is the position, Sir.

The industrial climate is also stagnating as has been stated by our Finance Minister in the Economic Review.

There is no chance of prices coming down. Raw materials are scarce. The prices are rising day by day. Imported materials are getting more and more costly. In these circumstances I want to know how we could increase the production in the agricultural sector, and also the industrial sector.

Sir, unless we increase production in these two sectors there is absolutely no hope, there is no ray of hope at all, to give any consolation to the poor people of our country.

We are being criticised inside and outside. Even the housewives do not spare us. There has been 100 to 300 per cent increase in prices. There has been increase in price in respect of edible oils, in respect of mustard oil, in respect of coconut oil and even sugar. What is the explanation for this ? How we can lower down the price rise ? If we can bring down the price, can we at all stabilise the price ? This is the basic question which I request the hon. Finance Minister to answer.

So far as inflation is concerned, I wish to say something. How can we deal with this problem posed by increase in inflation ? There is no hope which can be given by the Finance Ministry to control or to check inflation at this rate even. Last year we had seen this, that we had to depend upon printing presses for printing notes for more circulation of money into the market. And this year also there is no hope of curbing it because this year we have been compelled to increase the amount from Rs. 100 crores to Rs. 220 crores in respect of relief measures which is a single case in the field of expenditures. This is only one of the many examples. No doubt it is a dire necessity to increase the amount but at the

[Shri Shakti Kumar Sarkar]

same time we should admit that we failed to curb the tendency of inflation.

How can we deal with inflation and deficit financing? This, I want to be clarified and I want to know that from our wise and experienced Finance Minister.

As regards national income, in this Explanatory Memorandum, he said that a significant growth rate in national income is seen. I do not know from what sources we will come to know of this. So far per capita income is concerned, it has gone down to such an extent that we can see it with open eyes. Same is the case with regard to gross national product. There is no answer given to this even in his Explanatory speech. So, I want to know what is the position with regard to gross national product at present and what is the per capita income? How can he justify that statement that a significant growth is seen in the national income. Sir, as a student of Economics, I know that the national income has not been increased substantially. Rather, that has been decreased.

As regards eradication of poverty and unemployment, the Minister has categorically said that we will achieve this twin objectives, that is, removal of poverty and self-reliance—in this country. How can we achieve it? Everything is being eaten up by the price rise. There is no clear answer to this from the Government. If somebody puts a question regarding the burning problem of inflation, a curious explanation is given. Somebody says that the deficit financing is the cause for this inflation somebody else says that inflation is due to drought and floods. Someone says the inadequate performance by Government and increasing unlimited expenses over estimates on plan and non-plan projects. But if you want to fix up the responsibility, a curious explanation is given he is doing his best shifting his responsibility from his shoulders to others.

I want to refer to one small story which comes to my mind. Once an Inspector of Schools visited a school. Entering Class X

he asked the first boy as to who broke the *Har Dhanu*. Everybody knows that this is a story from Ramayana. He could not reply and said that he had not seen as to who had done this mischief. Cunningly he shifted his ignorance to the class teacher. The answer given by the teacher was that he was only busy in his own affairs and he had not done this mischief. He had no time to know who had done this mischief. He then referred that to the headmaster. Curiously, the inspector went to the headmaster and asked him who broke this *dhanu*. He also said that he was so busy with his own administrative affairs he could not see to the matter himself to be able to give any answer to this. He shifted that to the Secretary. Then the Secretary was called and the very same question was asked. He also at once shifted his responsibility to the Managing Committee. Like this, we are shifting our responsibility but nobody is answerable for any problem. If that is so, who is going to solve the problem.

We stand for eradication poverty; we loudly advocate eradication of poverty. But, nobody knows the solution for this. The difficulty is this. We are not taking the people into confidence for this purpose. Unless we involve the people, there is no scope for implementing the plan. The bureaucrats alone cannot do this. Unless you take the people into confidence as also their elected representatives—the M.P.s. and M.L.As.—how can you expect the desired result of meeting the minimum needs of the people as envisaged by the Planning Commission? We would be constantly lagging behind. So I would request the Minister to see that these minimum needs programme as envisaged by the Planning Commission are carried out with the help of the people of this country by involving them in the implementation of the Plan.

With these words, I support the budget.

DR. KAILAS (Bombay South): I support the budget proposals and congratulate the hon. Finance Minister on presenting this much-dreaded budget in a balanced manner in a difficult situation like very

high price rise and very low industrial growth.

Inflation has played a major role in the price rise in the country. The Finance Minister and our leaders say that inflation is being tackled from many fronts. I do not know how it is going to be fought. Until and unless we apply our mind and take some positive actions, it is very difficult to fight inflation.

I was thinking that the budget this year would perhaps be a surplus one so that we could show to the world and to our countrymen that in spite of the high price rise, we could perhaps not tax the people so much but would see that our house was in order.

We are spending crores and crores of rupees on wasteful expenditure, and we are spending crores of rupees on our public sector undertakings, but we never think in terms of giving them the foreign exchange required for import of raw material in time or of allowing the STC to earn crores of rupees worth of foreign exchange. We have seen how they have dealt with buying of paper. Paper was available in the world and we had the contract also, but we would not catch that proposal or follow up the agreement which had been entered into, because perhaps powers were not given to the men in charge there, and the result was that we missed the bus.

The same thing happened with regard to wheat and rice also. My intention in telling all this was that even if it meant the bearing of extra burden by the country, we could perhaps have avoided this type of deficit financing or inflation to the tune of Rs. 125 crores this year because through export we could have earned foreign exchange almost equal to this amount.

The Finance Minister has rightly said that 1974-75 is going to be a difficult year. It is for the countrymen to know why he has said so. What is the role of the leaders or the elected Members of the Assembly and Parliament? How are they to tell the people that they must sacrifice? Today

everybody is crying that they are not getting sugar, they are not getting cement, they are not getting steel and so on. If only we could do without steel, cement and sugar and some such articles and export all of these, perhaps we shall be able to do some justice to our existence and to the country. Hence, we should be able to tell the people that they would be helping the country by sacrificing a little for some years. Rather, this is not sacrifice but proof of our love towards our motherland.

Since only seven minutes have been allotted to me, I shall suggest briefly what should be done to avoid inflation without going into detail of these suggestions. Firstly, there should be improved labour-management relations to bring about more production, because production is the answer to the present situation. Today everybody talks, including the Prime Minister, that there should be more production. I would point out that this is a political question. Our labour class is so meek and kind and good and they are more patriotic than anybody else. If only the political leaders who have gone into the labour field could keep quiet, things would be better. Look at what has happened in the railways. I say that it is the political leaders who are troubling the country more than the labour class. The labour class is being used as a stooge in their hands. I would request the Prime Minister to kindly call all the labour leaders and ask them to have a truce. Let there be not a war, in labour field but let there be some truce for some years to come.

Then, administrative expenditure should be reduced and discipline should be brought into the clerical staff and higher management staff. No mind is being applied to the question of overstaffing and overtime allowances. I have seen with my own eyes how in the nationalised banks in my constituency, for the whole day, the staff are chit-chatting and wasting time and start their work after 5 p.m. just to get their overtime. The overtime bill and Medical bill perhaps are much more than even their pay, especially in Nationalised Banks, Rail-

[Dr. Kailash]

ways, and other Public Undertakings under Tourism and Civil Aviation.

The Deputy Minister for Finance is here. I hope she will not mind it or feel it if I say that her PA or steno or typist is getting one and half times the regular pay as overtime allowance. Perhaps the Ministers being busy, do not keep their time. They call their staff and ask them to work late and in this way they have to work overtime. This can be curbed but the Ministers enjoy giving them overtime. If Ministers can set an example by not allowing their staff to draw overtime, perhaps the country will be a much better place to live in and others will follow suit.

Then I would suggest that more funds should be allotted to Air India and Indian Airlines to attract more tourists. This undertaking must give incentives to those who wish to visit India as tourists. Today four lakh people are coming as tourists. If some such incentive like reduced fare and other facilities of stay and transport are given to Air India and IA, perhaps more tourists could be attracted. The country will earn crores of rupee if this is done

Then the duty-free shops are there. I am very sorry to say this. I have seen with my own eyes that Indian goods are not available there. When foreigners ask for Indian goods, these are not available. They ask for Indian wines; they are not available. They ask for Indian cigarettes; they are not available. Please see that in the duty-free shops, plenty of Indian goods, for which there is craving, are available.

Then the development rebate should be extended to two years and not for one year. This will enable those business men or industrialists to lay plan ahead. The period of one year allowed is not enough and the benefit of this concession will not bring the desired results. Why I say so, as for change over from mobil oil to coal for transformers, it is not so easy as to be completed in one year. But if you announce now to give time for two years,

things will move swiftly and the country will gain.

Then as for the exemption limit of income-tax, it should be raised from 6,000 to 7,500. The value of the rupee has gone down so much that this should be done. Also the work of the lower officers in the income-tax department is so much that they cannot tackle the big fish adequately with the result that tax arrears are mounting up. Hence the exemption limit should be raised as I have suggested.

Then 'credit squeeze' was an expression which was used by the general public. Really speaking, it should have been a rational credit plan. But unfortunately, it has been known as credit squeeze or credit freeze. This wrong impression should be removed from the minds of the people. I think there is something irrational in this and hence these words have come into use and people think that it is a freeze on development and on production, though the Reserve Bank has rightly brought out this measure for regulation of credit very nicely.

Then there should be demonetisation of 100 rupee notes and of above denominations.

One thing more. This will be news to the House and I wish it gets a little publicity. Crores of rupees worth of bank drafts are moving in "benami" names. The sender knows to whom they are sent and that person also gets the money. In this way, crores of rupees of black money are moving from one place to another. If a raid is conducted on a day on all the banks, nationalised, foreign and other banks, simultaneously, I am sure the evil of the black money can be reduced to some extent.

जी लालेश्वर ब्रह्मदेव यादव . उपायक महोदय, ऐसे नियम 340 के अन्तर्गत लिखेका किया था उसके बारे में आपने क्या किया ?

MR. DEPUTY SPEAKER : We have already spent so much time discussing this

question. I have seen your notice. I think it was decided earlier that the Home Minister would make a statement tomorrow; I think the Speaker had generally indicated that he was not averse to a discussion after that.

वी शालेश्वर भ्राता यात्रा : दो बारें थीं। अभी वी गोलिया चल रही है और कर्कू बढ़ाया गया है। 21 तारीख को विहार विभाग तभी स्वतंत्र कर दी गई है जबकि 21 तारीख को चुनाव है। साथ ही मात्र मैं आपके माध्यम से कहना चाहता हूँ कि विहार का गक्कर महिमामय है तथा स्वतंत्रों को टैकिल करने में इन्हलाल उनको इस्तीफा दे देना चाहिए। स्टूडेंट्स काल को, जो उनकी विलकृत साधारण सी मार्गे हैं उनको सरकार नहीं मानती हैं। उन्होंने साधारण सी मार्गे की तो उन पर गोलिया चमाई गई। (व्यवहार)

MR. DEPUTY SPEAKER : There is nothing new in this. That is enough.

SHRI DHARNIDHAR DAS (Mangaldai): Mr. Deputy-Speaker, let me begin with the last sentence of the Budget speech of the Hon. Finance Minister; he says :

"The social and economic problems that we currently face can be resolved in the long run only in the framework of a rapidly expanding economy with socialist objectives. I trust this budget is one more step in that direction."

In the background of our national economy, we have to consider the budget from the standpoint : how far this budget or the other budgets passed in this House have led to a socialist objective. This is the fourth budget placed before this House by Chavanji, after mid-term elections which returned the Congress Party to power with a massive majority in this House. People supported this party because it was this party that promised the people the removal of poverty and the establishment of socialist economy. There was mass upsurge at the time of the elections and earlier when the banks were nationalised. People thought that this party under the leadership of

Prime Minister Indira Gandhi would liquidate capitalism and establish socialist economy. It means the ending of exploitation and removal of inequalities and poverty. Our departed leader Pandit Jawaharlal Nehru said : "Unless the process of socialism is speeded up, people would become impatient and discard peaceful methods of economic transformation." This is what is happening in the country today. It is because of the paradox in the capitalist economy. On the one side we see vast numbers of people begging for food, starving; they have no purchasing power. On the other hand we are talking of conspicuous consumption of a few people in the affluent class. So there has developed a revolutionary situation in the country. I am therefore saying that we have not taken the economy in socialist direction. During the last three years monopolies have increased. We nationalised banks. These and other financial institutions which we have at our disposal are financing monopolies as before. So, we have been complaining all the time that our whole national economy is in the grip of 75 monopoly houses. The statistics furnished by the Government shows that these monopolies are getting more loans from the nationalised banks, from LIC and other public financial institutions. Unless we break the stranglehold of these monopolies and unless we take over these monopoly houses, we will not be able to establish a socialist in this country.

Another matter on which I wanted to lay stress is this. Inequalities among various sections of the people, which we wanted to remove, have been increasing. Even among the salaried class, if we look at the salaries which people at lower levels get, we find that 50 per cent of the Central Government employees get a salary between Rs. 100 and 149. Only 3 per cent of the employees get Rs. 500 and above. So, there is inequality even among the salaried class. Again, in our economy if we look at the post tax income, we find a difference of one to hundred between the lowest income and the highest income. In

[Shri Dharmidhar Dass].

this way, inequalities are increasing every year.

Now, this maximum marginal rate of taxation has been reduced from 97.75 per cent to 77 per cent. The argument advanced is that there will be less tax evasion. But, this shows a weakness on the part of Government that they are not able to control tax evasion, they are not able to force them to pay taxes, and therefore, they are giving them concessions and reliefs. In the socialist countries, they do not depend upon taxation. There, the main source of revenue is not from taxes, but, it is from the socialist and other collective or cooperative enterprises. Here, in our country, where we depend purely on taxes, as our source of revenue, to that extent, we are going in the capitalist direction. This is one indicator of the capitalist character of our economy.

Now, about price rise. It is the nightmare of the common people, their main problem. How can we reduce the prices? Price-rise is profit-rise. When there is price rise, there is also profit rise, on which Government have no control. Last year, the Finance Minister talked boldly about the public distribution system. Now, this system is not working.

14.29 hrs.

[SHRI VASANT SATHE *in the Chair*]

In this connection, I would like to cite the example of Assam as giving a lead to the whole India. There, we have taken over the rice and foodgrain trade, while eliminating wholesale traders in rice trade. We are distributing rice and other essential commodities through cooperatives. If we really want to bring down the prices of essential commodities, then, we have to strengthen the public distribution system. Procurement and distribution should be done through cooperatives and cooperatives alone. We have to eliminate the private traders both at the procurement and distribution points.

I would also like to draw the attention of the Finance Minister that because of

inadequate supply or lack of supply of essential commodities to Assam, the distribution of essential commodities through cooperatives has suffered a set-back. Perhaps, there is only one way to do it. All consumer goods industries should be nationalised. The entire distribution system must be channelled through people's cooperatives. Then only we will be able to ensure the supply of essential commodities to the people at reasonable or fair prices. Otherwise, if we leave the production and distribution to remain in the hands of capitalists, this price rise will go on and there will be a veritable revolution in the country, which we would not be able to face with all the forces at our command. Therefore, to bring down the prices, we must nationalise all consumer goods industries, particularly of essential commodities and strengthen the distribution system through people's cooperatives. The Central Government must ensure the supply of essential commodities, particularly to Assam, where we have already set up a network of cooperatives for procurement of rice, paddy, etc and also for the distribution of essential commodities.

बीजती सहोदरा बाई राय (सागर) . जो बजट वित्त मंत्री ने पेता किया है उनका मैं स्वागत करती हूँ और इसके लिए उनको धन्यवाद देती हूँ । बड़े प्रभाव देंग का बजट उन्होंने बनाया है और पेता किया है ।

मैं यह प्रदेश की बात बतानी । बहा पर हाइजनों और प्रादिविलियों और भूमिहीनों की सम्बन्ध बहुत अधिक है । जिनको आमी तक बहा आमीने मिली है उनके पट्टी भी बड़े-बड़े लोगों ने जा कर लैते रखा दिए हैं । इस बार आप इसके दें । उनके बाम्बे जलीन भी, बर की, रानी की, लकड़ी पानी की अवधार्मा होनी चाहिए । इनका बहा नितान्त धरातल है । देहांग का जो हिसाब है उसके पास न जानी है, न जिचाई के साथ है, न बीज है, न बाज़ है । इस सब लीडों को दीर दात लाना है । जो बह कहा जाता है कि सिवेट हमारे पास नहीं है इसको मैं जीड़ी जानती हूँ । सिवेट काढ़ी है । नेतृत्व लपात्तर लोग वित्त वित्त लाकर रात उसको लैक में लैव देते हैं । आपारी लीज उससे वित्त कर देते हैं । आप ।

ईमानदार हीं तो ऐसा नहीं होगा । वैं यह नहीं कहती हूँ कि सभी अफसर और कर्मचारी वेईमान हैं । ईमानदार उसमें सीधे है । लेकिन जो नहीं हैं उनको आपको देखना होगा । आज तीस सप्तवेदी टिमेंट औरक में निलंता है । कहा के दा बाता है अगर सिमेंट की कमी है । आपने फॉटोल इस पर कर रखा है लेकिन देखने वाला कोई नहीं है । वितरण का तरीका सही नहीं है । चीज़ी, तेज़ आदि देख में काढ़ी है । लेकिन रातों रात, चीज़ को औरक में बेच दिया जाता है, बारूद बचे बेच दिया जाता है । जिन अफसरों के हाथ में चार्ज हैं वे सही तरीके से वितरण नहीं करते हैं और औरक में आपारियों को दे देते हैं । चीज़ी नहीं जो कंटोल की ही औरक में का कर बार लग्ये किसी विकल्पी है । बालदा जिनना आहिये आप ने बकाने ही दूसीक में, तेज़ जितना जाहिये ने सकते हैं । यह बिनरम का दीप है । अफसर अपनी जिम्मेदारी नहीं निलंता है । आपके जो अफसर हैं, जो पटवारी है वही देख का नला पलटोंगे, इसी के हाथ में बद चांच है, एम० एल० ए० और एम० थी० के हाथ में कुछ नहीं है । हम लिख कर देने हीं तो उनको रही की टोकरी में कैंक दिया जाता है, उसको आग लगा दी जाती है । इननी लूटपाट मर्दी हुई है कि क्या कहा जाए । जो ईमानदार अफसर है उनको रहने नहीं दिया जाता है, उनको वेईमानी करने पर अवजूर दिया जाता है और जो वेईमान है, जिन के पास तीन-चारे कारे हैं, स्कूटर है वे प्रानन्द उड़ा रहे हैं । कोई देखने वाला नहीं है । आप कहा कहन कोई उठाएँ । जगह-जगह लगड़े ही रहे हैं । वे सब निमिस्टरों के कारण हो रहे हैं । निमिस्टर लोग नहीं तरीके से इन चीजों को देखते नहीं हैं । ये पारेंट नहीं देने हैं और अफसरों पर ही सब कुछ लोट देते हैं । अफसर लोग सही तरीके से काम नहीं करते हैं । वैं तभी अफसरों पर उंगली नहीं उठानी हूँ । कुछ हैं जो ईमानदार हैं । लेकिन उन ईमानदार अफसरों को निकालने की कोशिशें होती हैं । मही काम करने वाला टिमेंटमें रह नहीं सकता है ।

आप आहिया हैं । आपको ज्यादा अनुभव है । महिलाओं की पता है देख में क्या बीन रही है । उत्तर ब्रेक के बुनाव में वैं मई भी । महिलाएँ कहती थीं कि जो हमारे ऊपर आत्मांचार हो रहा है इनको आप बेंके । हमें गलता नहीं निलंता, लाइन में बही रहती है, तेज़ नहीं निलंता, जी नहीं निलंता । बेचारी रह रही थी कि हम बोट

नहीं देखें बद तक इन चीजों का साधन नहीं किया जाता है । जातों की तरफ भी आपका व्यान जाना जाहिये । आज जिन चीजों पर आपका फ़ंडोल है उन के दूक पाच सी बदया से कर उठावा दिए जाते हैं । वही चीज़ बाजार में औरक में निलंती है । बार लग्या किसी चीजी और दो लग्या किसी गेहूँ मिस रहा है । इनकी ठीक अवस्था आप करे । अगर प्रान्तीय सरकार को सिल कर दिया जाता है या सेटर को निलंत कर देते हैं तो उँच़ महीने तक वह चीज़ पढ़ी रहती है, कोई देखने वाला नहीं होता है । आप कोई उपाय करें । ठोक कडम उठाएँ । रंजिश न करें । हम आपकी महायता के लिए हैं । जनता में जाहिं-जाहि मधी हुई है ।

आपकल देहातों में कानून और अवस्था की स्थिति बहुत बदाव हो गई है । बहां जीना बड़ा कठिन हो गया है । फैसे जा कर हम लोग बहां सेवा कार्य करें । चोर बाजारी, भार पीट, भगड़ा आदि बहां आए जिन होगा रहता है । बहां इनका बचाना मुश्किल है । आप कहा कदम उठाएँ । जामन ठीक में चले और अवस्था कार्य हो । कार्यपाल पर जनना की अब भी जाला है । जनना कार्यपाल के साथ है । लेकिन आप जनना के कष्टों को दूर करने की कोशिश करें । गलता कम है तो कुछ तो मिले । पात भर ही मिले । लेकिन कई बार मिलना नहीं है तो हल्ला होता है । प्रबंध आपको ठीक से इसका करना जाहिये । आप निर्वाचित कर देने जाहिये ताकि आपारियों ज्यादा न ने सके । सारे भारत में यह आ जा सके ताकि जनना में सोनेव हो । प्रजासत्त अच्छी नहीं से बचाना जाहिये । बजट अच्छा है । कहने को हो बहुत सी बातें थीं लेकिन चुकि आप बटो बजाते जा रहे हैं, इसलिए मैं नमाज़ करती हूँ और आपको अन्यवाद देती हूँ ।

जी चिरंकीव ज्ञा (महरमा) आज देख में भूस्य बृद्धि बमाव तथा बनेमान प्रजामनिक लंबान के देखा उन्मुख नहीं है और अनुनरदायित्वपूर्ण कार्य प्रगती के कारण देख में अलानिं रोप और क्षेत्र आपत है उम अवस्था में भी भवा की भाँगि बट को देख कर हर आदमी यह सोचता है कि इस बजट के बदले आप बाते बचे में उमकी कौशि स्थिति रहेगी । इस देखने पर अगर वह नमाज़ता है कि उमकी स्थिति अच्छी रहेगी तो वह आवस्था होता है और अगर अक्षमता है कि स्थिति अच्छी नहीं रहेगी तो वह चिन्तित होता है ।

[भी विरोधी जा]

इसी विचार से मैं इस बजट पर अपने विचार आज प्रकट करना चाहता हूँ।

स्वयं विस भवी जी ने बजट भाषण के आरम्भ में हाल की चटनाओं पर अपने विचार अनुकूल करते हुए कहा है

“मुनिया ने कही पर भी सामाजिक व धार्यिक परिवर्तन कुछ न कुछ उठार-बढ़ाव हुए दिया, आत्मनी से नहीं हुए। इसलिए भूमि इस सब से पहला उठाने या अपने बुनियादी लकड़ों व उद्योग के बारे में जाना कर बैठने की कोई बाज़ नहीं दिखाई पड़ती। दूसरे सामाजिक व धार्यिक उद्योग आज भी उठाने ही सार्थक है जितने कि वे पहले थे। हम अपने सभ्यता संरक्षण करने में उन्हें ही कृत सकल्प है जिनने पहले। हम गरीबी, सामाजिक व बीमारियों के बिलाक दृष्टियार इन्हिन नहीं डाल मज़ने कि वह लड़ाई आज्ञा से अधिक भारी पह रही है, हालांकि हो सकता है कि परिवर्तन के अनुरूप हमें अपने साधन बदलने पड़े।”

मत्य बृद्धि की वर्चा करन द्वारा आगे उन्होंने कहा है

“भूमि इम दान का बहुत दुःख है कि इन उपायों के बाबत्रूद कीमते लगानार बढ़ती जा रही है।”

इनके साथ ही मर्दी महोदय ने अपने बजट भाषण में यह भी स्वीकार किया है।

“1973 में भौमन से अधिक खरीफ की पैदावार होने पर भी कीमते नीचे न उत्तर सकी क्योंकि धर्य-व्यवस्था में कीमतों में बृद्धि करने वाली कुछ दूसरी जक्षित सक्रिय रही।”

सभापति महोदय, मर्दी महोदय के भाषण के इस भज के विवरण में मैं उनसे दो भूमि पर स्पष्टीकरण चाहता हूँ। उन्होंने परिवर्तन के अनुरूप साधन बदलने की बात कही है। मैं उन से पूछता चाहता हूँ कि इसका क्या नात्यर्थ है। क्या मैं समझूँ कि भवी महोदय यह भानते हैं कि अपेक्षी आसन से विरामन में यिस वर्तमान प्रकाशन यज्ञ हमारी समाजवादी पढ़ति के अनुरूप नहीं है? क्या वह भवतते हैं कि इस प्रकामनिक तंत्र को बदलना है? यदि ऐसा है, तो जितनी जर्दी

इस में दुश्मान जाया जाये, इसमें परिवर्तन दिया जाये और इस का प्रयोग किया जाये, ताकि हमारे जलावाहिक यज्ञ हमारे समाजवादी कार्यक्रम के अनुरूप हो, जलनी जली हमारे देश का कल्याण होका, और हमारे समाज-बादी कार्यक्रम के ब्रती भी न्याय होगा।

मर्दी महोदय ने कहा है कि करीक भी पैदावार 1973 में अधिक हुई, लेकिन कीमतें बढ़ती रही, और वह भी इस लिए कि कुछ जालियां इस बारे में सक्रिय रही कि कीमतें बढ़ती जाते। मैं मर्दी महोदय से यह पूछता चाहता हूँ कि जब वह समझते हैं कि ऐसी जालियां हैं—और दरमात्मक वह है—तो उन के लियाक वह कठोर कार्यवाही करने नहीं करते हैं। आज सारा देश हमारे माथ है। तो किस उन जालियों के बिलाक कार्यवाही करने में इच्छिक किस बात की है?

आप जानते हैं कि जनता ने दो-तिहाई बहुमत हम लोगों का दिया है, जिन का नेतृत्व भीमती इन्दिरा गांधी कर रही है—इम आज्ञा और विचारात्मक साध्य कि हम ऐसे समाज-न्यौदी लकड़ों के बिलाक निर्भीक हो कर इडे से कहा और ठोस कदम उठा सकेंगे। लेकिन यिस जनता ने हमे इन्हें बहुमत से जिताया है, आज उसे खेद और दुःख है कि उसने यिस आज्ञा से हम को इनी जालियां दी, वह पूरी नहीं हो रही है।

जलावाहिक बहुमत भाननीय सदस्य जानते हैं कि आज विस मर्दी को इस बहल का जवाब देना है और अभी मात्र और सदस्य बोलना चाहते हैं। अगर हम अभी का न्यायोचित बदलारा नहीं करेंगे, तो भाननीय सदस्य का ही असुविधा होगी। मैं चाहता हूँ कि सब सदस्यों को बोड़ा-बोड़ा समय मिल जाये। इसलिए माननीय सदस्यों से भेरा अनुरोध है कि वे सहीय दें और वे पांच मिनट से ज्यादा न दें।

भी विरोधी जा सभापति महोदय, मैं कुछ पायट्रस रखना चाहता हूँ।

जलावाहिक बहुमत भाननीय सदस्य सब लीक बहते कह रहे हैं, लेकिन मैं दूसरे सदस्यों को भी मीका देना चाहता हूँ।

भी विरोधी जा मैं जर्दी बमात कर दूँगा।

साथ हवारे देश में लोगों विकित तथा बढ़—विकित बेकार हवारे लिए एक समस्या बने हुए हैं। लेकिन उन का विवाह तो अचल रहा, तुरी यह कि सरकारी बेवा में नियुक्त लोग आज हवारे लिए नह से बड़ी समस्या बन गये हैं। देश की बर्तावान संघट पूर्ण स्थिति तथा आम लोगों की करवाताओं की बदनीय परिस्थिति पर इस किय बर्ग और आये-दिन वे लोग हड्डाल करते हैं और इस बढ़ हवारी उत्पादन क्षमता को बढ़ावा करते हैं, उत्पादन में बजट डालते हैं और हम परेशानी में डालते हैं। बेकारों की समस्या अचल है, लेकिन सरकारी सेवा में नियुक्त लोगों को और ज्यादा चाहिए। उन की बराबर यह विकायत रहती है कि खुक्की अनाज और हुमरी अस्तुओं की मूल्य-बढ़ि हो रही है इन्हिए उनके बेतन बढ़ाये जाये।

आप जानते हैं कि देश के महात्मा गांधी, मन बिनोबा जी ने मरकार से कई बार आग्रह किया है कि सरकार किमानों से जा नयद रूप में लगान बमूल करती है, उस के स्वान पर वह उचित लाभप्रद कीमत दर पर किमानों भूमि वालों से अनाज ही लगान के रूप में बमूल करे, और बेतन-भागी कर्मचारियों को बेतन का एक भाग अनाज के रूप में दे। ऐसा करने से उन लोगों को भी राहत दिलेगी और हमारा प्रशासन भी ढीक रंग से चलेगा।

राष्ट्रपिता महात्मा गांधी बराबर मता और आर्थिक व्यवस्था के विकेन्द्रीकरण के बारे में कहते रहे। आम पंचायतों का गठन सत्ता के विकेन्द्रीकरण की दृष्टि से ही किया गया है। लेकिन आप जानते हैं कि आम पंचायतों के पास न कोई ताकत है और न कोई साधन है। वे केवल नाम की आम पंचायतें हैं। इन्हें वे बाहरा हैं कि मरकार आम पंचायतों को ऐसी विकित और ऐसे माधन दे विसर्ते से मुक्तिशब्दक काम कर सकें।

पिछड़े लोगों की स्थिति के बारे में आप की विवेद दिलचस्पी रहती है। पिछड़े लोगों के विकास की तरफ ज्यादा ने ज्यादा व्यान दिया जाना चाहिए। विरोधी पक्ष के तरवर्य कहते हैं कि देश में कहीं कुछ नहीं हुआ है, कोई विकास नहीं हुआ है। ऐसा में बहुत बहा कान हुआ है बहुत विकास-कार्य हुए हैं। लेकिन एक बात स्पष्ट है कि केवल विकित लोगों का ही ज्यादा विकास हुआ है—जो अधीर है, वे ज्यादा अधीर हो जाये हैं और तरीक लोग बही रह जाये हैं। इस लिए बरीच तरफे के लोगों को अपर उठाने के लिए

ज्यादा व्यान देने की आवश्यकता है। राष्ट्रपिता महात्मा गांधी ने कहा था: जब हूँ वि सार्ट—सब से अन्तिम व्यक्ति सब से पहले जो सबसे खिड़ा हुआ जावनी है, विस की हाजर सब से दयनीय है, आज सरकार को सब से फहेतुल की स्थिति में तुच्छार की अवस्था करनी चाहिए तभी देश का सम्पर्क विकास हो सकेगा।

इन लोगों के साथ में बजट का समर्थन करता हूँ और आप को बधावाद देता हूँ।

जी ब्रताप तिथि लेगी (बजटान): ब्राह्मणि महोदय, मैं यह बजट देख करने के लिए बड़ी महोदय को बधाई देना चाहता हूँ लेकिन मैं इस बजट की ममाजवादी बजट कहने के लिए तीव्र नहीं हूँ। श्रीमती इन्दिरा गांधी ने ममाजवाद के जिस सम्पर्क को जनता के सामने रखा था और जिस के बारे में प्रायोगिकी की थी यह बजट उस के अनुरूप नहीं बना है।

मैं एक योग्य प्रश्न द्वारा ज्ञेता में आया हूँ जिस ने इस देश का भरत जैव मनवी और तेजस्वी महापुरुष दिया। मैं शकुन्तला-गुरु भरत की जन्मभूमि से आया हूँ। लेकिन भाज उम लेख की क्या दशा है? जिन भाज के नाम पर इस देश का नाम भारतवर्ष पड़ा हो, उम भरत की भूमि के विकास के लिए उस के उद्धारण के लिए कोई ध्यान न दिया जाय यह अत्यत खेद की बात है।

अभी बिदेशी भुटा की कमी की रट नया रहे वे और ममी लोग उस के लिए कह रहे थे। लेकिन मैं आपसे निवेदन करना चाहता हूँ कि भरत आप हमारे इन प्रहारों का अन्वेषण करे और उस तरफ देखे तो बहाएँ एक से एक सुरक्ष्य स्थान भीकूद हैं। बहा फूलों की बाटी ऐसी है जिस में हजारों किस्म के फूल लिए हुए हैं और अगर बहा यानायान के साइन सुलभ कर दिये जायें तो मैं आप को यकीन दिलाना हूँ बहा पर संकेतों विदेशी बाली हर माल आयें। इस के अलावा बहाएँ पर दूधाटोली एक गंगा स्थान है जो 200 किलोमीटर पर फैला हुआ है और नमूद की सतह से लाले बार हवार कुट की ऊचाई से लेकर 9 हजार कुट तक की ऊचाई उम की बगल में है। आप बर्फ पर खेलने के लिए निवारणी जाने हैं या काम्पीर जाने हैं तो आप को कई भी बाल कर बर्फ पर खेलने के लिए जाना पड़ेगा। लेकिन यह आप को उन की बगल में ही ऐसा दूष नजर आएगा कि बाल बर्फ पर खेलने के लिए भी बहा जा जाएगे।

[वी प्रतीप सिंह नंगी]

इस के बालाका जब यहां पर अपेक्षो का राज्य था, तो 1920-21 में उन्हें यह बतारा हुआ कि तिक्कत की ओर से कोई दुर्घटन हमारे अमर हमला म कर दे, तो तब उन्होंने उस चर्चा प्रेषण के लिए बहा सर्वेक्षण कराया और कर्ण-प्रधान तक बूटिंग बैरीरह विकायी गई। लेकिन मुझे बड़े दृश्य के माध्यम साथ बहा पड़ता है कि जिस मद्दल से मैं आता हूं उस मद्दल मद्दल के बार जिना मे केवल आधा किलोमीटर रेल की लाइन है जब कि बड़ीराथ, केदारनाथ, गगोती, जमोती भादि स्थानों की लाई यात्री प्रवान वर्ष जाने हैं और रेलवे को कोई बाढ़ा उम्मे नहीं पढ़ मकता है, अमर बहा रेलवे लाइन बना दी जाए। मुझे तो यह भी कहने के लिए विश्व होना पड़ता है कि अमर बहा लो। के आने-जाने के माध्यनों की सुविधा हो जाए तो और बहुत मे लोग बहा जाएं। कलों की बाटी जिस मे पूर्व जम्मे से गुरु गोदिन्द तिंह ते नपन्ना की थी, वह हेमकुट उनी इलाके मे है।

सब मे बड़ी बात तो यह है कि अमर हमारे दिलों के अमर भारत की रक्षा का अलाल है ता क्यों कि भीन से आप के सब कोई प्रछले नहीं हैं, भीन आके अमर मद्दल रहा है और बहा उस इलाके मे बिल्कुल हम तिक्कत से मिले हुए हैं जहा भीन का प्रवासन है, वहा बाराहोती, नीति, भाना, ज्वारहाट बैरीरह बड़े-बड़े दर्द हैं जहा मे कभी भी दुर्घटन हमला कर सकता है। इसलिए मैं बाहुंगा कि इन स्थानों की नरसक्ति के लिए, इनके विकास के लिए कदम उठाए जायें। इनके विकास के लिए कदम नहीं उठाये जान मैं आपको यकीन दिलाना चाहता हूं कि हम आपो के सब का त्वाया लकरेज हो चुका है। हम इसलिए भी अलग राज्य की मान बनाए हैं कि हमारे माध्यम्य नहीं होता है। मैं एक उदाहरण देना चाहता हूं कि अपी राज्य यसका क्युनाब हुए। हमारे बराबर लोकलन का हिमायन प्रवेश है। उस का लोकलन 55 हजार बों-किलोमीटर और हमारा 51 हजार बों किलोमीटर है। 34 लाख उन की आवादी है और हमारी 38 लाख आवादी है। लेकिन हमको एक भी प्रतिनिधि राज्य यसका मे आज नक नहीं मिला जबकि हिमायन

प्रवेश के भीन सदस्य हैं। क्योंकि हमारे बहा जल्ला प्रवेश की विकास सभा मे केवल 19 आदानी हैं। अब की साल दी कम कर दिए गए, पहले 21 थे। अब 19 ही रह गए। तो 425 की विकास मे 19 आदानी किस तरह से लगना प्रतिनिधि लेज सकते हैं? यह हमारे साथ दृष्ट्याय है। परिसीमन अमर विद्या जाता है तो उस मे लोकलन भी बेकाम आहिं। आप की लाज्जुब लोगा यह जान कर कि हमारे गढ़वाल मद्दल मे एक लोक के अंचल 38 सी वर्ग किलोमीटर का भक्तर करना पड़ता है जब कि उत्तर प्रदेश के यैदानी भागों मे केवल 5 सी वर्ग किलोमीटर का भक्तर करना पड़ता है। आप ममझ सकते हैं हमारे नाम क्या बीत रही होगी। हमारे यह पर मड्डे नहीं हैं, यातायात के माध्यन नहीं हैं। हमारी मालाए और बहने लीन तीन भीन की उन्हाई से भीते जानी हैं नदियों से पानी भरकर नाती हैं। यह हालन हमारी है। हम हालन को हम कब तक बदाइन बरें? कैसे बदाइन बरें? जनता बेचत है दुखी है। अमर यह होता कि हमारे यहा पानी न होना भी कोई बात नहीं। गगा और जमुना जहा बही हो, जहा रामगणा हो, अलकनन्दा और भागीरथी हो बहा पानी न मिले, यह जिन्हे प्राक्षयं की बात है। यह केवल इन्विंग कि उन के जब का उपयोग बहा नहीं हो पाना।

मैं उम्मे लोक का गहने बाला हूं जिस लोक न आज तक इसका दिलभिन मे अपने भागका आगे रखा है। आप को याद होगा पेशावर शाह का हीरा इसी गढ़वाल का पैदा हुया और चन्द मिह गढ़वाली है जिसने नित्यं पठानों पर गोली चमान से सफानाफ इकार बर दिया था। उम्मे लोकों के नीर पर उसे काले पानी की सजा आगानी पड़ी थी। जो 28 हजार आपकी आजाद हिंद कीज मे भारे देल के भैनिक थे, उस मे से 3 हजार हमारे ही पर्वतीय जिलों के थे। आप ममझ सकते हैं 56 कराठ की आवादी के मुकाबिले मे हमारी 38 लाख की आवादी है और हम 3 हजार के लगभग भैनिक आवादी की जग मे आपको देते हैं। तो यह हमारे अवह बेकामिय की भवना ही तो होगी कि हम देल के लिए कुर्बानी

करता जाते हैं, हम देश की रक्षा के लिए आगे बढ़ना चाहते हैं।

मैं ज्यादा न कहते हुए केवल यह निवेदन करता चाहूँगा वित्त मंत्री की से कि वह हमारे हम सेवा के विकास की ओर ज्यादा दे, जहां अपार जन सम्पदा, अपार जनित्र सम्पदा और सीमेट के पहाड़ के पहाड़ भौजूद हैं। लेकिन हम सीमेट के लिए तरस रहे हैं, हम की सीमेट नहीं मिलता है। हमारे यह कोई उद्घोग का साधन नहीं है उम देना। इसी प्रकार से जल-संपदा है, उस का कोई इन्सेमाल बहुत नहीं हो पाता। जिन्होंने रामायण पढ़ी होगी उन को मालूम होगा कि जब लक्षण को जाकिस लगी थी तो सप्तीवरी बूटी द्वारा पर्वत से ही नाई गई थी। उसी द्वारा पर्वत के हम निवासी हैं। वह हमारे ही जल में है। वहां हम जही बूटियों का अनुसंधान करें तो हम को मालूम होगा कि चरक श्रवि ने चरेक के डाढ़े में जमाना आश्रम बनाया था जहां आज भी पर्वत जमाने वी जही बूटिया मिलती हैं। मैं आप के प्रमाण का नमस्कार करते हुए यह निवेदन बत्ता कि मेरे इन सुझावों पर ध्यान दिया जाय।

15 hrs.

SARDAR SWARAN SINGH SOKHI (Jamshedpur). Mr Chairman, Sir, I have few very important suggestions to make. My first suggestion is that our country's trade pattern should be made more liberal with the foreign countries considering the economic problems of the country. Due to increase in oil prices in the world Government should cooperate with the consumers and producers countries and should seek to establish permanent arrangements. Government should ensure full production in industries, railways and agriculture. Highest priority should be given to overcome the economic difficulties created by the rise in prices. Immediate steps should be taken to establish fair prices for certain key goods and subsidies should be given to restrain the price rise and inflation caused as a result. Government should take steps to punish the hoarders and black-marketeers and profiteers. Goods should

be labelled with the price at which they are to be sold; they should provide for the unit pricing by legislation.

The Ministers and Government officials should work for a greater measure of social justice and for a better method of meeting the needs of the disabled at this difficult time.

Priorities should be given for improving facilities to children, particularly, for handicapped children. Priorities should be given for provision of employment for unemployed youth. Prices of all commodities should be brought down so as to avoid revolution in the country.

Also priorities should be given for improving the facilities to children, particularly, to the handicapped children. Government should provide transport facilities for the public throughout the country.

Provisions of financial assistance to political parties to avoid corruption in elections should be made which would enable them to fulfil their parliamentary functions effectively. Voting age should be reduced to 18 years. Both the Lok Sabha and the Assembly elections should be held simultaneously throughout the country. This may result in the savings of crores of rupees for spending in the country's Plan. Either we should advance the Assembly elections or we should extend the time of Lok Sabha. Measures should be introduced to make further reforms in the law and improvement in administration of justice.

Banks having fixed deposit of Rs. 50 crores and above should be nationalised immediately in the national interest. My friends have spoken about the welfare of scheduled castes and scheduled tribes. I say that the vishwakarmas having a population of five to six crores in the country should not be neglected and priority should be given to them in the matter of employment by providing for reservation of a certain percentage. There should be no excise duty imposed on small-scale aerated

[Sardar Swaran Singh Sokhi]

drink manufacturers. They should be exempted from the excise duty and they should be encouraged to produce more and more of healthy drinks.

Excise duty on foreign whisky, brandy and gin should be increased from 80% to 100% to compensate the relief given to small-scale drink manufacturers. This suggestion should be taken into consideration.

The prices of foodgrains paid to farmers for procurement should be at par with the imported foodgrains so as to boost the production. Income-tax relief upto Rs. 6,000/- is quite reasonable and I agree with that. But the increase in postcards is quite unreasonable as that is the only media of communication of the poorer classes of the society.

Increase in population should be checked. I now come to a very important point. When Spain could ask for increased prices for the ships, due to escalation of prices, I think it is proper that the Government of India should also ask Yugoslav Government to increase the prices of the wagons to be supplied by India or they should terminate the contract and thereby save Rs. 27 crores. The Finance Minister should look into the matter very seriously.

The Opposition parties instead of provocation should extend co-operation to the Government in checking bandhs, strikes etc. in the national interest.

Demonetisation would not help at this stage, but rather it would bring in more complications. Therefore, I am against it.

Inter-caste marriages should be encouraged rather than that things like what happened in Punjab should take place, namely that a person should be dismissed or should be discharged from service; and all the private and public institutions should be warned in this regard...

MR. CHAIRMAN : How does he correlate taxation with that ?

SARDAR SWARAN SINGH SOKHI :
I am mentioning only the points. If you give me more time, I shall be able to elaborate them.

SHRI MADHU LIMAYE (Banks) :
During the budget discussion, the sky is the limit.

SARDAR SWARAN SINGH SOKHI :
Now, I come to planning. We should have two-year plans instead of five-year plans for expeditious execution of projects and because of the price rise every year. Natural calamities should not always be blamed for failure to reach the target due to the inefficiency of the administrative machinery.

The Third Pay Commission's recommendations should be implemented without further delay, and their recommendations in regard to the class I officers also should be implemented.

As regards coal, the country has abundant coal lying at the pitheads, but transport is the main problem. Immediate attention should be paid to this matter.

No country should be allowed to have any base in the Indian Ocean, in the interests of peace in the sub-continent. Our country should not lag behind in acquiring the latest war planes and nuclear weapons from whatever sources possible to defend ourselves in case of war with our neighbours.

With these words, I support the budget.

श्री वर्षभूमिनन्द बैमूली (ठिहरी-नालवाल) :
मध्यस्थि जी, आप ऐसे समय में जह कि देश बहुत बड़े सामिक सकट से गुजर रहा हो, विस नमी जी ने जो संतुलित बजट पेश किया है, उस के सिद्धे वे बाहरी के पाव हैं। इस के बाबजूद कि हमारे बिरोद्धी दलों के कुछ जिलों ने जिस भवार से इस की आलोचना की है वही गरीबों व पिछड़े वर्गों की गुहार बेकर कहा है कि गरीबों पर दैनन्दिन लगा है, मैं समझता हूँ कि उन्होंने इस

विषय में व्याप नहीं दिया है। मैं पूछता चाहता हूँ—वित्त मंत्री जी ने जो एकिलटेट, एमर-कंटीकर्न, देसिविकान लेट्स औरी बल्लुओं पर जो कर लगाया है, क्या इन बन्दुओं का इस्तेमाल करकोर बर्य करता है? अभी कल ही वित्त मंत्री जी ने गम्य लगा में दीहरी-मूल्य-नीति का उल्लेख किया। यह निश्चित है कि इस से हमारी आदानी और अधिक होगी और जो एक्सप्रेस्ट मैक्सन आँक सोनायडी है, उम में और अधिक पैम। इन के लिये प्राप्त कर सकें।

मैं यह निश्चित करना चाहता कि कम आप वाने संगो के लिये जो आप ने 6 हजार रुपये अक्षित-यत आय तक कूट दी है, वह अपर्याप्त है, इन को बदि आप 10 हजार कर दे तो मैं समझता हूँ कि आप के महाराई के बलाने में यह उचित ही होगा। पास्ट काढ़ों पर, जिने आम तौर पे हिन्दुस्तान का गरीब आदानी इस्तेमाल करता है, जो 5 पैसे की रुद्ध को है, इसका अवश्य यादान किया जाना चाहिये, जब तो हमारी आय में इससे कूछ आटा हो। इसी पूर्ति के लिए आप शारद और पर प्रांग टैक्स लगा दीजिए, किन्तु इस प्रकार की ओरों पर टैक्स लगाना उचित नहीं होगा।

मध्यापति जी, हमारी इस महाराई और भुजमरी का बहुत बड़ा कारण यह है कि देश की आवादी बहुत बहसी जा रही है। प्रतिवर्ष 2 2 प्रतिशत आवादी बढ़ रही है। जिसके कारण हमें कीव 20 लाख टन प्रतिरिक्षित गत्सा हर बाल उन के लिए बढ़ाना पड़ता है। इस लिये मैं समझता हूँ कि आवादी की रोक-आम के लिये हमें विशेष प्रयान करने की आवश्यकता है।

काले धन का यहाँ पर बहुत उल्लेख किया गया है। अनुमान है कि 7 हजार करोड़ रुपए से लेकर 10 हजार करोड़ रुपए तक का काला धन हमारे देश में इस समय बह रहा है। यह बात, जैसा कि आपूँ कर्मटी की रिपोर्ट में भी कहा गया है हमारी धर्म-व्यवस्था समाजान्तर स्थिति पर पहुँच रही है। मैं समझता हूँ अबर काला धन

इस्तेमाल करने वालों को अवश्य दिया जावे तो हमारे पर्लिम केस्टर में जो 105 प्रोजेक्ट्स हैं जिनमें 5052 करोड़ रुपया लगा हुआ है, उन 105 पर्लिम केस्टर प्रोजेक्ट्स को जोग दो बार बढ़ादेकर बेक सकते हैं इस दार्ये द्वारा की बदौलत। इन बात से आप अनुमान लगा सकते हैं कि यह काला धन किनारा महत्वपूर्ण योवदान हमारे देश में कर रहा है। इनमें मध्यमता हूँ डब्ली राक-धाम बहुत ही आवश्यक है।

मेरी गाय में दीमानेटाइजेशन या डीव्यूएशन से इमदा कोई हल निकलने लाला नहीं है। इस सबध में मैं एक सुझाव मर्ली जी को देना चाहता हूँ और वह यह है कि आप 3 महीने बाद, जार मर्लीने बाद एक नियंत्रित कर से और उम नियंत्रित कर सकार नये डिलायिटेशन के नोट आप दें तब वह घोषणा कर दे कि अमुक तिवि तक जिसके पास जो रुपया है उसको उस रुपए से परिवर्तित कर दे। इस प्रकार मारा जैसा बाहर निकल आयेगा और मैं समझता हूँ इसके ब्यास्तीत तन्माल एक जावेदी।

दूसरे—जैसा आर्थी दान में देश के 130 प्रमुख धर्म-जागीरियों ने प्रधान मर्ली जी को एक प्रतिबेदन प्रस्तुत किया जिसमें उन्होंने बता कि जो इस समय धर्म-व्यवस्था हमारे देश में है उनको ठीक करने के लिए दीमानेटाइजेशन करने के लिए उन्होंने एक उपाय भी सुझाया है कि जिसके पास 1 हजार रुपया है वह उमसे में 700 रुपए अपने पास रखने और वाकी 300 रुपए के बह सबी अधिक के लेखन लेखन सेविंग्स बट्टिकेट या दूसरे रूप से परिवर्तित करने। इसके लिए भी आप एक निश्चित नियंत्रण रख सकते हैं। इसके साथ-साथ कुछ और सुझाव उन विशेषज्ञों ने प्रधान मर्ली जी को दिए हैं जिनमें एक प्रधान मर्ली के कार्यालय से संबंध एकोनॉमिक कर्मटी जी बात भी है यदि उन पर कारबर उपाय किए गए तो इस्तेमान की जो प्रवृत्ति है, उममें बहुत कुछ रुकावट हो सकती है।

[बी परियोगित बोधकी]

विभेद पर जो दो हमारे करोड़ रुपए का हमारा बच्चा है वह मैं नमस्ता हूँ न केवल उपयुक्त है बल्कि यदि आवश्यकता पड़े तो उसमें बृद्धि करने की भी व्यक्ति हो सकती है क्योंकि देश की सूखा हमारे जीवन से भी प्रत्यक्ष भवत्पूर्ण बात है। यदि देश ही नहीं रहेगा तो फिर हम कहा रहेंगे, हमारे जाने वाली पीढ़ियां कहा रहेंगी? इन्हाँने तरक्का के लिए जो प्राविधिक दिया गया है वह सर्वथा उपयुक्त है।

इनके पश्चात् मेरी राय में दूसरा सर्वोच्च स्थान कृषि के लिया जाहिए। तीसरे स्थान पर मैं समस्ता हूँ पेट्रोलियम की जोड़ और उसका उत्पादन बार-कूटिंग पर हाय में नेता जाहिए तभी हम अपने देश को आत्मनिर्भर बना सकते हैं मूले दो भार भिन्न और जाहिए।

मैं निवेदन करना चाहता हूँ, अपने दलियतकी दोस्ती से तभी पीढ़ी जीवी भाव यहा पर है, जोकी अले गए। जो हमारे प्रगतिशील विकास के दोस्त हैं उनसे मैं निवेदन करना चाहता हूँ कि वे कोई ऐसा फार्मेन्ट इकात्व करें ताकि एम्प्लायर एम्प्लाई के संबंध द्वारा प्रवाह के हो सके जिससे पाच साल तक हड्डतालों की रक्षावट कर सकें। मैं आपको प्रस्तुत कर महत्वा हूँ कि रेलवे ने 1972-73 में 19 32 करोड़ रुपए का रेलव्यु लास हमारे हड्डतालों के कारण। इसी प्रकार पब्लिक सेक्टर में जो हमारे पाच स्टील प्लाट्टम बलने हैं उनमें अप्रैल 1973 में 293 854 करोड़ रुपए का नुकसान हुआ है। हीवी इजेनियरिंग कार्पोरेशन, दोस्ती में पिछले तीन सालों में 48 46 करोड़ रुपए का नुकसान हुआ है। आई०डी०पी०एल० की जो तीन यूनिट्स हैं उनमें से दो यूनिट्स-एन्टीबायोटिक प्रोजेक्ट, भूविकेश और सर्जिकल इस्ट्रॉमेटेस लांट, हैदराबाद-मे 1972-73 में 414.32 काल रुपए का नुकसान हुआ है। हड्डतालों के कारण पब्लिक सेक्टर अनडरटेकिंग मे 1971, 1972 और 1973 के 6 महीनों में 60 काल वियाही (मैनजेंट) का नुकसान उठाना पड़ा है।

इडिन एवर लाइस की हास्त तो आपको मालूम है। वहाँ पर 24 11-73 और 21-2-74

के बीच में 276 काल रुपए का नुकसान उठाया गया। वहाँ पर काल आउट के कारण 14,442 एम्प्लाईज को जीव उसमें काम करते वे अपना बेतत न भिलने के कारण 209 काल रुपए का नुकसान उठाया गया।

इसी प्रकार से सेंट्रल बैंकरीसेंट एम्प्लाईज जो हैं उनको जो शोबर-टाइम बेंडेट दिया गया है वह 1970-71 और 1972-73 के बीच में 123.81 करोड़ दिया गया है। तो अनप्रोडक्टिव जीवों पर जो सर्वोच्च का बच्चा होता है उसपर उसको रोक लगानी होगी।

यहाँ पर हाउसिंग बिनिस्ट्री के जीवी जाती जी बैठे हैं। उनको मालूम है कि जिल्ली में मकानों की कितनी तरी है। बहुत में लोग मकानों की सर्वोच्चित करने हैं। बहुत से एम्प्लाईज ऐसे हैं जोकि अपने पिता के मकान में रहते हैं जबकि 'गवर्नेंट बैंकिंग में हैं लेकिन किर भी वे दियाते हैं कि हम विसी और जगह रह हैं हैं। इस प्रकार से साथों गए का नुकसान हर सरकार को उठाना पड़ रहा है। मूले एक दो भिन्न और जाहिए।

हमारे देश में 30 प्रतिशत व्यक्ति ऐसे हैं जो पावर्टी लाइन में भी नीचे अपना जीवन व्यतीत बरतते हैं। इनमें हमारे उत्तर प्रदेश का जो पहाड़ी इलाका है वह गरीबी की उस रेखा के सबसे नीचे वी सीधा पर है। उस के विकास के लिए वहाँ की स्थानीय परिस्थितियां को देखने हुए वहाँ के साइनों को लेकर विकास करने की आवश्यकता है। वहाँ पर कैंप भाज्म में आलू और कल तथा सम्बियों होती हैं परन्तु दुर्बायी है कि वहाँ का सारा रा-डीटीरियल, वहाँ की सारी कारोबार ईस्ट, सारी भिन्नराम बेल्ट मैदानों में जीवी जाती है और उसकी रोक-भाज्म के लिए सरकार ने कोई भी उपाय नहीं नियाका है। मैं निवेदन करूँगा कि उनके लिए कुछ अवश्य किया जाना जाहिए।

प्रत्ति मेरे मैं एक जात और निवेदन करना चाहता हूँ कि 1961 की गजता के अनुसार 3.15 करोड़ भूमिहीन मजदूर हमारे देश में और 1971 में उनकी संख्या बढ़कर 4.56 करोड़ हो गई।

जब भूमिहीन भजदूरी की संख्या बढ़ती जा रही है तो किंवद्दि भारतीय हमारी प्राचीनता, हमारी समाजवाद की बातें, हमारी प्रणतिकील बातें, मरीची से भीते के सबके को ऊपर उठाने की बातें कहा जा रही हैं^१ वह दुर्योग की बात है कि भूमिहीन भजदूरों की संख्या इन प्रकार बेतहाशा बढ़ती जानी जा रही है। इस समस्या में मैं केरल की भरकार को जो उन्होंने तात्पर योग्य वित्त पाल दिया है, उसके लिए बधाई देना चाहता हूँ और मैं नमस्ता हूँ इसके प्राप्तमात्रे के लिए वहां पर भूमिहीन भजदूरों की आर्थिक स्थिरता सुधारने की दिशा में एक महत्वपूर्ण कदम उठा सकें। मैं नमस्ता हूँ भारत भरकार भी इन प्रकार का कोई प्रविधान करेंगी ताकि यारे देश में भूमिहीन भजदूरों की प्रार्थिक स्थिरता सुधार सके।

इन बाब्दों के माथ मैं विन मदी महोदय को बधाई देना हूँ कि उन्होंने इनना सूदर बजट प्रस्तुत किया।

श्री तमाशाब (थाटमपुर) मवारानि महोदय, मैं आपका धन्यवाद देना हूँ कि आपने मैंने बालने का समय दिया। मैं यहां पर विन मदी महोदय के बजट प्रस्तावों का समर्थन करने के लिए बहात्र हुआ हूँ। मैं नमस्ता हूँ उन्होंने समय के हिसाब में मुनाफिय बजट रखा है। इस समय देश में भीतों का प्रभाव और बढ़ावा है। आजकल मैं हमारा रथण मालाना आय भी छट का उन्होंने जो ६ लक्ष रथण करा दिया है उसके लिए वे सम्मति के पात्र हैं।

इसके माथ भाव में सामान्य प्रशासन के सबसे में कुछ कहना चाहता हूँ। आजकल अस्टाचार का बोल बाजा है। पहले भीते के स्तर पर ही अस्टाचार वा लेकिन अब वह अस्टाचार ऊपर के स्तर पर भी पहुँच गया है। मुझे तो कभी कभी ऐसी बातें सुनने को बिलती हैं जिनको सुनकर मैं समझता हूँ कि सांवर्जनिक भीवन में जो लोग हैं उनका सिर भीते हो जायेण।

भूकि इस देश के २० लीखटी भारती भेती पर निर्भर करते हैं इसलिये भेती के सबसे में भी मैं

गुण बातें कहना चाहता हूँ। भेती के लिए भरती है अचल भीव, अचली बात, पानी और अचले भौदार। मैं भरकार को धन्यवाद देना हूँ कि उसने विनामों को अचले भीव दिए और अचले भौदारों की व्यवस्था की मदिन मूँगे इस बात का दृढ़ है कि भेती के लिए विकार्ड और बाट की समर्पित व्यवस्था नहीं हो सकी है। इस साल मैंने देखा कि यूर्ज्या जिम की कीमत ५१ रु है जारी रखे और एक मार्केटिंग द्वारा १०० रु की के हिसाब से किमान। का बेचा गया। विष्टले माल १९७२-७३ में मूँगा पांडा और उन्हीं बजह से पानी की कमी हुई लेकिन हमने उन्हर प्रदेश में यह देखा कि पानी की कमी के बावजूद, विजली की कमी के बावजूद, दिन में विजलो ६ बजे में १२, १ बजे तक बाया जा रही गई। लेकिन इस माल किमान को विजली नहीं मिली। तीन-नीन, चार-चार दिन तक विजली नहीं आयी जिम से गेहूँ की भेती की बड़ी दद्दीनीय दशा हो गई। इसलिये भेती की पैदाचार इस माल बहुत गिरेगी। क्षेत्रीक इस वर्ष तुचार भी पढ़ा उम की बजह से नुकसान हुआ, घरहर और जने का काफी नुकसान हुआ और दूसरे पानी न मिलने की बजह से गेहूँ की कसल को, जिस में ६, ७ पानी लगाने चाहिये, दो पानी भी मुश्किल में नहीं मिल पाये।

इब बात प्रोक्योरमेंट के बारे में यह कहना चाहता हूँ कि जब आप प्रोक्योरमेंट की बात मोर्चे और कहे तो आप को मोर्चे लेना चाहिये कि किमान का बर्चां किमान बढ़ गया। आप ने ७६८० के भाव से किमान से गेहूँ निया और आज बाजार में गेहूँ १६० रु प्रति विकल्प विकर रहा है। इस तरह से कीमतों में जो झटक होता है वह किमान की नरकी और सुन्नन की दुष्टि से उत्पन्न नहीं है। इसलिये मैं कहना चाहता हूँ कि किमान का उचित मूल्य मिलना चाहिये।

दूसरी बात यह है कि चूकि भेती से सबसे भोजन का है उम में तथा दूसरी बाने की बस्तुओं में बहुत मिलावट हो रही है। रोब अस्टाचारों में भेती लिकलता है, लेकिन सगता है सरकार उन को नहीं पढ़ती है और रोकने का कोई समिक्षित प्रबंध

[बी शुलापान]

नहीं करती है। सरकार के जो मार्केटिंग इंस्ट्रेटर्स हैं वे ने अपनी ओबो से देखा कि जब यह बनिये भी बुकान पर पहुंचते हैं तो उन की बाजार से भी ज्यादा बातिर तकाज़े होती है। इस की तरफ सरकार का ध्यान जाना चाहिये। औजन के मायले में एक बात और कही है, सब तरफ गल्ने भी समझाई का बोर भवा हुआ है और यह तिक जाहो तक ही सीमित है। आम देहात में घोगतन समझण बाई छाटक एक रिवालर को लकर देते हैं जब कि बाहर में एक अवित को एक एक किसो देते हैं। इसी तरह से बाहर में सभी लोगों के लिये गल्ना देते हैं लेकिन देहात का जो छोटा किनान और गवदूर है उस की तरफ आप की निगाह नहीं है। इस तरह से बाहर और देहात से भेदभाव करना एक समाजवादी सरकार के लिये मुनामिक नहीं है।

एक बात में पुलिस के सबध में कहना चाहता हूँ। जो पुराने जनीदार हैं वह पुलिस से मिले हुए हैं और यह यह कोई गरीब आदमी जनीदार का जोत जोतने के लिये नहीं जाता है तो उस आदमी को पुलिस द्वारा दरवाते हैं। जोते ये न आकर और हर याने में 25 रिवाल्वर और 50 कारखूस रहते हैं इसलिये किसी गरीब के माय एक रिवाल्वर दो कारखूस का इस्त्याम लगा देते हैं और किसी के साथ एक रिवाल्वर और एक कारखूस का भूठा इस्त्याम लगा कर उन गरीब लोगों को जेन भेजते और दूसरी तरह से हैरास किया जाता है। यह नहीं होना चाहिये।

हमारी कास्टीट्यूनेसी में कच्चीसो स्टेनन पर ग्रोवरिज की बहुत आवश्यकता है और उन के न होने के बारां हर बाल वहां पर लोग एस्टी-डेट्स से मरते हैं। मली महोदय इम तरफ ध्यान दें।

आप ने आ मुझे समय दिया उसके लिये आप को बहुत धन्यवाद।

SHRI P. R. SHENOY (Udipi): Sir, though the budget for 1974-75 presented by the respected Finance Minister, Chavaji, cannot be called a poor man's or even

common man's budget, yet I support it for its brighter aspects. The budget has made a realistic assessment of the economic situation in the country and has proposed certain rational steps to check the economic deterioration that is taking place in the country. Hence I welcome the budget.

The crores of poor people in this country can be made happy to a large extent if they are assured of at least two square meals per day. In this context, I am sorry the budget has not spelt out the need for import of sufficient quantity of foodgrains from abroad. This country was never self-sufficient in foodgrains. We were all the while importing foodgrains. We committed a mistake when we declared that we were self-sufficient in foodgrains and did not require any more food import. This is not a realistic assessment of the food situation. Taking both normal and abnormal years into consideration, we are not yet self-sufficient in foodgrains. Therefore, there must be a policy of importing foodgrains well in advance. Every year we say that we will not import foodgrains but at the end of the year we pay a heavy price and import foodgrains. This is not a good policy. If we want to save foreign exchange, we should not do so by putting restrictions on the import of essential commodities. We should put more restrictions on luxury goods like fine cotton used for superior cloth. We must put a further check on petrol consumption. Petrol is practically wasted today. There must be a ceiling on the use of private cars by the executives of the private as well as public sector. There must also be a ceiling on all travels by these executives. In this way, we can save a lot of petrol. There should not be any saving of foreign exchange at the expense of the poor man because this Government stands for the poor man.

Coming to price rise, of course it is accepted by all now that the main reason is deficit financing. The second reason is black money. The third reason is this loose talk of demonetisation without actually doing it. Because of the fear of demonetisation, people with black money buy all

the goods available in the market and thereby raise the prices of the commodities. Therefore, there should not be any loose talk of demonetisation. If Government wants to demonetise, it should do so immediately. Otherwise, it should say that for the next three or four years, there will not be demonetisation.

It is a sad thing that defence expenditure is going up year after year. After the establishment of Bangladesh, our defence expenditure should have gone down. Instead of that, it has gone up. We must somehow reduce the defence expenditure or at least the wastages in defence expenditure should be identified and stopped in future.

I conclude by making a specific suggestion about a proposed excise duty. This Government is for the small man. It has levied excise duty on all aerated water units using power. This is not fair. There are several units using 3 or 5 HP. I request the Finance Minister to exempt all aerated water units using 5 HP or less.

भी यथु लिख्ये (बाका): मैं आगा करना चाहा था कि इस बजट के प्रथम विभाग साल मरकार के कामकाज में जो नीनिहीना और दिक्षाहीना दिखाई दे रही थी और जो अन्तर्विरोध प्रकट हो रहा था उसको मुनाफाने का प्रयास किया जाएगा। लेकिन ऐसे हैं कि इस बजट ने इस अन्तर्विरोध को मिटाने का जरा भी प्रयास नहीं किया है बल्कि इस बजट में मरकार के जो दिक्षालियेषन की नीति है उसी का इजहार होना है। जब से भी योजना प्रारम्भ हुई भर्य व्यवस्था में सभी क्षेत्रों में हाल हीता जा रहा है। विभाग एवं साल में द्यानांत की कोमल चालोंसे प्रतिक्रिया से अधिक बढ़ी है और जब से गरीबी हटाने का जमाना बुक्स हुआ है कि कर बढ़ि और कर घटे की भर्य व्यवस्था, दोनों से बही तेजी से मरकार प्रभावित हो रही है। श्रीमानी संदिग्ध गांधी के हारा 1970 का बजट ऐसे किया गया। उसके तीन साल पहले याती श्रीमी योजना के पहले भीन दर्दों में बुल मिला एवं 244 करोड़ रुपये के अतिरिक्त टैक्स लगाए गए। लेकिन बाद के चार वर्षों में नई कर बढ़ि 840 करोड़ रुपये की हो गई। घटे की भर्य व्यवस्था का जहां तक सकास है 1967, 1968 और 1969 में याती श्रीमी

योजना के पहले तीन वर्षों में 544 करोड़ रुपये के घटे की भर्य व्यवस्था की गई लेकिन बाद के चार वर्षों में जब ने गरीबी हटाने का नारा बुलाव हुआ 2110 करोड़ रुपये का विकिसिट फाइर्सिंग किया गया। उसी तरह जहां तक श्रीमी योजना का सकास है उसका यह अस्त बनाना चाहा था कि हर साल राष्ट्रीय आमदानी में 5.7 प्रतिशत की बढ़ि होगी। लेकिन उसके पहले चार वर्षों में क्या हुआ? पहले वर्ष में तो 5.2 प्रतिशत बढ़ि हुई लेकिन उसके बाद वह दर लगातार गिरती गई और तीसरे वर्ष में श्रीमी योजना के राष्ट्रीय आमदानी में बढ़ि निर्भ 1.7 प्रतिशत की हुई और चौथे वर्ष में 0.6 प्रतिशत की ही हुई।

जहा तक श्रीमी योजना का मालाम है इसका ममविदा विभाग दिमाकर मास वे देश किया गया था। लेकिन यह जो बच्चा पैदा हुआ यह जन्म से ही याता हुआ पाया गया है क्योंकि इसके आधार बिल्कुल निकम्मे साधित हो गये हैं, जहा तक ज्वार्टिंग क्लिनिक का सकास है वह निरर्थक और बेसलब हो गई है। मैं सभी आधारों की बच्चा नहीं करना चाहता। केवल यो बुनियादी बातों को जेता हूँ। इस के पृष्ठ संख्या 73 पर एक आधार यह दिया गया है:

"Efficient management of the food economy so as to avoid large scale food imports".

मैं कहना चाहता हूँ कि इधर यार पांच महीनों में आनाज के आमसे से मरकार की नीति और कार्यालयन में कोई बुनियादी परिवर्तन हुए हो, इसके आधार बिल्कुल नहीं दिखाई दे रहे हैं। आपस्थं की बात है कि बांग्ले के नेता और महीने जब आमने हमने मिलने हे पालियामेंट के बाहर तो सरकार की जो स्पोष्ट नीतियां हैं उनकी खुलकर आलोचना करते हैं—

एक आनन्दी सकृदार्थ . ऐसी बात नहीं है।

श्री यथु लिख्ये : पृष्ठ मन बोलिये। आपसूती श्रीर अमत्य यह आज सनाधारी दल का आधार बन बदल है, मालीज में एक बात वहना यहीं दूसरी लीक नहीं है। लीट टेक औबर की नीति बलत है यह केवल आज ये नहीं कह रहे हैं यह बाहर महोने पहले भी कांग्रेस के प्रमुख सोय ऐसे थे जो कहते थे कि येहू के तरह कारीकरण की नीति इमलिए गलत है कि हमारे पास

जी अब लिखते

न कोई यह है और न हमारे द्वारा भी के लैंगिक किया जा सकता है। उन में सबी भी है। वे खुलकर कहते हैं। मैंने पूछा कि आमती हिंदू नांदी को क्यों भरी कहने तो लोग कहते हैं कि हमारी हिंस्त मरी है। सत्य भागर बोलते तो हमारे ऊपर प्रतिक्रियाकारी होने का सिक्का लगाया जाएगा। डर के मारे असली भूमो पर अपना मत प्रभिव्यक्त करने से कोरियो नेता और भरी हिंदू कियाते हैं। ये भीक सरकार की राय नहीं होते ही कौन देगा? इन्हिं भी कहना चाहता हूँ कि किसानी के बारे में इस सरकार की जीति रही है उसका कापेस के बावजूद जबर्दस्त विरोध होने हुए भी खुल कर बोलने के लिए कोई दैवार नहीं है। इन तर्फ से मैं आप से कहना चाहता हूँ कि गेहूँ के गूस्यों का जब सबाल आया उम समय हमारे लोगों ने आग की भी कि सी रपये में बरीदने की गूस्य नीति होनी चाहिए। इसका जबर्दस्त विरोध किया गया लेकिन किसी ने वह जानने की कोशिश नहीं की कि जो स्वयं कांग्रेसी हैं, जिनके पास अच्छी आसी जीत है क्या उन लोगों ने लिखार्नित दानों पर यह सेवी देने का प्रयत्न किया था? एक एक उदाहरण हम लोग दे सकते हैं जिसमें पता आयेगा कि आधारण किसान के लिए एक कानून, एक मायदह और अपने बड़े लोगों के लिए दूसरा मायदह। क्या यह मरी नहीं है कि राजस्थान, सत्य प्रदेश से लेकर महाराष्ट्र तक, उत्तर प्रदेश पश्चिम तक बड़े काल्पनिकों का गेहूँ सीधा ट्रकों पर लाद कर बर्बादी की महिलों में सांडे चार सौ दर्घे किटल सक बेचा गया है जबकि साधारण किसान को 76 रुपये से लेकर 80-82 रुपये तक गेहूँ देने के लिए आप बाधित करते हैं? आप विदर्भ के हैं? आप क्या इस बात में इकार कर मरकते हैं कि महाराष्ट्र सरकार ने कपास और बड़ी के बारे में इसकी बारीद की जीति को अपनाया।**

SHRI DHAMANKAR (Bhiwandi): He is naming the Chief Minister. (Interruptions).

MR. CHAIRMAN : Order, order. All of you please sit down.

Mr. Linaaye, when you are making an allegation against a person who is not a Member of this House and who cannot

defend himself, that is not allowed under the Rules. That is not proper; that is wrong.

जी अब लिखते : * * *

MR. CHAIRMAN : Nothing of this will go on record. It will be expunged. It is undignified. It is derogatory to the parliamentary procedure. Please don't make personal allegations against anyone. (Interruptions).

SHRI K. NARAYANA RAO (Bobillu): On a point of order, Sir. You were kind enough to bring to the notice of the hon. Member the true position of the Rules. In spite of that, he has been persisting in saying that he has been stating the truth. Is it not defiance of the Chair? Should he continue to go no making allegation?

MR. CHAIRMAN : There is no point of order.

जी अब लिखते : मैं यही बात कर रहा हूँ। यही बात मुनाने में किसी को तकनीफ नहीं होनी चाहिए। आप तो देह मनिवन में रहे हैं। मझे आपकूपी की आदत नहीं है।

मैं कह रहा था कि याचिकी योजना का यह जो आधार है कि आनाज का विनरण और उसकी बारीद इम बर्दिया डग में करेगे, गेमा आपने किया है इसका यानने का भी कोई आधार नहीं है। इस आधार पर यह जो इमारत रखी गई है यह बिल्डिंग बेबुनियाद होने के कारण टूटने लगी है।

दूसरा आधार बताया है :

"Tightening of foreign exchange control to check leakages through under-invoicing of exports and over-invoicing of imports and the diversion of remittances from Indians abroad through unofficial channels."

मैं एक बारते से इस सरकार से कहता रहा हूँ कि सारलीय लोगों के द्वारा विदेशों में जो पैसा कमाया जाता है—और उसका मान्यता इन दूसरों में बहुत ज्यादा बढ़ रहा है—आज वह तत्काली के लिए एक

**Expunged as ordered by the Chair,

मस्तक बता गया है इह सरकार की पंचवर्षीय योजना का आधार है कि वह विदेशी मुद्रा की ओरी को रोकेंगी, लेकिन—जूते किर इन बातों को कहना पड़ता है, क्योंकि इन बातों से सरकार नहीं किया गया है—जब सरकार के बड़े लोग ही मस्तकरों के स्नाइट के साथ मुलाकात करेंगे, और उन से एक करोड़ रुपये मिले, तो किर विल मस्तकर के तहत कौन सरकार गेंहा है, जो विदेशी मुद्रा की ओरी करने वाले लोगों के विनाक कोई कार्रवाही कर सकेंगा?

इस आराप का किसी ने भी बहन नहीं किया है कि मस्तकरों के स्नाइट, कुली मस्तकर, के साथ प्रधान मंत्री की मुलाकात हुई है। किसी ने इसका बहन नहीं किया है, और कर सी नहीं मिलते हैं। कार्रेम पालियामेटरी पार्टी की गावीक्यूटिव के मद्देन्होंने इस बात की तारीख भी कि इस नश्वर की मुलाकात हुई थी। सिर्फ नस्वीर थीवेने वा प्रयास द्यक्षकर रहा। वह एक करोड़ रुपये के बदने नस्वीर लेना चाहता था। (व्यवहार) मुझे ज्यादा बाध्य करें तो मैं और कुछ कह दूँगा। इन्हीं इन्होंने छाड़ दीजिए।

आज मवेरे विहार का मवाल आया था। विहार में रिफ्फोट क्यों हुआ? उधर व नानीय मदम्ह वह मिलते हैं कि यह नक्सलाइटर ने किया, आरामदास १८०० ने किया, गड़ों ने किया। लेकिन अमली बात यह है कि विहार भारत का मद से गरीब इताका है। उम म २५ प्रतिशत में आधिक लोग भूमिहीन बोतिहर हैं, और दम साल के अन्दर बेतिहर मजदूरों का अनुपान ९ प्रतिशत बढ़ा है।

सरकार राज्यों को जो अनाज देनी है, उम्हे किय नश्वर का न्याय है? मेरे १८ मार्च के प्रश्न के उत्तर में बताया गया कि पंचवर्षीय बगान ने २५, ७० लाख टन अनाज आया और उस को १८, ८८ लाख टन दिया गया केरल ने ११, ४८ लाख टन अनाज आया और उसको १०, १६ लाख टन दिया गया, महाराष्ट्र ने ३६, ८३ लाख टन अनाज आया और उसको दिया गया २४, १४ लाख टन। और विहार को? उसने १७, ४० लाख टन अनाज आया और उसको चिक्के ४, ४० लाख टन दिया गया, यादी केन्द्रीय सरकार ने उम्ही प्राविधिकता की पंचवर्षीय प्रगति से कुछ बोडा ज्यादा पूरा किया।

प्रगर सरकार समझती है कि वह जोसी और देना के कस पर जग-प्रसारों को कुचल डालेगी, तो मैं कहना चाहता हूँ कि न केवल विहार में, बल्कि सभी देश में आप समेती और उस से ये लोग भी खाल हो जायेंगे और लोकतंत्र भी खाल हो जायेगा।

एक मस्तकीय सरकार आप भी खाल हो जायेगे।

भी सुषु लियाये हम का तो ये लोग कैसे ही खाल करने पर तुम्हें हुए हैं। हमारा भविष्य कोई बहत की बात नहीं है। लेकिन मैं कहना चाहता हूँ कि जो आग नमेंगी, उम्हे ये लोग खाल हो जायेंगे, जो कोई बड़ी बात नहीं है, लेकिन लोकतंत्र उम्हे खाल हो जायेगा, यह एक विना का विषय है।

15.43 hrs.

[MR. DEPUTY-SPEAKER in the Chair]

पाचवी योजना में कहा गया है कि हर मान असैन परिवक्त मैट्टर आउटने २,४५० करोड़ रुपये होंगा और इस बजट से पता चलता है कि सरकार केवल ४,३६४ करोड़ रुपया बैंगल दामों के आशार पर लगाने वाली है। पंचवर्षीय योजना के पहले मान से ही परिवक्त आउटने का लक्ष्य पूरा नहीं हो रहा है, और बदने हुए दामों के कारण जो भी पूजी लगाई जाएगी, उम में कोई नतीजा नहीं निकलने वाला है।

हालांकि नियोजन पर मेरा विश्वास है, लेकिन विश्व वर्षों में सरकार ने जिस हर में योजना आयोग को बनाया है, उम को देखते हुए मेरी स्पष्ट राय है कि सरकार बनेमान योजना आयोग को समाप्त कर दे, और उम के लिए उम ने जो १३, २० करोड़ रुपया अनुदान के रूप में मारा है, वह उमकी भी बचत करे, क्योंकि इस योजना अयोग और योजना अस्तित्व से कोई नतीजा नहीं निकलने वाला है।

मंत्री महादेव ने कहा है कि इस बजट में जैव उन जीजो पर टैक्स लगाया है, जिन का इन्हेमान अधीक्षीरों के द्वारा किया जाता है। लेकिन कोई नहीं आनता है है कि सरकार किसी भी रूप में टैक्स लगाये, मारा इन्हेमान और व्यवस्था ऐसी है कि अन्ततोगत्वा साक्षरता उन्हां पर ही उस का बोझ पड़ता है।

[भी यह विषय]

सरकार ने पांचवीं पंच वर्षीय योजना में कहा है कि हम लोग सीधे टैक्सिज से आमदानी बढ़ावेंगे। उस ने पंचवर्षीय योजना के प्रकल्प में बोधना की है।

"The additional tax effort envisaged in the Fifth Plan period—the yield from direct taxes is anticipated to improve to 3.8% of the GNP."

That is improvement by 0.67%.

लेकिन इस बजट में मर्ती महोदय ने सीधे टैक्सिज को घटाया है। फिलास बिल के बजत में अप्राप्ता टेक्सल पेश करना और यह साक्षर करना कि जिनकी आमदानी इस हजार के बीस हजार रुपये है, उनको मर्ती महोदय ने बहुत मात्रानी किस्म की राहत दी है, लेकिन उन्होंने बड़े लोगों का बहुत बड़े पैमाने पर राहत दी है।

उन्होंने दलील यह दी है कि भगवर हम टैक्स को घटायेंगे, तो उम से ज्ञायद टैक्स की चोरी कम हो जायेगी। लेकिन ज्ञाय इस के इनमें आदी हो गये है कि मर्ती महोदय के प्रोटोकॉल का टैक्सों की चोरी पर कोई असर नहीं पड़ने वाला है, क्योंकि यह महात्मा एक अरसे से बच्ची भा रही है।

मरकार के पास कोई राष्ट्रीय आव नीति नहीं है। मैं एल०ग्राह०मी० के बेज बिल के आकड़े देख रहा था। एल०ग्राह०मी० में जो कामय बन थीर क्लास टू के 13,000 बर्मचारी हैं, उन से मेरे एक गां की वार्षिक भ्रीसन आमदानी । 32 लाख रुपये है। भगवर उन से तीसरे थीर जोये वांग के बर्मचारियों को भी मिला दिया जाये, तो भी उन की भ्रीसन वार्षिक आमदानी, 9,000 रुपये है। यह कौन-सा सामाजिक न्याय है? मैं भी बजाज में पूछता चाहता हूँ कि भारत में किसने किसान ऐसे हैं, जिन पर पांचवीं वर्षीय योजना की सफलता निर्भर करती है, जिनकी 2,000 रुपये की भी वार्षिक आमदानी है। इस सरकार की आव नीति में सामाजिक न्याय बिल्कुल नहीं है। जिन सोयो पर मरकार ने योजना को सकल बनाने का लाभ से अधिक बोझ दाना है, उनकी आमदानी बढ़ाने के लिए सरकार के पार कोई योजना नहीं है।

टीक्सल आवाल है, या कैरियर आवाल, औरिंग आवाल या फर्डिसाइर है, उन में से एक भी बीज, जो बींदी की तरक्की के लिए आवश्यक है, नियंत्रित दाम पर नहीं मिल रही है। बाजीय इसाओं में उनके दाव बुनें से भी अधिक है। यह तक सरकार वितरण की आवाल को ठीक नहीं करेगी, तब तक उस स्थिति में कोई परिवर्तन नहीं होने वाला है।

जहाँ तक कपड़े का सवाल है, विगत साल मर्ती महोदय ने कहा कि कपड़े के दाम बहुत बढ़ गये हैं और उन के बारे में बुल करता आहिए। एक साल ही गया, लेकिन अभी तक कपड़े के बारे में सरकार की बोर्ड सकलित नीति, इन्डेप्रेटिड पालिसी, नहीं बदल पाई है। मैंने भुला है कि नियंत्रित कपड़े का अनुपात बढ़ाने की बात बह रही है। लेकिन उम को पांच दम प्रतिवर्ष बढ़ाना में क्या होगा? सरकार गेसा क्या नहीं करती है कि पांचवीं वर्षीय योजना के नहत जो भोंटे और अध्यम भ्रीसी का कपड़ा नियंत्रित दाम से पैदा किया जायेगा, उस का इस्टेमाल देख की जनत करेगी और काइन और सुपरकाइन बपड़ा केवल नियंत्रित के लिए रखा जायेगा?

मैंने इम सदन म पहन भी एक बार कहा था कि मरकार सूकान और ईजिप्ट में बाल लालू बेल्ज साय एंट्रेन राटन भगाती है, लेकिन उसने एक थेसे का नियंत्रण भी नहीं किया। जब अमेरिका जैसा अमेरीक देश एक लालू बेल्ज से सनुट था, जापान केबल दो लालू बेल्ज भगाना था, लेकिन मारा नियंत्रित के लिए। लेकिन इम देश के अमेरीका को अच्छी पालाक पहनाने के लिए मरकार ने 800 रुटोड रुपये की विवेकी मुद्रा जम्ब करके हर साल चार सालू बेल्ज लालू स्टेपल काटन विगत आठ-नीं बच्चों में भगवाई है। अबकाल हा, इन सान नहीं आया। लेकिन इम साल जो 8 दी करांड रुपया बच्चा गया था आप का यह कहना है कि उम या अर्थ-अवस्था पर कोई असर नहीं हुआ? इस 8 दी करांड रुपये से आप फर्डिसाइर भंगाते था और कोई भी ज भंगाते जब आप ने नियंत्रित की बात की है तो मैं आप को एक बात कहना चाहता हूँ। अवेरिका से भी ज भंगाते हैं? कान मे निरापु गया था। यह टीप्र गैस लील औ बहाँ बलामा गवा अवेरिका से भगवान गया था। तिनापु से भोजीकांड था, टीप्र

ऐस चीज़ी । मैं इस को टेबल पर रख रहा हूँ । भाषा देखिए । कला अमेरिका से इन चीजों को बगवाना चाहिए या जिस से उत्पादन बढ़े उन चीजों को बगवाना चाहिए ? मैं अहमवादी और बड़ोदा भी गया था । वहाँ मैंने देखा, लिकेनियं ऐस यिस का स्लेपाल हुआ अमेरिका से उनको बगवाना गया था और देश ब्याल है कि बिहार में भी ४ या ५ सौ गेंग कल जो, लिक्कोटित किए गए थे उन के बारे में भी मुझे टेलीफोन पर पता चला है कि नारा बाल अमेरिका से बगवाना गया था । तो आप अमेरिका से दमन के बारे में जानकारी हासिल करते हैं, दमन के नामान अमेरिका से भगाने हैं ? क्या यही आधार है अमेरिका के माय दोस्ती रखन का या कुछ ऐसी चीजे आप वहाँ में बंगवारामें जिन में उत्पादन बढ़ेगा ?

एक ही बात और कह दूँ मैं खाल करता हूँ । यहाँ बल्ट बैंक की रेप्ट के बारे में १०० हूँ । आप एकदम चूप रहे, जैसे आप का हमशा तरीका होता है क्योंकि आप समझ को तो कुछ समझता ही नहीं, समझ को विश्वास में कर कर कुछ बहस करता, विचारों का प्रादान-प्रादान करता यह तो आप का कभी नरीका होता नहीं, उसका तकनीकी ज्यादा दे कर आप समय काटने का काम करते हैं । इन नरह में काम नहीं चल सकता । बल्ट बैंक को लॉटिंग, मैं पूछता हूँ क्या वह बात सही नहीं है, मैं इसी के आधार पर कहता हूँ, अनाय के बारे में, विदेशी सहायता वे बारे में, कटिलाइजर वे बारे में और तेज़ इत्यादि के बारे में जो बर्तमान स्थिति है उस को देखने कुएँ क्या यह बात सही नहीं है कि उस रिपोर्ट में जिन बातों की चर्चा की थी वह आधा बास्तविकता के करीब है बनिस्तत ज्ञानिंग कमीशन के इस प्राप्त के ? इसलिए मर्यादा बोलने से भारतीय लाल कब से से रहने नगे ? मर्यादा कोई बोलता है तो कहा जाता है कि यह भारत विरोधी है । हम लोग स्थिति को बदलें, बास्तविकता को बदलें । दूसरों पर कीचड़ उठालने के पहले हम सेंगों को अपनी स्थिति में परिवर्तन नान का काम करना चाहिए । इनमा ही मुझे कहना है ।

SHRI NARSINGH NARAIN PANDEY (Gorakhpur): What are you going to do with the tear gas shell? Tomorrow

he may come with a bomb; he is a privileged Member. Why have you allowed him?

MR. DEPUTY-SPEAKER: I have not allowed him to lay it on the Table.

ओं श्रीलं श्रीबी । ऐसे घबरा न जाओ । वह तो बाली है । निर्फ बम बैना देखने में लगा है, बम नहीं है ।

THE MINISTER OF FINANCE (SHRI YASHWANTRAO CHAVAN): This is the fifth day that we have been hearing the very interesting speeches of hon. Members in this House and I must thank them for the very keen interest that they have taken in the Budget that was presented here.

I find from all the speeches that I have been privileged to listen here that practically all the aspects of the Budget, all the aspects of the economy, have been very carefully considered in the Debate.

Naturally, as has always been the reality, the Budget has been receiving criticism from certain sections of the House whereas other sections have approved of the Budget and some of them have given critical support to it.

I would certainly try to deal with some of the general points that were raised in the Debate. Even though I may wish to go into the details of the various points raised by them, it is physically not possible for me to deal with all of them. So, Members would be kind enough to excuse me if I may not be able to deal with those points in detail, but I can certainly assure the House that they will certainly be attended to.

I find that there are two or three lines of criticisms that have been levelled against this budget. The Leader of the Communist Party (Marxist) who initiated the debate has, as expected, described the budget as pro-monopoly, anti-people and reactionary. I said 'as expected', because I could not have expected anything else. Naturally, everything that we decide in

[Shri Yashwantrao Chavan]

always anti-people and "pro-monopolist". According to you, this is the only way in which you can look at the budget. The other Members, Shri Indrajit Gupta, particularly, on behalf of the Communist Party of India described the budget as a theory of surrender—this is a surrender to tax evaders; surrender to big business and a surrender to rural rich. I must say that I do not expect this sort of adjectives that have been used here because, they are not true. They do not stand the test of an examination.

Naturally, all Members have raised a very pertinent point and they wanted to examine this budget so as to see how best that is going to deal with the major problems of our economy today. I may be excused if I were to repeat the arguments that I have made the other day. Whatever may be the basic realities of the economy according to them and also basic realities of the economy according to me. Let us examine how far this budget goes to deal with the problems of inflation, price rise, deficit financing and also the problem which is most important, namely, the economic growth of this country.

This is the test on the basis of which one could certainly say that this budget is useful, or not useful reactionary or progressive or whatever one would like to say.

I would like to make a humble claim that this is a very right way of examining this budget and there is nothing wrong about it. After the budget is introduced, the next day how can you expect a hundred percent solution to the problem of price rise and inflation? That cannot be done. The budget has tried to deal with the problem and, ultimately, you will have to take the economy as a package. The economic situation of a country depends upon political factors and, naturally, depends upon economic and social factors as well. Many factors come into making of an integrated picture of the economy. I can-

not claim that all these problems can be solved quickly. It is true that problems are there—there is inflation; there is price rise; it is accepted that deficit financing is, of course, there. Increased money supply is also the result of inflation. This is a situation for which we will have to find a solution. What is the solution for this? Giving orders only to roll back or stabilise the price is not going to stop this. Inflation is there, deficit financing is there. One has to find out a way for it. We should try to find out the reason why we are going in for deficit financing.

16 hrs.

Shri Madhu Limaye has just mentioned certain figures about deficit financing. I certainly accept the position that during the last four years there was considerable deficit financing. But I would like to say that there might have been still more deficit financing had we not taken some of the important steps that we took during the last four years. Even then, I would like to point out how it was necessary and how we were forced to have deficit financing.

Some hon. Members from my side of the House mentioned that I had the dubious distinction of having created a record in raising resources. I did not know whether I had that distinction or dubious distinction. But the fact is that I did that, and I do not want to deny that. It is better that I myself say this instead of somebody else trying to examine it. In 1971-72, the budget raised Rs. 251 crores, in 1972-73 it raised Rs. 183 crores, in 1973-74 it raised Rs. 290 crores and in the present budget estimates, we have made an attempt to raise Rs. 212 crores. So, the total comes to about Rs. 936 crores.

SHRI MADHU LIMAYE : It is really more.

SHRI K. NARAYANA RAO : That is an index of our progress.

श्री मधु लिमाये : आप ने केंद्रीय बांडनेन्स को नहीं बोला है।

जी यशस्वरात्र चक्राल : मैंने बजट के द्वारा यह रेज किया है, उम्मीद बोटा है।

जी नयु लिम्बे . यही नो बालासी है ।

जी यशस्वरात्र चक्राल : जो कुछ हम कहते हैं वह बालासी है और आप जो कहते हैं वह होलिदारी है ।

जी ब्रह्म विहारी बालदेवी (व्याख्या) : होलिदारी और बालासी एक ही बात है ।

जी यशस्वरात्र चक्राल : आप हिन्दी के विदाम हैं, आप सोचिये हम के बारे में ।

जी राम यशस्वरात्र चक्राल विन मवी को चतुर होना बाबस्तक है ।

जी यशस्वरात्र चक्राल फर्क नो बोटा है ही ।

In addition to this, I would like to say that we made the borrowing programme very substantial. For example, in 1972-74 the average that we raise as public borrowing was about Rs. 415 crores; it was average for three years. The total borrowing programme including that of the Centre, the States and such other public sector agencies as the State Electricity Board has gone up from Rs. 480 crores in 1970 to Rs. 1020 crores in 1973-74. I do not want to burden the House with all these details. What I am trying to point out is that despite all these efforts at raising public money and public borrowing and also raising resources, we had to resort to deficit financing, even though we wanted through the budget estimates to reduce it as far as possible. In 1971-72, the actual deficit financing was Rs. 521 crores, in 1972-73 it was Rs. 882 crores, and in 1973-74 it was Rs. 630 crores, and during the three years, it comes to nearly Rs. 1752 crores. But it is much more important to know why it was that we had to resort to deficit financing. From the figures that I have got, the most important items on which we had to resort to deficit financing during these three years were : refugee relief, defence, natural calamities—in one year, it was Rs. 220 crores, in another year it was Rs. 145 crores and in the third year

it was Rs. 40 crores—and then pay revision which is Rs. 236 crores in this year, and dearness allowance accounting for Rs. 100 crores, and food subsidy to the extent of Rs. 121 crores additional to what we have provided for in the budget. I am merely reading out the headlines for these items which forced us to resort to deficit financing.

Merely because we have provided certain smaller amounts in the budget, could we have said 'No' in the case of refugee relief or defence or natural calamities or pay revision or dearness allowance ? Ultimately, the Government has to face and I think the Parliament has to face and the country has to face the situation as it emerges. We just cannot order the actual life to go along the path that we have indicated in the budget. Certain situations arise, and we have to meet the situations. Therefore, one should see the deficit financing in that perspective. This seems to be the reality of the situation during the last three or four years. The point is how we are going to meet this situation. Ultimately it comes to this question only. My own answer, as far as this budget is concerned, is that we can meet all these difficult situations of deficit financing and money supply. It was said that money supply is more because there is more of government spending. Conceded. But I have explained to you why Government had to spend more. Naturally, when it becomes dangerous, the proportion of money supply, when there is no relationship between production and money supply—you cannot hold money supply as such responsible—when money supply is not in proportion to the rise in production, rate of production, certainly it becomes unbalanced, certainly it becomes a dangerous position.

So ultimately it comes to this position that unless we strengthen the forces of production, unless we strengthen the process of growth in the economy of the country, these problems cannot be dealt with effectively. This is the basic answer to this question. Even if we go on repeating the problems and trying to apportion blame on each other, a solution cannot be found.

[Shri Yashwantrao Chavan]

The basic solution to the problem is to find out which are the areas which need to be supported, strengthened, planned properly and implemented properly to see that there is more growth. It is very well known which are the areas where we need to do these things. I would like to claim that in this budget we have done this in regard to the core sector of the economy. If you read again Part A of my speech, you will find that in the case of agriculture, steel, power, irrigation, which are the most important areas of growth in the economy, we have made sufficient provision in this particular matter. If you want, I can certainly go into some of the details of it.

I was surprised at an argument in the speech of my hon. friend, Shri Surendra Mohanty. If I may quote him, he said :

"Is the budget growth-oriented ? Long-term objectives have been given precedence over the concern for the immediate problems. Therefore, the plan investment from the actual level of Rs. 4,171 crores in 1973-74 has been pushed up to Rs. 4,769 crores."

I was expecting some better argument than this. If at all you are going to plan, planning means precedence to long-term objectives over the immediate needs.

I was very pleased to listen to the remark made by Shri Piloo Mody the other day, not in the discussion of the budget but while he was asking a question regarding drawals from IMF. When we said that we are withdrawing certain funds from IMF, he asked : here are you going to make use of it ? Are you going to use it for consumption purposes or are you going to use it in investments which will give us growth ? It was a very pertinent point. I appreciated that point. I would like to say that when we are making provisions in the budget, we have to think in terms of growth. It means you have to select some areas where you can utilise or invest those monies in the sense that it would lead to

growth in the country. These are the basic areas. These are the areas where we have to bring about growth.

I, therefore, claim that this budget has certainly made a reasonable effort to see that the growth forces, the production forces, of the economy are strengthened.

भी विभूति विव (मोतिहारी) विवाह आप द्वारा
मे देते हैं, उस का ठीक से शुद्धिलाइजेशन होता है आ
नहीं। उतना योव होता है या नहीं, इस को कौन
देखेगा ? हार माल हम यही बनते हैं। 120 करोड़
रुपया यथक मे दिया, 3 नाव एकड़ मे सिवार्द
होती है — ऐसा कहा गया ?

भी विवाह राव अन्धार : मैं आप को इस के
बारे मे बनाऊगा।

I was trying to make the point that as far as the basic outlays of the budget are concerned, they are production-oriented. they are growth-oriented. It is in this sense that I say that this budget is certainly trying to deal with the problems and the basic questions of inflation and deficit financing.

The other question is about the taxation proposals. Some members have approved of them, some have not, some have found fault with them. In these proposals, I have been guided by certain principles that we have also laid down. I would like to read again a part of the speech that I made in 1971 in which, I had indicated, myself, certain broad principles. The first principle is that the tax structure must be simplified and rationalised in such a way that the burden of assessment for the assessee as well as the tax collector and the opportunity for evasion are minimised. Secondly, the overall burden of tax must be distributed among different sections of the community in such a manner that in the process there is appreciable scaling down of the concentration of economic power and reduction of inequalities in income levels. Thirdly, the incidence of fresh impost should not as far as possible disturb the general level of prices of essential goods.

These are the general principles. Whatever taxation efforts have been made in this budget have been made on the basis of these principles.

There are two types of tax efforts—direct taxes and indirect taxes. My claim is that the relief which has been given is investment oriented.

Shri Madhu Limaye raised the question whether the tax payers in this country have become honest enough to take advantage of this and to make investment, implying that everybody in this country, at least these tax payers in higher brackets, has become so dishonest that he has gone beyond the scope of any correction or redemption. I am not so pessimistic about it. I quite agree that there are hard boiled tax evaders and it is difficult to reform them. But there are some new people who are coming into these brackets, younger generation: I have hope in them. They are equally concerned with the national economy.

SHRI R. S. PANDEY : At least the salaried people are 100 per cent honest.

SHRI YESHWANTRAO CHAVAN : We have given them relief...*(Interruption)*. If he feels he can give certain proposals, he is welcome to do that and they will be considered. This relief is given practically all along the line, small, middle and the higher income.

SHRI ATAL BIHARI VAJPAYEE : The relief is not even.

SHRI YESHWANTRAO CHAVAN : That can be argued and replied to. It can be explained also. That is a different matter. But this type of relief in direct taxes is meant for investment. It is not going to be used for further consumption, and therefore the taxation proposals that are made here are of a non-inflationary nature.

SHRI MADHU LIMAYE : You have not related it to investment.

SHRI YESHWANTRAO CHAVAN : The relief is such that a man who gets it will be inclined to invest it.

SHRI VASANT SATHE (Akola) : Unless you say that, if he invests, he would get certain relief it would not be automatically invested.

SHRI YESHWANTRAO CHAVAN : I do not know whether you are a lawyer unless you indicate certain incentives for investment. A man will not invest is a proposition which I am not prepared to accept. A man who legally saves certain money, what will he use it for? Ostentatious consumption? He will not. My expectation is that he will not do so. If he has got illegal money or unaccounted money, he cannot invest it and he is bound to resort to ostentatious consumption. But if a man saves money legally he will be interested in investing it in long term deposits in the Bank: he can invest it in units or in small industry or in some other industry. So it is a saving which is bound to be invested.

SHRI SAMAR MUKHERJEE (Howrah) : He will invest it for cornering foodgrains and other essential commodities.

SHRI YESHWANTRAO CHAVAN : I am not inclined to agree with you, when you say that whatever investments are made are for anti-social purposes.

The indirect taxes have been based on certain selectivity approach. A large majority of members had accepted them. They are well selected and they are not commodities of mass consumption.

SHRI ATAL BIHARI VAJPAYEE : What about the post-card?

SHRI R. S. PANDEY : Less love letters.

SHRI YESHWANTRAO CHAVAN : I am not an expert on that matter. Possibly you can give an opinion on that*(Interruption)*.

Therefore, my claim is that the taxation proposals in their very nature, are not inflationary. Some hon. Members have said

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that this Budget has completely by-passed problems of inflation and problems of growth. This is not true. It has directly dealt with these problems.

Sir, I, certainly will be able to give information about Plan outlays. Some Members did make that point whether our claim of helping growth is consistent with our Plan outlays. Certainly, I would like to claim that this is according to the Plan provisions indicated therein.

I would now like to pass on to some other important areas of economy; mentioned by hon. Members.

SHRI SAMAR GUHA (Contd.): What is the rationale behind imposition of excise duty on tooth paste and increase in the price of post-card?

SHRI YESHWANTRAO CHAVAN : I have explained it. I thought you might have read this in the newspapers this morning. I do not want to repeat the same thing. But, I am expected to give the rationale behind this. I have to give the rationale. we have discussed this many times on the floor of this House. This is one of the industries, which is making huge profits. Your point is that the excise duty will be passed on to the consumer. Possibly, it will. Normally, these people try to do that, and they will do that. I do not know--possibly they will try to do that. That is no reason why we should not impose excise duty. Certainly, they will also think about the possibility of consumer resistance to such things. If there is consumer resistance, I would certainly welcome that because people in this particular industry are making very huge profits. We cannot allow this to go on. One can say that their profits should be taxed, which is being done. Not that they are exempted from taxation.

SHRI SAMAR GUHA : What about post-card?

SHRI PILOO MODY (Godhra): If you nationalise the tooth paste industry and de-nationalise banks, it will be alright.

SHRI YESHWANTRAO CHAVAN : What a heavy bargain you are trying to make!

Sir, Mr. Samar Guha is constantly asking about the post-card. The Telegraphs and Postal Department have got their own problems. This is a service which, certainly, is meant for the people. But, it has become a costlier service. Every year, they are incurring loss.....

SHRI PILOO MODY : and very inefficient.

SHRI YESHWANTRAO CHAVAN : These commercial departments have to become self-sufficient. They must be able to increase their own resources and utilise them for further development.

SHRI H. M. PATEL : Not a commercial department, but, a social service department.

SHRI YESHWANTRAO CHAVAN : Even then, it has to find resources for its development. You cannot forget that. I considered this question of reducing the postal rates. I discussed this matter with the Minister of Communications. There were some suggestions in this regard. But, it becomes rather very difficult to accept them. When we increase the price of other articles, for example, the inland letter card, which has gone up from fifteen paise to twenty paise, if we keep down the price of the post-card where it was, there will be more incentives for the people to make use of post-cards than inland letter cards.

SHRI ATAI BIHARI VAJPAYRE : In the case of the post-card, the increase is 50%. This is too high.

SHRI YESHWANTRAO CHAVAN : You should not go by percentages. The base is smaller, and therefore, the percentage looks a little higher. This is a simple thing. Let us not consider this in terms of percentages.

SHRI VASANT SATHE : You can give concession, as far as post-card is concerned.

SHRI YESHWANTRAO CHAVAN: As you know, I have still to cover a gap of Rs. 125 crores.

SHRI VASANT SATHE: You can tax some other luxury items.

SHRI YESHWANTRAO CHAVAN: I was saying that I shall pass on to certain specific subjects mentioned by hon. Members. Most important of these is black money.

It has been constantly mentioned in the debates, in Question Hour, calling attention notices, etc. Even in this debate, many people said that I have not dealt with the problem of black money. It is true that I have not used the term 'black money' as such. But most important measures have been taken to deal with this problem. I would like to tell the House how we look at this problem. Ultimately, what is black money? It is unaccounted money, which is the result of tax evasion. If we are to deal with this problem of unaccounted money, we will have to find out what is the genesis of it and what are the mechanics of creating it. One will have to deal with it fundamentally. Our approach is that the problem of black money can be dealt with only if we try to meet successfully the problem of tax evasion. Of course, there is another aspect of it. The shortages of commodities is also responsible for creating black money. We will have to deal with the problem of producing on a mass scale the commodities of mass consumption. I think this problem has been very carefully examined by the Planning Commission. They are considering a certain report. When their report comes out, we will have to take decisions about encouraging mass production of all these essential commodities and also proper distribution of those commodities. That will take care of the problem of price rise as well.

About tax evasion, it can be dealt with in two or three ways. What are the remedies suggested so far? The remedies suggested so far are, we must deal with the problem of agricultural income, which

is being made use of for tax evasion. Secondly, it was suggested that black money is being invested in certain properties.

AN. HON. MEMBER: What about contributions to election funds?

SHRI YESHWANTRAO CHAVAN: You have also fought elections and we have also fought elections.

Some people are speaking as if we have not done anything about the problem. We passed a law in 1972 to deal with the problem of transfer of under-valued properties. The Bill was introduced in 1972. It went to the Select Committee and passed through the various stages. That Bill has provided a certain time 'ug'. The whole process has started now. Under that Act, when the properties are transferred, they are registered and every registered deed is examined by the income-tax department. According to the test laid down in the Act, when they find that there is reason to believe that a certain property has been under-valued at the time of transfer, they are supposed to start action. In the last few months, they have issued notices to 3669 persons in all the important cities. There is a long list of them. Of course, the law has provided certain procedures in this matter. They have to give notice. The man gives his reply and it is examined. They are supposed to produce certain evidence. After that, the income-tax officer is supposed to pass an order. So far orders have been passed only in 20 cases, but their total value comes to more than Rs. 25 lakhs. I am sure as time proceeds, this will accelerate further.

Coming to the question of agricultural income, there is always a complaint and a very right complaint as to what we are doing about taxing the agricultural sector. The Raj Committee had made certain recommendations. We accepted the most important of the recommendations, which concerned the Central Government.

Those people who have non-agricultural income, if they have agricultural income,

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the two incomes should be clubbed and they should be taken into account together. We accepted this suggestion in the last budget. I am sure this is one of the sources of evasion of taxes which has been plugged in a way.

Then there is the question of creating fear in the mind of the tax evader. As hon. Members know, particularly those who are Members of the Select Committee, this Bill is under consideration by the Select Committee for more than a year. They have gone to the different cities of the country and taken evidence

SHRI MADHU LIMAYE : Of the tax-evaders?

SHRI YESHWANTRAO CHAVAN : I am sure when this Bill becomes law, it will certainly be a harsh and very severe law. Those who take the risk of evading taxes will certainly be treated more severely than criminals, because, in the present context of things, we have a tendency in our country to treat economic offences as fashionable offences and so richer people can get away with these things. In the new Act we are making economic offence a more serious offence so that the culprits will be punished pretty severely under the law.

At the same time, it was necessary to find out what other things can be done. There was an incentive for tax evasion, namely, economic incentive at least this was what was talked about. We did not want to give any scope for any argument on that line. So, we considered the Report of the Wanchoo Committee on this matter and decided to accept this recommendation. Let us see what the effect of it is.

So, the problem of black money has been attacked from all sides. Of course, one very constant question is: what about demonetisation? As I said before, which I would like to say again, Government do not intend resorting to demonetisation, because it is not one of the permanent methods of dealing with this problem.

What we can do continually, permanently, basically and fundamentally is being done and whatever requires to be done will be done in future.

SHRI P. K. DEO (Kalahandi) : What is being done?

SHRI YESHWANTRAO CHAVAN : This is like hearing the Ramayana for the whole night and then asking what is the relationship between Sita and Rama.

SHRI PILOO MODY : How can you talk about black money without talking about the election fund?

SHRI YESHWANTRAO CHAVAN : I am talking about what we have done and what we are going to do. You have only to talk.

SHRI PILOO MODY : I know that you are dealing with both black money and election fund.

SHRI YESHWANTRAO CHAVAN : If you are serious about this point, certainly we can discuss it some time. I can discuss it with Shri Limaye too.

SHRI SURENDRA MOHANTY (Kendrapara) : What is the tax arrears of Shri Mundhra since 1965?

SHRI YESHWANTRAO CHAVAN : If you put a question, I will answer it.

AN HON. MEMBER : What about Biju Patnaik?

SHRI YESHWANTRAO CHAVAN : You can better ask him.

SHRI PILOO MODY : Does it mean that you will ask Mr. Mundhra and Shri Mohanty will ask Mr. Patnaik and thus parcel out black money?

SHRI YESHWANTRAO CHAVAN : If I want that information, there is no necessity for me to ask him.

Coming to tax arrears, I would like to say that during the last three years we have made very serious efforts for attack-

ing this problem. While on 31st March 1972 the amount outstanding was Rs. 805 crores, on the 31st December 1973, after one year and nine months, it has come to Rs. 714 crores, which means that more than Rs. 100 crores of these arrears have been recovered.

As on 31st March, 1973, there were 660 cases where gross arrears exceeded Rs. 10 lakhs in each case. The comparative position of these cases, as on 31st December, 1973 is that the number has become 626. I am only indicating the trend of the effort that we are making in this matter.

Then, the hon. Member, Shri Indrajit Gupta, asked me a question as to what we are doing about perquisites and he wanted to know exactly what steps we are taking about it. There are two aspects of this matter. One is regarding the valuation of the perquisites and the other is, how far lavish these perquisites are enjoyed by the employees and reflected in their income.

So far as the first aspect is concerned, the valuation of the perquisites has been modified. In the case of free accommodation, at present, it is 10 per cent of the employees' salary and now it will be 12 per cent. In the case of free furnished accommodation, it has been raised from 12-1/2 per cent to 15 per cent. In the case of motor car provided by the employer, it is Rs. 300 per month as against Rs. 150/- per month. In the case of big motor car, it is Rs. 400 per month as against Rs. 250 per month. In the case of where motor car is owned and hired by the employer but running and maintenance expenses are borne by the employee, it is Rs. 100 as against Rs. 60 per month. In the case of big motor car, it is Rs. 150 as against Rs. 100 per month.

As far as the other aspect is concerned, after making certain studies, we have found that unless the assessments of the Companies are correlated with the assessments

of the Directors and highly paid employees, it will not be possible to ensure that the deterrent provisions which are provided in the Act are implemented. We have, therefore, decided to create special cells for centralisation of cases of Companies, Directors and their senior executives. In pursuance thereof, necessary instructions were issued to the Commissioner of Income-Tax in July, 1973 for centralisation of such cases.

Recently, a study was undertaken and it was revealed that substantial additions have been on account of perquisites allowed by the Companies in the assessments of Directors and senior executives as well as the Companies. With the release of additional staff which used to do routine work of finalising the assessments of salaried employees getting an annual income of Rs 18,000, it will be possible for us to concentrate on such cases so as to get better results in future.

One question that is constantly asked is as to how far the deficit financing that I have provided for in the Budget, that is Rs. 125 crores, is realistic. I would like to say that as far as the assessment of the present situation is concerned, it is realistic. But, at the same time, I cannot guarantee that there will not arise occasions for additional expenditure as we proceed in the year. Our effort will be to see that we try to contain the present gap as it exists.

Shri Atal Bihari Vajpayee has raised two or three points and I certainly would like to say, if I can, something about those points. He has asked whether the money that we will get as a result of Russian deal, by way of sale of Russian wheat here, is mentioned somewhere or not. This is one of the points that he made. The other point that he made was that there was less and less provision for minimum needs programme including provision for drought-prone areas.

As far as Russian wheat is concerned, I would like to point out to him that this

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is mentioned in the Explanatory Memorandum on page 58, paragraph 45, under 'Other items (Net)'. I will read it out:

"The estimates here show the net effect of transactions occurring under sundry deposits, suspense, remittances, etc. heads not dealt with earlier. The Revised includes credit of Rs. 741.40 crores on account of U.S. rupee balances deposited with the Government of India in the Public Account as non-interest bearing deposits. The next Budget includes credit of Rs. 200 crores from sale proceeds of two million tonnes of wheat loaned by the USSR."

He had mentioned it in such a way as if we were trying to put it under carpet and get away with it. It is mentioned in the Budget.

About the provision for drought-prone areas programme, he said that only Rs. 6.3 crores had been allotted for this programme this year. I think he was not properly informed by his adviser. According to the Budget Estimates for 1974-75, it is Rs. 22 crores. It is somewhat lesser than what we provided last year, but it is Rs. 22 crores and not Rs. 6 crores as he thinks.

About minimum needs programme, a provision of about Rs. 200 crores has been made in the State Plans for 1974-75 under the minimum needs programme for social and community services. After transfer of some of these services to the State sector, to the States' account, the provision in the Central Plan for 1974-75 will compare very favourably with the last year's provision also on this particular point of minimum needs programme.

I am mentioning some of these detailed things because some detailed points were raised by hon. members.

My friend, Shri Dinesh Singh, who is not present now, had raised the question of performance of the public sector. I certainly would like to let him know that, as far as public sector is concerned, it is

showing some good signs. (*Interruptions*) It is turning the corner; there is no doubt about it.

SHRI PILOO MODY: It depends on where the corner is.

SHRI YESHWANTRAO CHAVAN: In the case of public sector, I would like to mention to him, the Planning Commission has appointed a Group which is going into the examination of the functioning of the public sector thing, and I must say that this Group has certainly done a very good piece of work; they have certainly found out the areas which need our special attention; they have certainly given some sort of a new impetus to the working of the public sector thing. In the case of public sector, their planning for the next year appears to be very encouraging; the way they are going to produce more and the likely profit they are going to make, I would like to say that this year, 1974-75, will be a very important year in the life of public sector undertakings as such; this is a most important area whose growth and whose vitality we as a nation are interested in.

One of the four constructive suggestions that Shri Piloo Mody made was: get rid of the public sector. Look at the way he looks at the economy. A very important suggestion as a result of his speech was: get rid of this and reduce the tax! Of course, he made two very important suggestions. Spend more on the rural sector. That is what we are planning to do. Spend more on agriculture. That we have been doing. He asked me to read some article of Shri Giri Lal Jain. I would like to tell him that agriculture has always been a very important sector in all our planning and it will continue to be so. Naturally, we will select those areas where it will give strength to our economy as a whole and that we will certainly try to do.

As far as the public sector is concerned, I think I have given certain facts.

Shri Dinesh Singh also mentioned about exports. As far as exports are concerned, I would like to point out to him that we

have concentrated our efforts on exports this year. Our exports are going to be the major area in which we will try to find a solution for our problem of balance of payments particularly, as a result of the rise in the prices of crude oil and other important items like fertilisers and steel. Our major answer will have to be found in an increase in our exports and a strategy is being worked out. The Commerce Ministry and the Planning Commission are looking into the matter and I have every confidence that they will certainly work out a programme which will help us increase our foreign exchange income. These are some of the major points I could deal with in reply to the debate here.

As far as I see, the problem is full of difficulties. I do not want to take a complacent view of the matter. There is certainly, as I said, a very challenging situation in the country. As a matter of fact, for the last four years, it has been a continuous period of difficulties and challenges but with faith in ourselves as a nation, we can certainly overcome these problems successfully.

Sir, I have done

16.43 hrs.

DEMANDS FOR GRANTS ON ACCOUNT (GENERAL), 1974-75

MR. DEPUTY SPEAKER · Now, I will put the Demands for Grants on Account (General), 1974-75 to the vote of the House.

Now, the question is :

· That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the order paper, be granted to the President, *on account* for or towards defraying the charges during the

year ending on the 31st day of March, 1975, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 106.*

The motion was adopted.

[The Motions for Demands for Grants on account (General), 1974-75 which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND NO. 1—Department of Agriculture.

· That a sum not exceeding Rs. 27,20,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Agriculture'.

DEMAND NO. 2—Department of Agricultural Research and Education.

· That a sum not exceeding Rs. 1,30,000 on Revenue Account be granted to the president, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Agricultural Research and Education'.

DEMAND NO. 3—Agriculture

· That a sum not exceeding Rs. 13,04,65,000 on Revenue Account and not exceeding Rs. 61,32,08,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending the 31st day of March, 1975 in respect of 'Agriculture'.

DEMAND NO. 4—Fisheries

· That a sum not exceeding Rs. 1,23,59,000 on Revenue Account and not exceeding Rs. 21,30,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Fisheries'.

* Moved with the recommendation of the President.

DEMAND NO. 5—Animal Husbandry and Dairy Development

"That a sum not exceeding Rs. 5,28,22,000 on Revenue Account and not exceeding Rs. 48,07,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Animal Husbandry and Dairy Development'."

DEMAND NO. 6—Forest

"That a sum not exceeding Rs. 1,49,80,000 on Revenue Account and not exceeding Rs. 9,17,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Forest'."

DEMAND NO. 7—Payments to Indian Council of Agricultural Research

"That a sum not exceeding Rs. 5,82,36,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Payments to Indian Council of Agricultural Research'."

DEMAND NO. 8—Department of Food

"That a sum not exceeding Rs. 20,02,46,000 on Revenue Account and not exceeding Rs. 2,19,97,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Food'."

DEMAND NO. 9—Department of Community Development

"That a sum not exceeding Rs. 4,93,08,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Community Development'."

DEMAND NO. 10—Department of Co-operation

"That a sum not exceeding Rs. 1,10,73,000 on Revenue Account and not exceeding Rs. 3,51,87,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Cooperation'."

DEMAND NO. 11—Ministry of Commerce

"That a sum not exceeding Rs. 18,10,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Commerce'."

DEMAND NO. 12—Foreign Trade and Export Production

"That a sum not exceeding Rs. 28,07,02,000 on Revenue Account and not exceeding Rs. 32,50,58,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Foreign Trade and Export Production'."

DEMAND NO. 13—Ministry of Communications

"That a sum not exceeding Rs. 13,35,000 on Revenue Account and not exceeding Rs. 45,83,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Communications'."

DEMAND NO. 14—Overseas Communications Service

"That a sum not exceeding Rs. 14,14,000 on Revenue Account and not exceeding Rs. 63,33,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the

year ending on the 31st day of March, 1975 in respect of 'Overseas Communications Service'."

DEMAND NO. 15—Posts and Telegraphs—Working Expenses

"That a sum not exceeding Rs. 62,44,34,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Posts and Telegraphs—Working Expenses'."

DEMAND NO. 16—Posts and Telegraphs—Dividend to General Revenues, Appropriations to Revenue Funds and Repayment of Loans from General Revenues

"That a sum not exceeding Rs. 13,89,10,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Posts and Telegraphs—Dividend to General Revenues, Appropriations to Reserve Funds and Repayment of Loans from General Revenues'."

DEMAND NO. 17—Capital Outlay on Posts and Telegraphs

"That a sum not exceeding Rs. 24,73,83,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Capital Outlay on Posts and Telegraphs'."

DEMAND NO. 18—Ministry of Defence

"That a sum not exceeding Rs. 24,88,000 on Revenue Account and not exceeding Rs. 4,18,87,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Defence'."

DEMAND NO. 19—Defence Services—Army

"That a sum not exceeding Rs. 2,06,40,44,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Defence Services—Army'."

DEMAND NO. 20—Defence Services—Navy

"That a sum not exceeding Rs. 18,23,40,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Defence Services—Navy'."

DEMAND NO. 21—Defence Services—Air Force

"That a sum not exceeding Rs. 63,81,66,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Defence Services—Air Force'."

DEMAND NO. 22—Defence Services—Pensions

"That a sum not exceeding Rs. 12,75,17,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Defence Services—Pensions'."

DEMAND NO. 23—Capital Outlay on Defence Services

"That a sum not exceeding Rs. 39,47,88,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Capital Outlay on Defence Services'."

DEMAND NO. 24—Department of Education.

"That a sum not exceeding Rs. 19,73,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Education'."

DEMAND NO. 25—Education.

"That a sum not exceeding Rs. 17,89,52,000 on Revenue Account and not exceeding Rs. 10,99,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Education'."

DEMAND NO. 26—Department of Social Welfare.

"That a sum not exceeding Rs. 3,46,79,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Social Welfare'."

DEMAND NO. 27—Ministry of External Affairs.

"That a sum not exceeding Rs. 12,52,61,000 on Revenue Account and not exceeding Rs. 5,20,00,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of External Affairs'."

DEMAND NO. 28—Ministry of Finance

"That a sum not exceeding Rs. 4,10,56,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Finance'."

DEMAND NO. 29—Customs.

"That a sum not exceeding Rs. 2,94,23,000 on Revenue Account be

granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Customs'."

DEMAND NO. 30—Union Excise Duties.

"That a sum not exceeding Rs. 4,72,31,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Union Excise Duties'."

DEMAND NO. 31—Taxes on Income, Estate Duty, Wealth Tax and Gift Tax.

"That a sum not exceeding Rs. 5,23,89,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Taxes on Income, Estate Duty, Wealth Tax and Gift Tax'."

DEMAND NO. 32—Stamps.

"That a sum not exceeding Rs. 1,03,75,000 on Revenue Account and not exceeding Rs. 11,94,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Stamps'."

DEMAND NO. 33—Audit.

"That a sum not exceeding Rs. 8,70,83,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Audit'."

DEMAND NO. 34—Currency, Coinage and Mint.

"That a sum not exceeding Rs. 5,15,86,000 on Revenue Account and not exceeding Rs. 2,82,22,000 on Capital Account be granted to the President, *on*

account, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Currency, Coinage and Mint'."

DEMAND NO. 35—Pensions.

"That a sum not exceeding Rs. 5,00,90,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Pensions'."

DEMAND NO. 36—Opium and Alkaloid Factories'."

"That a sum not exceeding Rs. 10,33,45,000 on Revenue Account and not exceeding Rs. 10,75,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Opium and Alkaloid Factories'."

DEMAND NO. 37—Transfers to State and Union Territory Governments.

"That a sum not exceeding Rs. 41,73,97,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Transfers to State and Union Territory Governments'."

DEMAND NO. 38—Other Expenditure of the Ministry of Finance

"That a sum not exceeding Rs. 32,48,73,000 on Revenue Account and not exceeding Rs. 40,94,55,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Other Expenditure of the Ministry of Finance'."

DEMAND NO. 39—I loans to Government Servants, etc.

"That a sum not exceeding Rs. 10,48,65,000 on Capital Account be granted to the President, *on account*, for

or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Loans to Government Servants, etc.'."

DEMAND NO. 40—Ministry of Health and Family Planning.

"That a sum not exceeding Rs. 9,19,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Health and Family Planning'."

DEMAND NO. 41—Medical and Public Health.

"That a sum not exceeding Rs. 9,66,52,000 on Revenue Account and not exceeding Rs. 3,91,85,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Medical and Public Health'."

DEMAND NO. 42—Family Planning.

"That a sum not exceeding Rs. 9,67,88,000 on Revenue Account and not exceeding Rs. 3,33,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Family Planning'."

DEMAND NO. 43—Ministry of Heavy Industry.

"That a sum not exceeding Rs. 4,80,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Heavy Industry'."

DEMAND NO. 44—Heavy Industries

"That a sum not exceeding Rs. 86,16,000 on Revenue Account and not exceeding Rs. 5,35,18,000 on Capital Account be granted to the President, *on account*, for

or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Heavy Industries'."

DEMAND NO. 45—Ministry of Home Affairs

"That a sum not exceeding Rs. 34,59,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Home Affairs'."

DEMAND NO. 46—Cabinet

"That a sum not exceeding Rs. 17,69,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Cabinet'."

DEMAND NO. 47—Department of Personnel and Administrative Reforms

"That a sum not exceeding Rs. 92,69,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March 1975 in respect of 'Department of Personnel and Administrative Reforms'."

DEMAND NO. 48—Police

"That a sum not exceeding Rs. 26,69,06,000 on Revenue Account and not exceeding Rs. 45,83,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Police'."

DEMAND NO. 49—Census

"That a sum not exceeding Rs. 57,70,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Census'."

DEMAND NO. 50—Other Expenditure of the Ministry of Home Affairs

"That a sum not exceeding Rs. 12,98,38,000 on Revenue Account and not exceeding Rs. 2,83,27,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Other Expenditure of the Ministry of Home Affairs'."

DEMAND NO. 51—Delhi

"That a sum not exceeding Rs. 14,40,88,000 on Revenue Account and not exceeding Rs. 5,66,12,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Delhi'."

DEMAND NO. 52—Chandigarh

"That a sum not exceeding Rs. 1,78,76,000 on Revenue Account and not exceeding Rs. 73,93,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Chandigarh'."

DEMAND NO. 53—Andaman and Nicobar Islands

"That a sum not exceeding Rs. 2,79,76,000 on Revenue Account and not exceeding Rs. 1,19,12,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Andaman and Nicobar Islands'."

DEMAND NO. 54—Arunachal Pradesh

"That a sum not exceeding Rs. 3,30,19,000 on Revenue Account and not exceeding Rs. 1,40,66,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Arunachal Pradesh'."

DEMAND NO. 55—Dadra and Nagar
Haveli

"That a sum not exceeding Rs. 16,48,000 on Revenue Account and not exceeding Rs. 21,58,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Dadra and Nagar Haveli'."

DEMAND NO. 56—Lakshadweep

"That a sum not exceeding Rs. 43,12,000 on Revenue Account and not exceeding Rs. 13,31,000 on Capital Account be granted to the President, *on account* for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Lakshadweep'."

DEMAND NO. 57—Ministry of Industrial
Development

"That a sum not exceeding Rs. 38,85,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March 1975 in respect of 'Ministry of Industrial Development'."

DEMAND NO. 58—Industries

"That a sum not exceeding Rs. 81,51,000 on Revenue Account and not exceeding Rs. 7,05,47,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Industries'."

DEMAND NO. 59—Village and Small
Industries

"That a sum not exceeding Rs. 4,70,57,000 on Revenue Account and not exceeding Rs. 8,81,78,000 on Capital Account be granted to the President, *on account*, for or towards defraving the charges during the year ending on the 31st day of March, 1975 in respect of 'Village and Small Industries'."

DEMAND NO. 60—Ministry of Informa-
tion and Broadcasting

"That a sum not exceeding Rs. 5,33,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Information and Broadcasting'."

DEMAND NO. 61—Information and
Publicity

"That a sum not exceeding Rs. 1,99,77,000 on Revenue Account and not exceeding Rs. 34,58,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Information and Publicity'."

DEMAND NO. 62—Broadcasting

"That a sum not exceeding Rs. 3,39,94,000 on Revenue Account and not exceeding Rs. 2,93,67,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Broadcasting'."

DEMAND NO. 63—Ministry of Irrigation
and Power

"That a sum not exceeding Rs. 75,61,000 on Revenue Account and not exceeding Rs. 1,19,33,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of "Ministry of Irrigation and Power".

DEMAND NO. 64—Water and Power
Development

"That a sum not exceeding Rs. 1,93,69,000 on Revenue Account and not exceeding Rs. 30,75,000 on Capital Account be granted to the President, *on*

account, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Water and Power Development'."

DEMAND NO. 65—Power Schemes

"That a sum not exceeding Rs. 1,85,99,000 on Revenue Account and not exceeding Rs. 11,70,29,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Power Schemes'."

DEMAND NO. 66—Ministry of Labour

"That a sum not exceeding Rs. 9,20,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Labour'."

DEMAND NO. 67—Labour and Employment.

"That a sum not exceeding Rs. 4,90,42,000 on Revenue Account and not exceeding Rs. 33,76,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Labour and Employment'."

DEMAND NO. 68—Ministry of Law, Justice and Company Affairs.

"That a sum not exceeding Rs. 1,20,87,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Law, Justice and Company Affairs'."

DEMAND NO. 69—Administration of Justice.

"That a sum not exceeding Rs. 3,81,000 on Revenue Account be granted to the President, *on account*, for

or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Administration of Justice'."

DEMAND NO. 70—Ministry of Petroleum and Chemicals.

"That a sum not exceeding Rs. 11,72,000 on Revenue Account and not exceeding Rs. 41,59,53,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Petroleum and Chemicals'."

DEMAND NO. 71—Ministry of Planning.

"That a sum not exceeding Rs. 1,92,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Planning'."

DEMAND NO. 72—Statistics.

"That a sum not exceeding Rs. 1,44,85,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Statistics'."

DEMAND NO. 73—Planning Commission.

"That a sum not exceeding Rs. 52,58,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Planning Commission'."

DEMAND NO. 74—Ministry of Shipping and Transport.

"That a sum not exceeding Rs. 31,62,000 on Revenue Account be granted to the President, *on account*, for

or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Shipping and Transport'."

DEMAND NO. 75—Roads.

"That a sum not exceeding Rs. 10,29,35,000 on Revenue Account and not exceeding Rs 11,23,72,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Roads' "

DEMAND NO. 76—Ports, Light Houses and Shipping

"That a sum not exceeding Rs. 2,27,30,000 on Revenue Account and not exceeding Rs 30,27,51,000 on Capital Account be granted to the President *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ports, Light Houses and Shipping' "

DEMAND NO 77—Road and Inland water Transport

"That a sum not exceeding Rs 17,23,000 on Revenue Account and not exceeding Rs 2,54,02,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Road and Inland water Transport' "

DEMAND NO 78—Department of Steel

"That a sum not exceeding Rs 4,17,03,000 on Revenue Account and not exceeding Rs. 26,78,14,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Steel'."

DEMAND NO 79—Department of Mines

"That a sum not exceeding Rs. 5,52,000 on Revenue Account be granted to the President, *on account*, for

or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Mines'."

DEMAND NO 80—Mines and Minerals.

"That a sum not exceeding Rs. 5,54,62,000 on Revenue Account and not exceeding Rs. 48,11,93,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Mines and Minerals' "

DEMAND NO 81—Department of Supply

"That a sum not exceeding Rs 3,46,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Supply' "

DEMAND NO 82—Supplies and Disposals

"That a sum not exceeding Rs 1,25,11,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Supplies and Disposals' "

DEMAND NO 83—Department of Rehabilitation

"That a sum not exceeding Rs 5,59,45,000 on Revenue Account and not exceeding Rs 88,67,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Rehabilitation' "

DEMAND NO 84—Ministry of Tourism and Civil Aviation

"That a sum not exceeding Rs 5,46,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during

the year ending on the 31st day of March, 1975 in respect of 'Ministry of Tourism and Civil Aviation'."

DEMAND NO. 85—Meteorology.

"That a sum not exceeding Rs. 1,41,45,000 on Revenue Account and not exceeding Rs. 25,10,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Meteorology'."

DEMAND NO. 86—Aviation.

"That a sum not exceeding Rs. 2,43,03,000 on Revenue Account and not exceeding Rs. 3,95,98,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Aviation'."

DEMAND NO. 87—Tourism.

"That a sum not exceeding Rs. 49,93,000 on Revenue Account and not exceeding Rs. 1,05,33,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Tourism'."

DEMAND NO. 88—Ministry of Works and Housing.

"That a sum not exceeding Rs. 7,09,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Ministry of Works and Housing'."

DEMAND NO. 89—Public Works.

"That a sum not exceeding Rs. 8,47,87,000 on Revenue Account and not exceeding Rs. 1,98,61,000 on Capital

Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Public Works'."

DEMAND NO. 90—Water Supply and Sewerage.

"That a sum not exceeding Rs. 12,68,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Water Supply and Sewerage'."

DEMAND NO. 91—Housing and Urban Development.

"That a sum not exceeding Rs. 1,35,49,000 on Revenue Account and not exceeding Rs. 1,63,74,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Housing and Urban Development'."

DEMAND NO. 92—Stationery and Printing.

"That a sum not exceeding Rs. 3,17,82,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Stationery and Printing'."

DEMAND NO. 93—Department of Atomic Energy.

"That a sum not exceeding Rs. 6,09,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Atomic Energy'."

DEMAND NO. 94—Atomic Energy Research, Development and Industrial Projects.

"That a sum not exceeding Rs. 6,09,39,000 on Revenue Account and not exceeding Rs. 9,89,41,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Atomic Energy Research, Development and Industrial Projects'."

DEMAND NO. 95—Nuclear Power Schemes.

"That a sum not exceeding Rs. 5,09,99,000 on Revenue Account and not exceeding Rs. 7,75,70,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Nuclear Power Schemes'."

DEMAND NO. 96—Department of Culture.

"That a sum not exceeding Rs. 1,12,56,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Culture'."

DEMAND NO. 97—Archaeology.

"That a sum not exceeding Rs. 86,26,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Archaeology'."

DEMAND NO. 98—Department of Electronics.

"That a sum not exceeding Rs. 1,56,14,000 on Revenue Account and not exceeding Rs. 66,80,000 on Capital Account be granted to the President, *on account*, for or towards defraying the

charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Electronics'."

DEMAND NO. 99—Department of Science and Technology.

"That a sum not exceeding Rs. 99,39,000 on Revenue Account and not exceeding Rs. 22,08,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Science and Technology'."

DEMAND NO. 100—Survey of India.

"That a sum not exceeding Rs. 2,08,92,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Survey of India'."

DEMAND NO. 101—Grants to Council of Scientific and Industrial Research.

"That a sum not exceeding Rs. 5,02,01,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Grants to Council of Scientific and Industrial Research'."

DEMAND NO. 102—Department of Space.

"That a sum not exceeding Rs. 3,49,78,000 on Revenue Account and not exceeding Rs. 1,18,47,000 on Capital Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Space'."

DEMAND NO. 103—Lok Sabha.

"That a sum not exceeding Rs. 52,89,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Lok Sabha'."

DEMAND NO. 104—Rajya Sabha.

"That a sum not exceeding Rs. 22,90,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Rajya Sabha'."

DEMAND NO. 105—Department of Parliamentary Affairs.

"That a sum not exceeding Rs. 2,79,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Department of Parliamentary Affairs'."

DEMAND NO. 106—Secretariat of the Vice-President.

"That a sum not exceeding Rs. 74,000 on Revenue Account be granted to the President, *on account*, for or towards defraying the charges during the year ending on the 31st day of March, 1975 in respect of 'Secretariat of the Vice-President'."

16.44 hrs.

DEMANDS FOR GRANTS (RAILWAYS), 1974-75.

MR. DEPUTY-SPEAKER : The House will now take up the discussion and voting on the Demands for Grants in respect of the Budget (Railways) for 1974-75 for which seven hours have been allotted.

DEMAND NO. 1—Railway Board

MR. DEPUTY SPEAKER : Motion moved :

"That a sum not exceeding Rs. 1,99,75,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will

come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Railway Board'."

DEMAND NO. 2—Miscellaneous Expenditure

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 9,61,45,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—Payments to Worked Lines and Others

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 16,38,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Payments to Worked Lines Others'."

DEMAND NO. 4—Working Expenses—Administration.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 121,89,65,000 be granted to the President out of Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Administration'."

*Moved with the recommendation of the President.

DEMAND NO. 5—Working Expenses—Repairs and Maintenance.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 459,37,34,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Repairs and Maintenance'."

DEMAND NO. 6—Working Expenses—Operating Staff.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 264,91,78,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Operating Staff'."

DEMAND NO. 7—Working Expenses—Operation (Fuel).

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 220,39,24,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of "Working Expenses—Operation (Fuel)"."

DEMAND NO. 8—Working Expenses—Operation other than Staff and Fuel.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 64,66,31,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will

come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Operation other than Staff and Fuel'."

DEMAND NO. 9—Working Expenses—Miscellaneous Expenses.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 42,67,30,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—Working Expenses—Staff Welfare.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 42,89,19,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Staff Welfare'."

DEMAND NO. 11—Working Expenses—Appropriation to Depreciation Reserve Fund.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 115,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Appropriation to Depreciation Reserve Fund'."

DEMAND NO. 11 A—Working Expenses—Appropriation to Pension Fund.

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 16,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Working Expenses—Appropriation to Pension Fund'."

DEMAND NO. 12—Dividend to General Revenues and Contributions for Grants to States in lieu of Passenger Fare Tax.

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 181,66,68,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Dividend to General Revenues and Contributions for Grants to States in lieu of Passenger Fare Tax'."

DEMAND NO. 13—Open Line Works (Revenue).

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 7,50,27,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Open Line Works (Revenue)'."

DEMAND NO. 14—Construction of New Lines—Capital and Depreciation Reserve Fund.

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum net not exceeding Rs 54,28,15,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the

year ending the 31st day of March, 1975 in respect of 'Construction of New Lines—Capital and Depreciation Reserve Fund'."

DEMAND NO. 15—Open Line Works—Capital, Depreciation Reserve Fund and Development Fund.

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 835,54,72,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Open Line Works—Capital, Depreciation Reserve Fund and Development Fund'."

DEMAND NO. 16—Pensionary Charges—Pension Fund

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 14,53,83,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Pensionary Charges—Pension Fund'."

DEMAND NO. 17—Repayment of loans from General Revenues and interest thereon—Development Fund.

MR. DEPUTY-SPEAKER : Motion
Moved :

"That a sum not exceeding Rs. 6,03,66,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Repayment of loans from General Revenues and interest thereon—Development Fund'."

DEMAND NO. 20—Payments towards Amortisation of over Capitalisation, Repayment of Loans from General Revenues

and interest thereon—Revenue Reserve Fund.

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 38,72,47,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Payments towards Amortisation of over capitalisation, 'Repayment of Loans from General Revenues and interest thereon—Revenue Reserve Fund'."

DEMAND NO. 21—Appropriation to Accident Compensation, Safety and Passenger Amenities Fund.

MR. DEPUTY-SPEAKER Motion Moved :

"That a sum not exceeding Rs. 8,00,00,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975, in respect of 'Appropriation to Accident Compensation, Safety and Passenger Amenities Fund'."

DEMAND NO. 22—Accident Compensation, Safety and Passenger Amenities Fund

MR. DEPUTY-SPEAKER : Motion Moved :

"That a sum not exceeding Rs. 2,63,60,000 be granted to the President out of the Consolidated Fund of India to defray the charges which will come in course of payment during the year ending the 31st day of March, 1975 in respect of 'Accident Compensation, Safety and Passenger Amenities Fund'."

A large number of cut motions were given notice of by the Members. Hon. Members who are present and who desire to move their cut motions may please do so.

The Demands are now before the House.

SHRI RAMAVATAR SHASTRI (Patna): I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check corruption rampant in Railways (1)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abolish the Railway Board. (2)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to set up an autonomous Corporation in place of Railway Board. (3)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to accord recognition to the All-India Railway Employees Confederation. (4)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to hold talks with the unrecognised unions and organisations functioning in Railways. (5)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to bring the wages of railway workers at par with the minimum wages of other workers of Government factories. (6)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to overcome the shortage of railway wagons. (7)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to declare the casual workers in the railways as permanent. (8)]

[Shri Ramavtar Shastri]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to give up the policy of victimising the railway workers in different ways for participating in trade union activities. (9)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to organise the railway workers into one union. (10)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to change the policy of suppressing the vocal trade unions. (11)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to fix a minimum need-based wage of railway workers at Rs 314. (12)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to grant bonus to railway workers. (13)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to implement the policy of labour participation in the management of the Railways from top to bottom. (14)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to supply cheap grains and other essential commodities to the railway employees. (15)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to run the trains according to time schedule throughout the country especially in the Eastern regions. (16)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide amenities to the travelling people particularly of the third class. (17)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to implement the assurances given to the running staff, loco mechanical staff, signal and tele-communication staff and other employees at the time of strikes and "work-to-rule movement". (18)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to accord recognition to the unions/associations category-wise. (19)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to give recognition to the workers' unions in various railways which are affiliated to the A.I.T.U.C. (20)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Misuse of the territorial army in the railways for breaking strikes and acting as agents of the Government. (21)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure in slashing top-heavy administration in the Railways. (22)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to stop thefts and pilferages in the Railways. (23)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to take over wagon factories in order to satisfy the needs of the people by increasing their production. (24)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure in having balanced programme for the development of Railways. (25)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to institute an enquiry committee to enquire into the charges of corruption levelled against the high officials of the Railway Board. (26)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check thefts and misuse of coal in the railways. (27)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to implement the promises made repeatedly by several Ministers of Railways for allowing 96 per cent up-gradation to the Ministerial staff working in Indian Railways. (28)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to abolish saloon and saloon like facilities to the officers in the Indian Railways (29)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to introduce eight hours duty for gatekeepers in the Indian Railways. (30)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to regularise the substitute workers even after working several years continuously in the Railways. (31)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to have negotiated settlement with the Joint Co-ordination Committee formed on 27-2-74 at Delhi in the All India Convention of Railwaymen joined by the A.I.R.F., All India Railway Employees Confederation, Workers Unions of the AITUC, All India Loco Running Staff Association, B.M.S. and Categorical Unions on the basis of six point demands formulated in the Convention. (32)]

DR. LAXMINARAIN PANDEYA
(Mandsaur) :—

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check administrative irregularities and arrest inefficiency in Railway Board. (57)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to implement declared programmes by the Railway Board in time. (58)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Frequent failure in the connection of trains at various junctions because of too little gap in their time schedule and the need to obviate the difficulties of the passengers resulting therefrom. (59)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure of R. P. F. to check pilferage in the railways. (60)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to make arrangement for the supply of tea and snacks to passengers by regular vendors at various railway stations in Ratlam Division. (61)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Inability to renovate waiting rooms at Alot, Garoth, Suwasra railway station in Ratlam Division for the convenience of passengers. (62)]

"That the demand under the head Miscellaneous expenditure be reduced by Rs. 100."

[Delay in constructing railway bridges in place of railway crossing near Ratlam, Jaora and Mandsaur stations (75)]

"That the demand under the Head Miscellaneous expenditure be reduced by Rs. 100."

[Failure to complete the unfinished work of railway line between Baravadh (Bihar) and Ramanujganj (Madhya Pradesh). (76)]

[Dr. Laxminarain Pandeya]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure of the administration to give up the repressive attitude towards such Railway employees as voice the demands of various Railway employees. (105)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Delay in fulfilling the genuine demands of the loco employees. (106)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Delay in meeting the demands of Railway Signallers (Telegraphists). (107)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to attach Ratlam-Delhi coach with the Dehra Dun Express. (108)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to meet the demand of the passengers to halt the Rajdhani Express at Ratlam. (109)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Deliberate delay in disposing of the cases of seniority and gradation of the numerous employees of Ratlam Division. (110)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Absence of the facility of electricity at Garoth, Baraila, Nauganwan and several other stations of Ratlam Division. (111)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Delay in completion of the work of extension of platform sheds on several stations like Mandsaur and Jaora in Ratlam Division. (112)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Absence of two big entrance and exit gates (facing platform) at Mandsaur station (Ratlam Division). (113)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Delay in converting the Kachnara flag station into a full-fledged station in Ratlam Division. (114)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to check the tendency of the Gwalior Rayons of deliberately not unloading the wagons in time at Nagda (Birlagram) of Ratlam Division by paying demurrage charges. (115)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to weigh the goods of Digvijaya Industry, Bangrod (Ratlam Division) before loading them and to check the tendency of making less payment (116)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to electrify railway trains in Ratlam Division of Madhya Pradesh despite availability of electricity there in plenty. (117)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to provide conductors for I class bogies on Ajmer-Khandwa metre gauge line in Ratlam Division (118)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Neglect of Hindi-speaking candidates in the competitive examinations conducted by the Railway Service Commission. (119)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to review the composition and working of Railway Service Commission on regional basis. (120)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to halt Dehru Dun Express at Bangrod station (Ratlam Division) despite a demand from the public. (121)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Inability to provide rail facilities in tribal areas like Jhabua, Bastar and Sarguja in Madhya Pradesh. (122)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Increase in passenger fare without increasing any passenger facilities. (123)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to supply wagons at small stations in adequate number. (124)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to check the tendency of non-compliance of time schedule fixed for carrying goods from one place to another and at times, non-arrival of goods at the

destination even after several months. (125)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to increase the number of employees at Mardsaur, Juora, Ratlam and other stations in Ratlam Division despite work load and getting the work done in over-time. (126)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Indifferent attitude towards the demands of Station Masters and Assistant Station Masters and adopting repressive policy towards them. (127)].

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Delay in and adopting indifferent attitude towards introduction of new type of sleeper coaches for passengers on Ajmer-Khandwa line. (128)]

"That the demand under the Head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Failure to run a shuttle between Ratlam and Neemuch. (144)]

"That the demand under the Head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

[Failure to introduce a mail train between Ajmer-Khandwa. (145)]

"That the demand under the Head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Failure to solve the housing problem of railway employees posted at Neemuch, Ratlam and Mhow. (153)]

"That the demand under the Head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Delay in providing timely medical aid to railway employees posted at Mandsaur,

[DR. LAXMINARIAN PANDEY]
Neemuch, Jaora, Shambhar, Nagda and other places in Ratlam Division. (154)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to complete the survey work of Chittor-Kota railway line. (173)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to accede to the public demand for Dohad-Khandwa railway line. (174)]

"That the demand under the Head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs. 100."

[Delay in payment of proper compensation to victims of various accidents in Ratlam Division during the last two years (181)]

"That the demand under the Head Accident Compensation Safety and Passenger Amenities Fund be reduced by Rs. 100."

[Failure to avert the repeated rail accidents on the various railways (182)]

SHRI D. K. PANDA (Bhanjanagar): I beg to move:

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to meet the just demands of the railway workers (183)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to pursue a policy in favour of the labour so as to maintain industrial harmony (184)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to implement various agreements entered into between different sections of railway workers and the management within the prescribed time. (185)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to properly use the wagons resulting in heavy losses. (186)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to bring about reorientation of policy regarding railways to suit the national interest of the country. (187)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to effect wage revision relating to the gangmen of the S.E. Railway and to make the casual labour permanent. (188)]

DR LAXMINARIAN PANDEYA: I beg to move.

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to prevent Madhya Pradesh Government from realising professional tax from railway employees (189)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to supply essential commodities of daily use to railway employees. (190)]

SHRI D. K. PANDA: I beg to move:

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to locate the headquarters of the South Eastern Railway at New Capital, Bhubaneshwar in Orissa. (205)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take up construction of Bargarh-Jakhpura, Telcher-Bimalgarh and Telcher-Sambalpur lines in Orissa by April, 1974 (206)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start construction of Khurda Road-Phulabani and Jajapur Road via Jajapur to Chandbali port railway lines by April, 1974 in Orissa. (207)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take up construction of Bhadrak-Chandabali port, Jayapur Road-Keonjhar-Baramanda in April, 1974 in Orissa. (208)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take up construction of Gapalpur port-Berhanpur-Aska-Bhanjanagar-Phulabani-Balangir railway line this year which was surveyed in 1946. (209)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to run Utkal Express daily instead of bi-weekly. (210)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to immediately convert Parlakhimidi-Gunpur line into broad gauge line. (211)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to extend Palasa-Khurda Road shuttle train upto Bhadrak (319 up/820 Dn) in Orissa. (212)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct over bridges at Malgodown and Sikharpur Gate at Cuttack in Orissa. (213)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to take up reconstruction of Cuttack railway station in Orissa with all modern amenities. (214)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to attach mail vans to Howrah-Hyderabad Express train in Orissa. (215)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide terminal facilities both at Cuttack and Berhampur railway stations in Orissa. (216)]

SHRI DR. LAXMINARIAN PANDEYA: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Delay in examining the feasibility of new railway lines in Madhya Pradesh. (217)]

"That the demand under the head Miscellaneous expenditure be reduced by Rs. 100."

[Failure in completing the expansion work of diesel shed of Ratlam at a faster pace. (218)]

"That the demand under the head Miscellaneous expenditure be reduced by Rs. 100."

[Delay in making survey and taking further action in regard to extending Udaipur-Sadari Line upto Neemuch. (219)]

"That the demand under the head Miscellaneous expenditure be reduced by Rs. 100."

[Failure to extend Ujjain-Indore broad gauge line upto Mhow. (220)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to improve the poor condition of gaurd-cabins in various goods trains. (221)]

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to provide necessary facilities to the guards of Ratlam Division. (222)]

"That the demand under the head Ordinary Working Expenses—operation (Fuel) be reduced by Rs. 100."

[Failure in checking coal pilferage. (238)]

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs. 100."

[In convenience to the public due to the repeated suspension of several trains in Ratlam Division on the pretext of shortage of coal. (239)]

"That the demand under the Head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Indifference to the interests of the employees by not giving recognition to the unions organised by the various categories of railway employee for safeguarding their interests. (240)]

"That the demand under the Head Ordinary Working Expenses—Staff Welfare be reduced by Rs. 100."

[Indifference towards the genuine demands such as accommodation, working hours and fixation of wages in accordance with the rising prices of T.T.Es., Guards and Signallers. 241)].

"That the demand under the Head open line works (Revenue) be reduced by Rs. 100."

[Delay in the expansion of Deemuch loco shed. (242)]

"That the demand under the head open line works (Revenue) be reduced by Rs. 100."

[Delay in making Ajmer-Khandwa railway line fit for running mail trains. (243)]

"That the demand under the head Open Line Works (Revenue) be reduced by Rs. 100."

[Indifference towards the feasibility of constructing Ratlam-Banwada-Dungarpur-railway line. (244)]

SHRI RANEN SEN (Barat): I beg to move:

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to construct double line between Dum Dum Junction and Bangaon in the Sealdah Division of Eastern Railway. (262)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to increase number of trains in Bangaon and Hasnabad and Ranaghat-Bangaon sections in Sealdah Division of Eastern Railway. (263)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure to check crime of passengers travelling in the Sealdah Division of the Eastern Railway. (264)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Frequency of wagon breaking, pilferage and destruction of public property in Indian Railways. (265)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Connivance of a section of railway staff and R.P.F.; with rice smugglers in the Eastern Railway. (266)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check overcrowding in railway compartments in Eastern and South Eastern Railways in Howrah-Sealdah sections. (267)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check congestion at Howrah and Sealdah stations of Eastern Railway. (268)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check regular delay in arrival of trains at destinations. (269)]

SHRI DR. LAXMI ARIAN PA DEYA: beg to move:

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to conduct an enquiry into the irregularities by the contractors of Mansa outer agency and to set things right. (270)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to provide minimum facilities (such as water-cleanliness, lighting) to passengers travelling by trains running on Ajmer-Khandwa line. (271)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to check continuous deterioration in the standard of meals supplied in the passenger trains (272)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to run adequate number of trains inspite of the rush of passengers on Ajmer-Khandwa line. (273)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to accede to the demand for running additional passenger train for the convenience of passengers between Ratlam-Delhi and Ratlam-Bombay. (274)]

SHRI RAMAVATAR SHASTRI. I beg to move :—

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Railway Employees Confederation as the biggest representative organisation of the railway employees. (275)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Station Masters Association as the representative organisation of the Station Masters and Assistant Station Masters working on the Indian Railways. (276)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise Indian Railway Loco Mechanical Staff Association as the only representative organisation of the loco mechanical staff working on the Indian Railways (277)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Running Staff Association. (278)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Carriage and Wagon Staff Association. (279)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Ministerial Staff Association as the representative organisation of the Ministerial Staff in Indian Railways. (280)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Signal and Telecommunication Staff Association. (281)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Train Examiners' Welfare Committee (282)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Railway Commercial Clerks' Association. (283)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise Indian Railway Checking Staff Association. (284)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Guard Council. (285)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise Indian Railway Permanent Way Staff Association. (286)] ways and means to keep industrial peace in the Railways. (294)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise N. E. Railway Mazdoor Union as the representative organisation of the employees in N. E. Railway. (287)]

"That the demand under the Head Railway Board be reduced by Rs. 100"

[Failure to recognise Northern Railway Workers' Union as the representative organisation of the employees in Northern Railway. (288)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise Eastern Railway Workers' Union. (289)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise N. F. Railway Workers' Union (290)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise South Central Railway Workers' Union. (291)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise Western Railway Workers' Union. (292)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise Southern Railway labourers' Union. (293)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to convene a joint meeting of the two recognised Federations, All India Railway Employees Confederation, All Categorical Union Associations and Workers' Unions affiliated to the All India Trade Union Congress for discussing the demands of the railway employees and finding out

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to provide uniforms to waiting room bearers on the Indian Railways. (295)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to sanction Project Allowance to the Railway employees working at Garhara-Barauni and within 20 kilo-metres of it. (296)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to grant allowance to transhipment shed staff of Indian Railways as per recommendation of Railway Claims Prevention Committee. (297)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to give protection to lives of ticket checking staff while on duty. (298)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need for supplying revolvers to the checking staff for the protection of their lives from the attack of dacoits and other anti-social elements. (299)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to provide summer and winter uniforms to all mechanical, carriage, signal, yard and crane staff of the Indian Railways. (300)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to fix time limit for Khalasi duty for being eligible for trade test. (301)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure in fully implementing 10 hour duty for the running staff on the Indian Railways. (302)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to withdraw curtailment of uniforms to railway employees imposed after Chinese aggression. (303)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to declare ticket checking staff as running staff on the Indian Railways. (304)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to open a full-fledged office of the Railway Service Commission at Patna or Danapur. (305)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to establish claims office at Danapur. (306)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to establish the headquarter of Railway Service Commission in N. F. Railway at Katihar. (307)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to open Railway High Schools at Sambalpur, Narkatiaganj, Izatnagar and Varanasi on N. E. Railways. (308)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to provide running room facilities to the travelling ticket examiners on Indian Railways. (309)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Failure to issue instructions to General Managers and other officials of the Indian Railways for receiving memoranda and delegations from unrecognised Unions/Associations. (310)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to abolish the present contract system for loading and unloading of goods and parcels and to make provision for regular employment for that work. (311)]

"That the demand under the Head Ordinary Working Expenses—Administration be reduced by Rs. 100."

[Need to abolish contract system of work in railways and to perform maintenance and construction work departmentally. (312)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in winding up of private contract system and introducing departmental catering system in Indian Railways. (313)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in providing cent per cent accommodation to the railway employees. (314)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in removing ban imposed on the recruitment of class III staff in the Indian Railways. (315)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in removing ban imposed on the recruitment of employees in the workshops of Indian Railways. (316)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Lack of cleanliness, light and drinking water in trains. (317)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to prevent infructuous expenditure in Railways. (318)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in taking over the railways run by M/s. Martin Burn Ltd. (319)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in nationalising Fatuha-Islampur and Arrah-Sahastram Light Railways in Bihar. (320)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Faulty system of fixing grades and effecting transfers of employees. (321)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide more facilities for third class passengers. (322)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in converting metre gauge lines into broad gauge lines. (323)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to formulate a scheme for proper development of railways, particularly in the backward regions. (324)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in changing bureaucratic functioning of the Railway Board. (325)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to abolish the top heavy administration in the railways. (326)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in giving representations to the All India Railway Employees Confederation and categorical Unions/Associations in the P.N.M. (327)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in according negotiating facilities to the All India Railway Employees Confederation and categorical Unions/Associations with the railway administration at all levels. (328)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in abolishing air-condition and first class and keeping only third class in order to give more accommodation to the third class passengers. (329)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to maintain dining cars in the Indian Railways and extend them to other trains for the convenience of the general passengers (330)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in absorbing casual and substitute workers in the Indian Railways. (331)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to abolish contract labour system in the Indian Railways. (332)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in supplying uniforms to the railway employees working in various capacities (333)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Increase in the fares of the third class passengers which vary from five paise to eight rupees. (334)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to restrict concessions given to the Indian and foreign monopolists in regard to freight charges (335)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Keeping of useless items in the stores of the Indian Railways. (336)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in treating railway workers as industrial workers with full trade union rights including the right of negotiation. (337)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in job evaluation of all railwaymen through a scientific system to be followed by their reclassification and regradation with the need-based minimum wage as the wage of the lowest paid workers. (338)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need for granting immediate parity in wages of Railway employees with the workers in the Central Government undertakings, viz. HMT, BHU, HSI, HAL, pending the completion of job evaluation and reclassification. (339)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to link the dearness allowance with the cost of living index with full neutralisation for every rise of 4 points in a six month period. (340)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to grant bonus at the rate of one month's wage for the years 1971-72 and 1972-73. (341)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need for decasualisation of all casual railwaymen and their confirmation in service with all benefits given to them with retrospective effect. (342)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need for supplying adequate and subsidised foodgrains and other essential commodities through departmental-run shops. (343)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to withdraw all victimisation cases in the Indian Railways. (344)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in stopping victimisation and arrests of loco running staff in the N.F. Railway. (345)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in revoking inter-divisional transfers of union leaders of all India Station Masters' Association and Divisional Railway Employees Coordination Committee, Dhanbad for trade union activities. (346)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to withdraw all suspension transfers and other victimisation orders against the loco mechanical staff in connection with the work-to-rule movement launched by the Indian Railway Loco Mechanical Staff Association. (347)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to withdraw court cases and release all persons arrested under DIR and MISA including the office bearers of the Indian Railway Loco Mechanical Staff Association, Eastern Zone. (348)]

SHRI S. A. MURUGANANTHAM : (Tirunelveli) : I beg to move :

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to replace out-dated tools and plants by modern ones in loco sheds (363)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to arrange for supply of food-grains and other essential commodities to the railway workers (364)].

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to abolish contract labour system. (365)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Refusal to enter into collective bargaining with unrecognised unions. (366)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to open foundries for melting scrap iron instead of auctioning (367)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Need to give another opportunity to workers for opting pension scheme. (368)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Need to adopt the method of secret ballot for granting recognition to the unions. (369)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure in abolishing Railway Board and doing away with top heavy administration. (370)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide alternative jobs to the casual workers who have put in a long service but found medically unfit at the time of regularisation (371)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to re-instate railway workers' victimised for participation in freedom struggle during British days. (372)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to consider the cases of workers victimised for trade union activities in the years 1947, 1948 and 1949. (373)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to expand railway wagon building workshops and open new workshops for wagon building to meet the requirement of the country. (374)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to grant recognitions to the various Railway Workers Unions (375)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Need to grant bonus to railway workers. (376)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to provide necessary amenities to the III class passengers. (377)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to appoint scheduled castes employees in railways as per the percentage of reservation fixed by the Government. (378)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to implement the 10 hours' duty for Loco Running Staff. (379)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Need to implement the assurances given to the Running Staff at the time of the strike. (380)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to stop the use of Territorial Army in the Railways for breaking the strikes. (381)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to bring the minimum wages of railway workers at par with the wages of workers of Government undertakings. (382)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure in checking wide-spread corruption in allotting railway wagons. (385)].

SHRI RAMAVATAR SHASTRI: I beg to move :

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100/-".

[Need for fair and impartial procedures for appointment of Class IV staff so as to stop the employment of bad recruits as at present. (398)].

"That the demand under the head ordinary working expenses—Administration be reduced by Rs. 100."

[Need for definite and fair policy of transfer and promotion and putting aside all stop-gap promotions resulting from favouritism and corruption. (399)].

"That the demand under the head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to take exemplary disciplinary action, the least being dismissal from service, against corruption and communal officials. (400)].

"That the demand under the head ordinary working expenses—Administration be reduced by Rs. 100."

[Need for effective machinery to educate the railway employees about their rights and privileges as well as their duties with the cooperation of their Unions/Associations (401)].

"That the demand under the head construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct new railway lines in backward areas. (402)].

"That the demand under the Head construction of new lines—capital and depreciation Reserve Fund be reduced by Rs. 100."

[Failure in constructing a mettled over-bridge at Mithapur railway crossing in Patna to solve the bottleneck of trains. (403)].

"That the demand under the Head construction of new lines—capital and depreciation Reserve Fund be reduced by Rs. 100."

[Need to lay double railway track from Patna to Gaya on Eastern railway in order to avoid late running of trains. (404)].

"That the demand under the Head construction of new lines—capital and depreciation Reserve Fund be reduced by Rs. 100."

[Need to lay double railway track from Kiul to Calcutta via Farraka. (405)]

"That the demand under the Head construction of new lines—capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to widen the foot over-bridge at Danapur railway station on Eastern Railway. (406)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a new footover-bridge at Danapur railway station in east of the present over-bridge in order to avoid congestion (407)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to build retiring rooms at Danapur (Khagaul) station on Eastern Railway. (408)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct an over-bridge at Thana Bihpur Station in N.E. Railway. (409)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to raise the platform at Neora station of Eastern Railway. (410)]

"That the demand under the Head construction of New Lines—capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to start immediate work for the development of Patna Junction station. (411)].

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a wooden over-bridge at Neora station Eastern Railway (412)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to construct a building for Parcel Office at Neora station in Eastern Railway (413)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a new railway line from Bihta station of Eastern railway upto Jahanabad via Bikram, Paliganj Arwal and Kurtha (414)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to introduce electrification from Moghalsarai to Asansol in main line of the Eastern railway (415)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct sheds on those platforms of Patna Junction station from where trains leave for Gaya and Ranchi (416)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a shed at the station in front of Patna R.M.S. (417)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to clear slums at Patna Junction station in Eastern Railway (418)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to provide a halt for passenger trains at Rajendra Nagar station at Patna (419)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a new railway line from Bihta station to Daltainganj via Aurangabad. (420)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a new railway line upto Rajgir from Jahanabad station of Eastern Railway via Ekangar Sarai (421)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a new railway line along with the canal upto Dehri-on-Sone from Danapur station of Eastern Railway of which survey was completed long ago. (422)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to raise the platform of Bankaghat station on the Eastern Railway (423)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to raise the platform of Phulwari Sharif railway station on Eastern Railway (424)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Failure to provide sheds and drinking water at Parsa, Pothahi, Nadwan, Nadaul, Larenga stations on Patna-Gaya line in Eastern Railway (425)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct sheds on both sides of Gulzarbagh station of Eastern Railway (426)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to raise the platform of Sadisopur railway station in Eastern Railway (427)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct sheds at Sadisopur railway station in Eastern Railway (428)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to link Rewa District in Madhya Pradesh with railway lines (429)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a mettled over-bridge at Bibta station on Eastern Railway to do away with traffic bottle-neck. (430)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to upgrade Nadaul halt station on Patna-Gaya line on Eastern Railway to a full fledged station (431)]

SHRI DINFN BHATTACHARYA (Scrapore): I beg to move :

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure of the Government to bring down the expenditure on top heavy administration in the Railways (432)]

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to introduce need-based minimum wage for the Railway workers (433)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to guarantee the security of life and property of the bona fide railway passengers in Eastern Railway (434)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to maintain properly EMU coaches in Eastern Railway (435)].

[Shri Dinen Bhattacharya]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to construct an over-bridge in Puranabazar near Sadarhana) Siliguri in N. F. Railway. (448)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to keep regularity in cleaning of Malgudam area in Darjeeling in D.H. Railway (449)]

SHRI RAMAVATAR SHASTRI : I beg to move :

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to stop theft of goods and luggage from passenger in trains on N.E. Railway specially in Manshi-Saharsa, Katihar-Manshi and Katihar-Siliguri sections (450)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in implementing 10 hour duty for the running staff in the N.F. Railway (451)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run direct passenger or shuttle train from Barauni to Mogaibasrai and back. (452)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a train from Gaya to Patna halting at all stations in the way and arriving at Patna at 6 A.M. throughout the year (453)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to restart the shuttle train from Patna to Jahanabad and back which was cancelled during the last agitation of the loco running staff (454)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to grant travel concessions to the members of the All India Teachers Association and cultural organisations including the Indian People's Theatre Association (455)]

"That the demand under the head Railway Board be reduced by Rs. 100."

[Failure in withdrawing the pass facilities given to the Bharat Sadhu Samaj and Bharat Sevak Samaj (456)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply coal to various railways as provided under the rules. (457)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check irregularities and undue delay in payment of pensions to the retired railway employees (458)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check theft and pilferage of brass and other materials from Jamalpur railway workshop (459)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Connivance of railway officials in thefts and pilferage committed in Jamalpur railway workshop (460)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to enter into collective bargaining with unrecognised unions (461)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to democratise railway management and administration with the participation of elected representatives of employees on the basis of secret ballot (462)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in declaring as all workers permanent who are working in coal handling under contractors for 5 to 20 years (463)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to abolish contract system in coal and ash handling in railways (464)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to grant medical facilities to the casual and substitute railway employees (465)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in taking action against the officials for their anti-working class attitude and bad management of the railway hospital, Dhanbad. (466)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in reducing the salaries of top official in the Indian Railways (467)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in supplying adequate and costly medicines and to provide other medical facilities to class III and Class IV railway employees (468)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to check corrupt practices encouraged by the Railway Board. (469)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to have an impartial enquiry against the officials of Railway Board for corruption charges levelled by an M.P. last year (470)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Misuse of class IV staff by Railway officers for performing domestic duties in their residences (471)]

SHRI DINEN BHATTACHARYA : I beg to move :

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct a double line system in Sheoraphuly-Tarakeswar and Bandel-Katwa Section (472)]

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to keep the Howrah station properly clean and well attended by passengers guides (473)]

"That the demand under the Head Ordinary working expenses—Administration be reduced by Rs. 100."

[Need to broaden the subways in between Howrah and Bandel in Eastern Railway (474)]

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to arrange loud-speakers for announcing the arrival and departure of trains in Serampore and Sheoraphuly sections of Eastern Railway (475)]

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to introduce more shuttle trains in Sealdah-Bongaon, Sealdah-Naihati and Howrah-Bandel section of Eastern Railway (476)]

"That the demand under the Head ordinary working expenses—Administration be reduced by Rs. 100."

[Need to construct an overbridge on the southern portion of Serampore level crossing which crosses the G.T. Road (477)]

SHRI C. K. CHANDRAPPAN (Telli-cherry) : I beg to move :

"That the demand under the Head Railway Board be reduced to Re. 1."

[Shri C. K. Chandrappan]

[Failure to do away with the bureaucratic and authoritarian functioning of the Railway Board (478)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in implementing the 10 hour working day as promised to the railway men of the loco running staff (479)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to abolish the Railway Board (480)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to give bonus to the railway workers (481)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to do away with increasing corruption in the railways (482)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to stop the increasing pilferage in railways (483)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to grant recognition to trade unions in a democratic manner (484)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to adopt a new approach in the matter of constructing new lines taking into account the need of the development of backward regions (485)]

"That the demand under the Head Railway Board be reduced to Re. 1."

Failure to construct new railway lines taking into account the uneven economic development of certain regions and with a view to provide infra-structure to such regions (486)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to reduce the excessive increase in the railway fare for class III passengers (487)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Need to stop top officials of the railways from using special saloons (488)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to use the cheap electricity available in Kerala to electrify the railways in Kerala (489)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to supply wagons to transport coal from the pitheads, of various mines in the country (490)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide better and adequate educational facilities to the children of the railway employees (491)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide adequate facilities to the third class passengers (492)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide need-based wage to the employees of the railway (493)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide better medical facilities to the railway employees (494)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to provide better working conditions to casual labourers of the railways (495)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in running the trains according to time schedule (496)].

That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in overcoming the crisis in wagon supply (497)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure in stopping the bribe being taken by the Railway officials from the public (498)].

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for having a wagon building factory in Kerala (499)].

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for setting up a new railway division with Trivandrum as its headquarters (500)].

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

[Need for providing adequate residential quarters for the Railway Employees (501)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for repairing the damaged wooden planks laid on the rail-cum-road bridge at Balipattam, Kerala (502)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for providing roof to the entire length of the main railway stations in Kerala due to the rainy climate there (503)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for speedy completion of the work for the doubling of the lines between Olavakkoda and Cochin (504)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for speedy implementation of the work for having broad gauge line between Ernakulam and Trivandrum (505)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for stopping Jayanthi Janata at Tellicherry station (506)].

"That the demand under the Head ordinary working expenses—Repairs and Maintenance be reduced by Rs. 100."

[Need for speeding up Jayanthi Janata from Delhi to Mangalore and Cochin (507)].

"That the demand under the head construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for the construction of a railway line between Ernakulam and Kayamkulam via Alleppey (508)].

"That the demand under the head construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for the construction of a new line between Tellicherry and Mysore via Coorg, (509)].

"That the demand under the head construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to construct a new line between Kottayam and Madurai via Saburimala (510)].

"That the demand under the head construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[SHRI C. K. CHANDRAPPAN]: [Need to construct a new line between Kuttippuram and Guruvayoor (511)].

"That the demand under the Head construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for the construction of a new line connecting Mangalore and Bombay (512)].

"That the demand under the Head construction of new lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need for speeding up the construction of a new line between Cape Comorin and Trivandrum (513)].

SHRI P. G. MAVALANKAR (Ahmedabad): I beg to move:

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to ensure that the Railways function as a national public utility (514)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to ascertain by a secret ballot the single and rightful union of all categories of railway employees (515)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to keep the Railways free from partisan and politically motivated trade unionism (516)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to see and maintain that the railways are aloof from power politics and group or sectional interests or gains. (517)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to modernise the Railway swiftly and meaningfully (518)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to develop the Railways in a rapidly developing technological world (519)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to increase efficiency and good operating standards in the Railways (520)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to decrease in an appreciable way the all round and constantly growing corruption in the Railways (521)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to restructure the entire administrative and operating units in the railways (522)].

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to replace the Railway Board by a more dynamic expert body (523)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to check and even eliminate the excessive bureaucratisation and rigidity which have been entrenched in the present railway administration (524)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to regulate the hours of work (of the various categories of railway employees) which would be in tune with the demands of efficiency and the needs of humanitarian considerations (525)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to give bonus to the railway employees (526)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to give the minimum amount of Rs. 40 per month as pension to all retired railway employees (527)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to increase the wages of such railway employees who are doing a job similar to that of others occupied in equivalent positions (528)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to increase in a significant way the various amenities for the passengers travelling in the third class (529)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to reduce overcrowding in the trains (530)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to ensure safe and comfortable rail travel (531)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to run the trains punctually (532)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to instil in the minds of the employees the valuable concept of participation and involvement in their jobs (533)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to stop wasteful expenditure in the railways (534)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to ensure a continually effective and economical wagon movement for carrying goods and services, particularly coal and foodgrains throughout the country (535)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to stop thefts and pilferages which are increasing day by day in the railways (536)]

"That the demand under the head Railway Board be reduced to Re. 1"

[Failure to stop the practice of employing casual labour for jobs of a permanent nature (537)].

"That the demand under the head Railway Board be reduced to Re 1."

[Failure to prepare and implement a phased plan for the proper construction of manned gates at the several hundreds of places where there are unmanned gates at present (538)].

"That the demand under the head Railway Board be reduced to Re. 1."

[Failure to obtain the willing and active cooperation of the citizens and the travelling passengers in the functions of railways (539)].

[SHRI P. G. MAVALANKAR] :

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to give concessional season tickets to the daily commuters who travel back and forth from their respective homes and work places in all 'A' grade cities and surrounding suburbs, on the lines of the existing facilities available in Bombay, Calcutta, Delhi and Madras (540)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to give concessional fares to the nurses who travel on duty, in the same manner as the students are justly given such concessions for going to their study places (541)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to construct new railway lines in comparatively backward regions (542)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start very soon a broad gauge line between Nadiad and Modasa in the Sabarkantha District in Gujarat (543)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to start at once the construction of Bhavnagar-Tarapur line in Gujarat (544)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to convert the Baroda-Chhota Udaipur narrow gauge line into a broad gauge one (545)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to complete immediately the electrification work between Ahmedabad and Bombay to enable the early start of electric trains on the said route (546)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to accelerate the work of construction of broad gauge line between Ahmedabad and Gandhinagar (547)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to give extra funds and facilities to the Railway Staff Training Colleges for promoting better studies and research in efficient and expert operation of the Railway (548)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to maintain good and clean platforms at all railway stations (549)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to improve the catering services on the various express trains for long distance travel (550)].

"That the demand under the head Railway Board be reduced by Rs. 100."

[Need to provide more space and comforts in the third class compartments (551)].

"That the demand under the Head miscellaneous Expenditure be reduced by Rs. 100."

[Need to expand the present Railway platforms and amenities at the Ahmedabad (main and metre gauge) Railway Station (552)].

"That the demand under the Head miscellaneous Expenditure be reduced by Rs. 100."

[Need to provide good and healthy living conditions in the Railway colony at Sabarmati near Ahmedabad (553)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to ensure that travelling passengers holding firm reservations are able to use, and enjoy the said facility and right without any hinderance (554)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to provide clean drinking water and minimum educational facilities at the Sabarmati Railway Colony (555)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to start a direct train from Ahmedabad to Varanasi via Kanpur, Lucknow and Allahabad (556)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to increase the sheds at Vatva railway station near Ahmedabad. (557)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to rename the flag Station "Nenpur" (near Mahemdavad on the Western Railway) as "Indulal Yavnik Nagar." (558)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to better the lot of the porters by providing them with night shelter and sheds as also subsidised food at the railway canteens. (559)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to give health services to the porters and to increase their present rates of carrying the baggages. (560)].

"That the demand under the Head Miscellaneous Expenditure be reduced by Rs. 100."

[Need to add extra coaches to the express trains running between Ahmedabad and Bombay (561)].

SHRI RAMAVATAR SHASTRI: I beg to move:

"That the demand under the Head Railway Board be reduced to Rs. 100."

[Failure to recognise N. F. Railway Departmental Catering and Vending Association (569)].

"That the demand under the Head Railway Board be reduced to Rs. 100."

[Failure to stop wastage of money in Basant Mela organised by N. F. Railway (570)].

"That the demand under the Head Railway Board be reduced to Rs. 100."

[Failure to introduce B. G. line between Barauni junction to Barsoi junction via Katihar (571)].

"That the demand under the Head Railway Board be reduced to Rs. 100."

[Failure to introduce a direct express train from Katihar to Calcutta. (572)].

"That the demand under the Head Railway Board be reduced to Rs. 100."

[Failure to observe Discipline and Appeal Rules in realising Railway debits from staff. (573)].

"That the demand under the Head Railway Board be reduced to Rs. 100."

[Failure to remodel Katihar Railway station and construct sufficient Railway quarters at Katihar. (574)].

"That the demand under the Head Railway Board be reduced to Rs. 100."

[Failure to bring Departmental Catering system at par with other Railways on important stations dining cars in M.G. and B.G. section over N.F. Railway. (575)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement comprehensive catering unit at Katihar station in terms of Railway Board letter dated 18-1-74 to GM/NF Railway. (576)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to abolish contract catering system in N.F. Railway. (577)]

"That the demand under the Head Railway Board be reduced by Rs 100."

[Failure to upgrade the post of catering Manager on N.F. Railway. (578)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply uniforms to C. & W. Staff, S. & T. Staff, Catering Staff and Traffic Staff in N.F. Railway. (579)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement 40 per cent upgradation to C. & W. Staff and 60 per cent upgradation to S. & T. staff in N.F. Railway. (580)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide one whole-time dentist at Katihar Railway Hospital (585)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recover money from the railway officers due to their wrongful decision regarding reversion and suspension. (586)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to introduce Departmental Dining Cars in Gauhati Mail, Khaspur Express on B.G. Section, in N.F. Railway. (587)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to promote 20 per cent TXR 'C' in scale of Rs. 205-280 from skilled category after completion of three years service on N.F. Railway. (588)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide one experienced Assistant Commercial Officer (General) who knows commercial and catering both, in N.F. Railway. (589)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to unify the scales of pay of clerks I and II into a single scale as they perform the same duties. (612)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fill up all vacant posts and confirm temporary and officiating staff on the said posts in the Railways (613)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement decided policies of the railway administration (614)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement Shrikar Sharan Tribunal Award with regard to upgradation of posts of mechanical staff in loco sheds. (615)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement recommendations of the Accident Enquiry Committee with regard to upgradation of 25 per cent posts of Mechanical staff working in loco sheds to avoid accidents. (616)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to promote class IV staff to class III who have rendered more than 5 years of service in Indian railways as recommended by Class IV Promotion Committee. (617)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check collusion of R.P.F. with wagon breakers and other anti-social elements who indulge in thefts of railway property. (618)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Connivance of high officials in wagon breaking and theft of railway property. (619)]

"That the demand under the Head Railway Board be reduced by Rs 100."

[Failure to check wagon breaking in broad day light at Moghal Sarai, Gaya, Patna, Dhanbad, Jamalpur, Howrah, Barauni, Garhara, Katihar, Siliguri, Gorakhpur, Sonarpur, Phulwari sharif and Neora. (620)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to establish a D.S. office at Sonarpur in N.E. Railway for the development of that area. (621)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to concede the just demands of the coach attendants of the Indian Railways. (622)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement the Administrative Reforms Commission's Report regarding the Indian Railways. (623)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement the Railway Board's circular by Zonal Railways regarding stoppage of reversion beyond 18

months continuous officiating service of railway employees without DAR proceedings. (624)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in establishing D.S. office at Jamalpur in spite of the promises made. (625)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to restore house rent allowance to the railway employees working and residing at Danapur (Khagaul) in Eastern Railway. (626)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide work load according to yard stick and not to take work more than eight hours a day from the railway employees. (627)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide alternative posts to decategorised railway employees. (628)]

"That the demand under the Head Railway Board be reduced by Rs. 100."
[Need to treat loco coal Khalasis as railway employees. (629)]

SHRI S A MURUGANANTHAM: I beg to move

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to allot sufficient number of wagons for salt transportation from Tuticorin in Southern Railway. (655)]

"That the demand under the Head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

[Need to Construct a new railway line from Tuticorin to Arumuganeri via Muthiapuram-Mullakkadu-Mulkani-Aanthoor in Southern Railway. (656)]

SHRI RAMAVATAR SHASTRI:
beg to move.

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in providing jobs and giving promotions to the Scheduled Castes and Scheduled Tribes candidates in Railways according to the quota fixed for them. (657)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for a thorough study into the working conditions of class IV employees working in the Indian Railways. (658)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in scrapping 14 days continuous duty round the clock by the staff at the gates of railway stations. (659)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to allot rent free quarters to class IV employees in the railways. (660)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Lack of water, light and cleanliness in all trains running on Patna-Gaya line on Eastern Railway. (661)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to give financial aid to Samastipur College as a large number of wards of the Railway employees read there. (662)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for job writer for BMC and FIC. (663)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to give advance T. A to railway staff for long journeys while proceeding to training centres. (664)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide tools room on every loco shed. (665)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in reducing work load of gang-men, keymen and mistries in Railways. (666)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide stools or chairs to the staff at all gates and lodges at Railway Stations. (667)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in granting casual leave facilities to the artisan staff of the railway workshops according to the award by the Tribunal (668)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply uniforms to waiting room bearers in Katihar Division in N.F. Railway. (669)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to observe the provisions of the Indian Railway Commercial Manual Vol II Chapter XXVIII Page 2833 in N.F. Railway (670)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to formulate ways and means in consultation with Catering and Vending Staff Association N.F. Railway for better public service in N.F. Railway. (671)].

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to upgrade B. T. Staff who passed trade test in 1970 in New Bongaon Workshop in N.F. Railway. (672)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a Railway High School at Katihar in N.F. Railway. (673)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for re-opening immediately the Departmental catering unit at Lower Haf-long Railway Station in N.F. Railway. (674)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to confirm catering staff after completion of 10-12 years service in N.F. Railway. (675)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to replace contract catering by Departmental catering at Katihar New Bongaon Railway Station in N.F. Railway. (676)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to shift R.M.S. from middle the corner of the station at Katihar for public convenience in N.F. Railway. (677)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to observe Railway Board's circulars dated 9-6-1965, 15-1-1966 and 22-11-1966 regarding stoppage of reversion of staff by N.F. Railway. (678)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to strengthen Railway vigilance organisation. (679)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to construct new rail line between Eklakhim and Balurghat in N.F. Railway. (680)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to implement Factories Act in loco sheds. (687)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to keep leave reserve for the stenographers in the divisional office of Northern Railway, New Delhi. (688)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in treating stenographers as essential staff for the purpose of allotment of houses. (689)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in providing railway quarters to the staff working prior to July, 1947 in railway offices in Delhi. (690)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in distributing railway land to the harijans and landless agricultural workers. (691)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for maintenance of combined seniority of diesel and steam supervisors as in the case of loco running staff as decided by the Railway Board. (692)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in supplying cold drinking water in all the loco sheds in the Indian Railways during the summer season. (693)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to give overtime allowance after prescribed duty hours in accordance with the recommendations of Rajyadhyaksha Award. (694)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide supervisory and other staff in loco sheds according to yard stick which also needs to be revised. (695)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to replace outdated tools and plants by modern ones in loco sheds. (696)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply uniforms to loco mechanical staff. (697)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to supply necessary materials to loco mechanical staff for repair of engine in loco sheds. (698)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in cleaning the dugs in the loco sheds of the Indian Railways. (699)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in constructing cycle stands in loco sheds of the Indian Railways. (700)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to cancel the transfer orders of the loco mechanical employees working at Moghal Sarai, Danapur, Jhajha, Banaras' loco sheds and some other sheds in the Northern Railway. (701)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to supply drinking water at Taregna station of Eastern Railway from the water tank at Massaurhi. (702)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check ticketless travelling on Patna-Gaya line on Eastern Railway. (703)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in checking the crimes on the Patna-Gaya line on the Eastern Railway. (704)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide employment to the substitute railway workers of Danapur Division in the Eastern Railway. (705)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Casteism and favouritism in the appointment of IVth grade employees at Danapur. (706)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to fix certain percentage for appointment of the wards of the railway employees. (707)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a direct train from Patna to Dhanbad via Gaya. (708)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce a fast day train from Patna to Ranchi and Jamshedpur. (709)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to run a fast train from Jamshedpur to Samastipur and back. (710)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide stoppage of South Bihar Express and Patliputra Express at Patna City Railway Station. (711)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in changing the name of the Patna City Station to Patna Sahib. (712)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in changing the name of the Patna Junction to Patliputra Junction. (713)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in checking the practice of keeping dead bodies at the Patna Junction station near the third class booking office for hours together. (714)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the number of employees at the enquiry counter of the Patna Junction (715)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in responding to the telephone calls of the railway passengers at the Patna Junction enquiry counter (716)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in checking overcrowding in trains (717)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in supplying more bogies for checking overcrowding in trains (718)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to upgrade Railway High School at Danapur (Khagaul) to a college. (719)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to raise the amount of grant being given to Khagaul Municipality by the Railways (720)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to fix pay scale of loco statics staff as per work load and responsibility (721)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to supply uniforms to all statics staff (722)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for proper training arrangement for statics staff. (723)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to pay special allowance to staff working inside the steam sheds in a smoky and dirty atmosphere (724)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for confirming employees after 3 years continuous service and regularisation of service after 6 months casual working (725)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for promotion channel for blocked categories. (726)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to give A.L.F. posts to artisan staff in steam loco sheds like diesel sheds. (727)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to abolish B.T.M. post and promote all present BTMs. (728)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to treat clerks working in Railways as workers under the Factories Act in pursuance of Supreme Court's Judgment. (735)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to depute two gangmen for night patrol duty instead of one as at present on all Railways. (736)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to reduce court cases and thus save crores of rupees from wastage. (737)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in giving authorised pay scale to the workshop canteen staff in the Indian Railways. (738)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to post engineers in charge of tracks with adequate practical experience of track maintenance. (739)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to recognise All India Railway Permanent Way Staff Association. (740)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to guard against theft of P.W. materials lying scattered under open sky. (741)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fix the norms of P. Way gangs engaged for track maintenance. (742)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to pin point the track inspection by the engineers. (743)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to fix definite responsibility for track maintenance by the Assistant and Divisional Engineers. (744)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to open more dispensaries in railway colonies and supply to the employees all prescribed medicines from those dispensaries. (745)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to up grade the posts of Key-men and mate. (746)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in giving minimum wage of Rs. 314/- to the gangmen. (747)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in classifying gangmen as semi-skilled workers. (748)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for scientific job analysis of each category of P. Way worker and fixing wages on the basis of type of hard duties performed and amount of responsibility shouldered. (749)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to allow holidays or double pay for working on gazetted and public holidays, Sundays, Second Saturday and last Saturday to the Railway employees. (750)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to grant accident and break-down allowance on hourly basis. (791)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need for removal of stores responsibility from the P.W.I. (792)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to provide quarters with civil amenities to P. Way workers. (793)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to supply uniforms to P. Way workers. (794)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to abolish system of confidential reports in Railways. (795)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to implement the formula of equal pay for equal work. (796)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to give overtime allowance after working beyond eight hours, (797)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to continue the catering facilities in De-Luxe and all other long-running trains, (789)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to introduce catering system in the Gauhati Mail and Jayanti Janata Express, (799)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to increase the staff in the booking office of the Parliament House for the convenience of the Members of Parliament, (800)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to attach vestibule first class coaches in De-Luxe and Gauhati Mail, (801)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to start the Jayanti Janata and Gauhati Mail from New Delhi at 6 P.M. instead of 7.25 P.M. (802)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to nominate such M.Ps. in the Users' Consultative Committees who attend their meetings, (803)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to nominate only such members the Users' Consultative Committees at all levels who generally take active part in the meetings and their deliberations, (804)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Involvement of railway officials behind the murder of railway trade union leaders at Gomoh in the Eastern Railways on 11-3-1974. (805)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to have a judicial enquiry into the murder of railway trade union leaders at Gomoh on 11-3-1974 (806)]

SHRI GADADHAR SAHA (Birbhum): I beg to move :

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to take-over the Ahmedpur-Katwa (narrow-gauge) line of Eastern Railway from the company (McIiod) and modernise it, (813)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Delay in converting halt at Karmadanga on Ahmedpur-Katwa (narrow-gauge) line into full station, (814)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to maintain good and clean platform at Katwa station, (815)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to run trains punctually on the Katwa-Ahmedpur (narrow-gauge) line, (816)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to provide adequate light in the trains, (817)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to reduce over-crowding in trains on Ahmedpur-Katwa (narrow-gauge) line, (818)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure in utilising the existing facilities for converting stations into crossing stations, strengthening the track between Ahmedpur-Katwa (narrow-gauge) and running additional trains for reducing over-crowding. (819)]

"That the demand under the Head Ordinary Working expenses—repairs and maintenance be reduced by Rs. 100."

[Need for repairing and strengthening the railway track between Ahmedpur and Katwa stations on narrow-gauge of Eastern Railways. (828)]

"That the demand under the Head Ordinary working expenses—repairs and maintenance be reduced by Rs. 100."

[Need for proper repair and maintenance of Katwa-Ahmedpur track in Eastern Railways. (829)]

SHRIMATI BIBHA GHOSH GOSWAMI (Nabdwip) : I beg to move :—

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to declare Ranaghat-Gede line in the Sealdah Division of Eastern Railway as Suburban line. (836)]

"That the demand under the Head Railway Board be reduced to Re. 1."

[Failure to concede to the public demand to electrify the double line between Ranaghat junction and the border station of Gede in the Sealdah Division of Eastern Railway. (857)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to construct suitable over-bridge and station approach road at the Railway station at Majdia, a big centre of jute-trade on the Sealdah-Gede line of Eastern Railway. (858)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Failure to check routine delay in running of trains and provide minimum passenger amenities in the Katwa suburban section of Eastern Railway. (859)]

SHRI P. K. DEO (Kalahandi) : I beg to move :—

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability to shift the headquarter of the South Eastern Railway to suitable place in Orissa. (897)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Urgency of construction of the Amagura-Kesinga railway line in S.E. Railway to facilitate movement of traffic from Dandakaranya to Vizag port. (898)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Urgency of constructing a road over-bridge near Kesinga Railway Station. (899)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of extending the Puri-Waltair Express to Katabanji or Raipur. (900)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of extending the Dadar-Nagpur line to Vishakhapatnam and vice versa. (901)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Urgency of taking up the construction of Talcher-Bimlagarh Railway line in S.E. Railway. (902)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of extending the first class Howrah-Dongergarh bogie to Nagpur in 30 UP and 29 Down Express. (903)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of making the Utkal Express daily and to run via Raipur and Vizianagram on alternate days. (904)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Urgency of converting the casual workers of railway as permanent incumbents. (905)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of prohibiting begging on the railway platforms. (906)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Desirability of stoppage of the Tata-Madras Express at Narla Road in S.E. Railway. (907)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Non-availability of wagons for transporting essential commodities from the stations in the Raipur-Vizag section of South Eastern Railway. (908)]

SHRI RAMAVATAR SHASTRI : I beg to move :—

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to recognise Indian Railway Workers' Federation. (911)]

"That the demand under the Head Railway Board be reduced by Rs. 100."

[Need to pay project allowance to the Railway employees where new factories are being built to cover up the enhanced prices of essential commodities. (912)]

SHRI DINEN BHATTACHARYYA : I beg to move :—

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to increase local trains in Howrah-Bandel, Howrah-Tarakeswar and Howrah-Chandanpore Sections in E. Railway (913)]

"That the demand under the Head Open line Works (Revenue) be reduced by Rs. 100."

[Need to build a subway on the northern end of Serampore railway station. (914)]

"That the demand under the Head Open Line Works be reduced by Rs. 100."

[Need to provide more trains to and from Bandel and Katwa Section of E. Railway. (915)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to provide more trains from Sealdah to Dankuni and Dankuni to Sealdah. (916)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to widen the passage from the up platform to booking office of Hind Motor Railway Station of E. Railway (917)]

"That the demand under the Head Open Line Works (Revenue) be reduced by Rs. 100."

[Need to issue more licenses to hawkers in Howrah-Burdwan, Howrah-Tarakeswar and Ranaghat-Sealdah Section. (918)]

MR. DEPUTY-SPEAKER : The cut motions are also before the House.

SHRI DINEN BHATTACHARYYA (Serampore) : The cut motions I have moved and many of us have also moved, relate to many aspects of the Railways. . . .

16.45 hrs.

[**SHRI DINESH CHANDRA GOSWAMI** in the Chair].

They relate to passenger amenities, development programmes on the railways, new lines and making suitable provisions for increase in the number of trains specially the local trains in the suburban sections.

The first point or the first motion that I want to move is to see that the top heavy administration in the Railways is immediately

[SHRI DINEN BHATTACHARYYA] cut into proper shape. Sir, unnecessary expenses incurred on top offices should be reduced.

I wish to submit that this saving that may be utilised for the passenger amenities and for meeting the economic demands of the railwaymen.

So, my request is to do way with or to abolish the Railway Board altogether. This has no function at all, so far as Railway Administration is concerned. On the other hand it makes the position of the Railways critical; it creates problems which can be avoided if the Railway Board is altogether abolished, subject to certain arrangements for the coordination of the zonal Railways being made.

Then, coming to amenities, I wish to draw the attention of the Railway Minister regarding the food arrangements made in the trains. I am sorry to say, this has deteriorated beyond description in the Railways as a whole, especially, long-distance running trains. In the Kalka Mail the system of serving food in the Dining Car has been abolished. Food is given in some wayside stations where too the cost has increased, but the quality has deteriorated. You cannot get food as per your own choice. It is a very simple thing. 'Sukha Chapathi' is not available on the Railways. Whether you like it or not you have got to take those Parathas which are fried in Dalda, this is compulsory..

DR. RANEN SEN (Barnasat) : Not Dalda, but worst type of vegetable oil.

SHRI DINEN BHATTACHARYYA : Yes, I agree with my hon. friend Dr. Ranen Sen. Many people do not like to take this because after taking this and after spending money what happens is, you will have to suffer from very many stomach troubles.

Now I come to the Reservation system on long distance and other trains. This point was raised by me and many others too during the discussion on the Budget discussion last year also. Still corruption is there in the big stations, in Howrah,

Bombay, Madras, etc. Here, for the ordinary passengers, for the third class passengers, it is rather impossible to secure reservation in the three tier or two tier sleeping berths without paying something extra to somebody who will go round the reservation counter as tout. This is the sort of regular phenomena in almost all the big stations. We were assured that for Howrah a suitable arrangement will be made so that the passengers may not have to be harassed in getting reservation for the third class. I don't know how far improvement has taken place but it is the general complaint of the railway passengers that it is not possible easily to get any reservation in the Third Class, either in the three-tier or in the two tier.

Then, Sir, a system has been introduced in the railways and the same has been recently published in the newspapers according to which we can reserve berths one year in advance. That system of advance reservation is in vogue in the Southern as well as in the South-Eastern Railways. According to that, we can get our reservations made thirty days to one year ahead of the journey date. But, I do not find any meaning in this system of reservation of berths one year in advance. How is it possible for an ordinary third class passenger to get his reservation made one year in advance ? And what is the utility of such a system of reservation ? I do not know. I want that the Minister should himself clarify the position. What is the purpose that this will serve ? Ordinary people won't be able to fix up their programme one year in advance. That is why I say it is no use continuing this system of reservation of berths one year in advance. Some travel agents take advantage of this new system and manage the reservation of berths for the passengers by taking some extra money from them.

I would, therefore, suggest that this one year system of advance reservation should be done away with. Instead, the reservation should be made for a berth fifteen days or twenty days in advance. One year system of reservation in advance should not be continued in the railways.

Coming to the overbridges on the railways, every year the demand has been made by some hon. Members. In Serampur area on the G.T. Road, there is one railway crossing. This is a very busy railway-line. Therefore, demand has been made from the Members coming from West Bengal that an overbridge should be constructed not only for the pedestrians but there should also be a fly-over constructed so that the vehicular traffic may cross over the fly-over bridge without their being stranded. The only answer to this demand by the Minister everytime is that fifty per cent of the cost must be borne by the State Government.

I can emphatically state that at no time it would be possible for the State Government to bear fifty per cent cost for the construction of this fly-over not only in Serampur but also in Shalimar area. I have seen that there is also serious traffic jam. This requires to be eased. Therefore, there should be a fly-over constructed. For this proposal also, the same explanation is given by the Railway Minister, namely, that the State Government must be prepared to bear fifty per cent of the cost of construction. That is not at all possible. I would humbly request the Railway Minister at least where there is this type of traffic jam in the railway crossing, he sees to it that some sort of arrangement is made by the railways without expecting the State Government to bear fifty per cent of the cost of construction.

After twenty-six years of our Independence, we find still there are so many unmanned gates existing. I do not know what positive step are the Railways going to take to see that every railway crossing gate is regularly manned? I do not know what more expenditure will there for the Railways? What is the use of their taking this plea of meeting the fifty per cent cost of expenditure by the State Government?

As regards locomen, they have brought down the working hours to ten hours. As a result, 30,000 new employment potential will be created by the railways. It is

said that it will be too much of a burden for the Railway Administration. I do not know how Government can explain away their conduct in not providing manning for each gate where there is a crossing, by advancing this type of argument.

Last year I wanted to know from the hon. Minister the number of EMU coaches originating from Bombay VT and Bombay Central, and also the number of local trains or EMU coaches originating from Sealdah and Howrah. So far as my knowledge goes, more trains are provided in Bombay than in Howrah and Sealdah for the commuters in the Howrah-Sealdah region. Lakhs of people have to travel daily by these local trains, and during the peak hours, in the morning as well as in the evening, it is impossible for the passengers to get into the trains. So, I suggest that some more trains should be provided in the Sealdah and Howrah divisions.

Another point when we had raised last year and which I would like to raise this year also is that the Burdwan-Asansol section should also be treated as a suburban section. The Railway Administration says that this is not viable. I do not know what the viability involved in it is. If they cannot do it, at least they must increase the number of trains. I have seen with my own eyes how the daily passengers, workers who are working in the Asansol, Durgapur, Raniganj and other industrial belts in that region are suffering. Even at dead of night, they have to start for their factories. So, some more suitable trains must be arranged in the Burdwan-Asansol section. I received a telegram yesterday asking us to insist that the Asansol-Burdwan section should be treated as a suburban section so that the facilities which are given to the suburban passengers may be provided for the passengers in these areas also.

I do not know why the Katwa-Bandel line is still in the same old condition in which the Britishers had built it. There is only a single line, and very few trains are running there during the 24 hours of the day. Even these trains never run to time. Dur-

[SHRI DINEN BHATTACHARYYA] : ing the last few years, factories have come up and factory workers have to go and report for duty in time in areas in this section. But because of the single line and the irregular running of trains, the passengers who are mostly factory workers are suffering very much. The service in this section should be improved. The same is true of the Seoraphuli and Tarkeshwar section in which lakhs of pilgrims travel daily. But the number of trains is very few. There are always scuffles, skirmishes, taking place between one passenger and another. Vendors are also there who avail of these trains. So if the number of trains, or at least the number of coaches per train, is not increased, these conditions will not improve. If immediately more trains cannot be run, let there be at least more coaches per train, EMU coaches, to cope with this problem.

17 hrs.

The condition of the Sealdah section is horrible beyond description. Everyday there is trouble in the Sealdah south section, Bonga section and Ranaghat section. Seldom do trains run regularly or on time. In the Bonga section where lakhs of people had come over from the former East Pakistan, conditions are impossible. It is the same single line system and very seldom will you find any space in any train compartment even to stand. Very often accidents take place. The Sealdah south section is also in the same condition. I do not know why the double line system has not been introduced in these sections. The result is that travelling in these areas has become risky. If roadways had been giving better service, people would have travelled by that. The condition is so precarious. The question of security is also there. If statistics are given for the last two years, you will find how many cases of theft, snatching of watches, money, etc. in the Sealdah-Bonga, Sealdah-Ranaghat and Sealdah-South sections have been reported to the police and in how many action has been taken. Nobody wants to travel on these sections. Before travelling, he puts his watch into his bag and then gets into the train. This is continuing for

months and months. In the last two years since the rule of Shri Lalit Narayan Mishra's Congress Party in West Bengal, these anti-social activities in trains, both in the Sealdah section and the Howrah section, have increased tremendously and people are afraid to travel. I myself know, One day the railway staff asked me not to go by a particular train from Bandel to Serampur, a short distance.

They say : Do not go by that train, you will be robbed and you will be put to trouble. This is going on merrily. The anti-social elements are carrying on these things. Especially in the Sealdah sections you will not find fans, you will not find even seats. Day after day these are tolerated. There is no arrangement to replace them. You must get hold of the persons who do mischief, but at the same time you must replace these things.

The last point which I am going to make has been repeated several times before, but no clear cut proposal has yet come from the Railway department. What has happened with regard to Howrah-Amta, Howrah-Seakala light railway. The Railway Minister has been repeatedly saying that it would be a broad-gauge line and a survey had been completed. Sometimes Shri Qureshi comes with a statement that if 50 per cent of the cost is borne by the State, then only it will be undertaken. I have seen such a statement in some papers and I do not know whether that is correct. May I request the Railway Minister to come forward with a categorical reply whether the Railway department is prepared to open the broad-gauge line in that area which was called earlier Martin Burn Railway. I do not know why they are hesitating to start this railway. We have been given so many promises and assurances and people are losing confidence. The Prime Minister herself before 1972 elections gave a categorical assurance to the people of that area at an election meeting that if the Congress came to power in West Bengal then the Martin Burn Railway which had been closed would be reopened. But now it is 1974. Another election is coming after one or two years. How will

you show your face to the people of that area?

THE MINISTER OF RAILWAYS (SHRI L. N. MISHRA): You should be happy.

SHRI DINEN BHATTACHARYYA: You can make another promise which will never be fulfilled. Thousands of wage earners bring vegetables every day to Howrah town and Calcutta and they are in difficulties. So it is essential and important for them.

MR. CHAIRMAN: You have made your point; please conclude now.

SHRI DINEN BHATTACHARYYA: I made this point last year also. The Minister gave an assurance. I am here only to say what the people need. What more power have I got? I will have to repeat my pleadings so that it might at least enter their ears.

MR. CHAIRMAN: You have made that point. I have called the next speaker.

SHRI DINEN BHATTACHARYYA: I humbly request that work on the Howrah-Amta and Howrah-Shearkala lines should be taken up at the earliest. With these words, I conclude.

SHRI S. R. DAMANI (Sholapur): Mr. Chairman, Sir, I will confine myself to Demand Nos. 1, 4, 5 and 6. Before I go into the details of this, I have a few words to say.

My friend who has just spoken, has spoken at great length about discipline, about dis-location, about shortages, etc. I would like to ask him, to what extent they are helping in maintaining discipline among workers so that trains are run properly and to what extent they are helping in checking pilferages which are causing great loss to the Railways. They complain about non-availability of wagons, about over-crowding, etc. But, they themselves are responsible for all these undesirable things. Most of the time, they are instigating the workers to do less work and agitate for

more pay, and the result is, trains are not running to scheduled timings; trains are being cancelled; wagons become sick and Railways are not able to show turnover as per estimates. This is a national loss.

Having said this, I come to my other points. The hon. Railway Minister while presenting the Budget as well as, while replying to the debate on the Budget, said that he would try to effect economy in expenditure to the maximum extent. He also said that for increasing the revenue of the Railways, he has tried his best to improve the utilisation of capacity so that revenue could be increased. If you go a little deep and study the figures, you find that no efforts have been made to effect economy in expenditure. I will mention point by point.

Sir, I will first take the Railway Board. The expenditure is increasing every year. The number of Officers is also increasing. Sir, if you compare the proposed figures of 1974-75 with the actuals of 1972-73, the increase in expenditure is 22 per cent—22 per cent rise in expenditure. What is the justification, I do not understand, for such a big rise—22 per cent—in one section alone I mentioned about the Officers. Now, I come to Establishment. Sir, you see how manipulation has been done. In 1973-74, they have shown permanent staff as 1033 and temporary staff 33, excluding class IV of 390. In the name of effecting economy in expenditure and reducing the expenditure, what has been done? The permanent staff which stood at 1033 has been reduced to 885, and the number of temporary staff which was only 33, has gone up to 287. The total has gone up from 1066 to 1172 and class IV 390. Is it the way of effecting economy in expenditure? I do not understand. I would like to know from the hon. Railway Minister, how the number of temporary staff which was only 33 has gone up to 287? I want to know whether permanent staff have been made into temporary staff or some new recruitment has been made. Similarly, how many peons do the officers

[Shri S. R. Damani]:

require? There are 400 peons to serve the officers. Is this economy? All this burden falls on the public exchequer because the minister has tried his best to tax everybody and get money to meet this expenditure. For 1974-75, the expenditure is Rs. 12 lakhs more. This is how the so-called economy measures are taken. I have just given an example under Demand No. 1.

Coming to Demand No. 4, in 1972-73 the actual expenditure on administration was Rs. 92.27 crores. The revised estimate for 1973-74 was up by Rs. 4.47 crores over the budget estimate and now the proposals show that it has gone up by 33 per cent, i.e. by Rs. 18.16 crores, only on administration over the revised estimate. Of course, D.A. has gone up but not to that extent as to warrant an increase of 33 per cent in expenditure. It has been said that certain vacancies have not been filled and on account of that, Rs. 1.63 crores have been saved. But immediately it is said that some recruitment has been made and that is going to cost Rs. 163 lakhs for staff, Rs. 24 lakhs for contingencies, and Rs. 38 lakhs for miscellaneous factors: For stationery, they are spending Rs. 40 lakhs more. This is the so-called economy the Railway Ministry has made in its expenditure!

Then I come to Demand No. 5, which relates to repairs and maintenance. The actuals for this in 1972-73 was Rs. 334 crores; the proposal for 1973-74 went up by Rs. 18 crores in the revised estimate of 1973-74. But in 1974-75 it has gone up by Rs. 77.46 crores over the revised and by Rs. 125.21 crores over the actuals of 1972-73 or 40 per cent. I do not understand why the expenses have risen so high within two years. Further, I would also like to know whether this increase in expenditure is commensurate with increase in revenue. So, I hope the hon. Minister will give us information about the goods and passengers carried so that we can judge whether the increase in expenditure is proportionate or more.

Then I come to Demand No. 6, operat-

ing staff. If we compare the estimates for this year under this head with the actuals of 1972-73, it has increased by Rs. 70 crores or 33 per cent. If we compare it even with the revised estimates of 1973-74 it is more by Rs. 45 crores. On the one hand, they are saying that they are not filling up vacancies. At the same time, we find that the expenses are going up disproportionately.

While the strength of the permanent staff has been reduced the strength of temporary staff has been increased. So, it is only a change of method, a simple manipulation. The Ministry should go deep into the problem and find out why the expenses are so high and why they are increasing.

The railways were considered to be the best, efficient and most disciplined organisation in the country. But during the last three years we find that every day there is a strike. The moment there is settlement of a dispute with one section, there is strike by another section. Some times it is the pointsmen, sometimes guards and at another time loco staff. Why is this happening? It appears that there is something wrong with the management. I do not want to blame the members of the Railway Board or the officers. I do not subscribe to the view of accusing the officers for everything that is happening in the railways. So far as Parliament is concerned, the Minister is responsible to it and he must take responsibility for everything that takes place in the railways.

The Railway Minister says, he is also a politician and, therefore, he has to give time to his constituency, to his State. All Members are elected and they have to look after their constituencies. But when a Member takes up the responsibility and the charge of the Ministry, he should give more time and do justice to the work of the Ministry and, side by side, look after the constituency.

I think, the hon. Minister who is a dynamic person will go through the points which I have raised and try to give us really a good administration.

श्री राज सहाय शोधे (राजनदयाव) : सभापति जी, रेल मंत्रालय के प्रभुदामों की जो मांग तदन के सामने उपस्थित है उसके सम्बन्ध में मैं आपका ध्यान मध्य प्रदेश की ओर आकर्षित करना चाहता हूँ और आपके माध्यम से रेल मंत्री, जो हमारे निकट बैठे हैं उनसे कहना चाहता हूँ कि भूगोल के अनुपात में, जिनना क्षेत्र मध्य प्रदेश का है और आवादी के प्रभुपात्र में, जितनी आवादी मध्य प्रदेश की है, रेलवे लाइन की बहा पर बही कमी है। यदि बम्बई और कलकत्ता दोनों को न मिलाया जाना तो भूगोल में मध्य प्रदेश से रेलवे का नाम ही न होता। एक रेलवे लाइन बनानी है बम्बई से कलकत्ता जो हमारे राजनाय गाव क्षेत्र से जाती है और दूसरी जबलपुर से जाती है। अन्दर ऐन का क्षेत्र बिल्कुल भूना है। यिष्ठ, जहां से मध्य प्रदेश की सीमा भूर होती है, वहां से यदि आप जबलपुर जाये तो अगर पैदल चले तो तीन महीने में पहुँचें और सांकेतिक पर सभवन एक महीने में पहुँचें या एक महीने में भी न पहुँचे। कोई साधन नहीं है वहा पहुँचने का बहां पर मिनरल्स है, विपुल मध्यदा है, अनिन्द्यदार्थ है, वहा पर लोनी भी है, कोयले का अचार है, तावे का अण्डार है जिसके कल्टेन्टम बहुत अच्छे हैं, हीरे के खदान भी हैं पश्चा में लेकिन यह बड़े दुकां के माध्य कहना पड़ता है कि यिस अनुपात में हमको रेलवे लाइन मिलनी चाहिए वह बहा पर नहीं है। हम जानते हैं कि रेलवे मिनिस्टर पंचवर्षीय याज्ञा को सामने लाने हुए इसका अन्तर्याम करेंगे कि मध्य प्रदेश के माध्य न्याय किया जाये। मैं श्री अनिन्द्य नारायण जो से और कुरेजी जी से अपेक्षा करना है, प्रार्थना करना हूँ और आका भी करता हूँ कि मध्य प्रदेश पर सहानुभूति के माध्य विचार करके उसके लिए कुछ उदारता से काम लेंगे।

बालापाठ में जो तावे की खदान निकली है, वह सौभाग्य की बात है कि खेतरी क्षेत्र में ज्योंतावा निकला है यह खानों से, उसमें तावे के ज्यादा कल्टेन्टम यहां की माइक्स से है। आप रेलवे लाइन प्रोजेक्ट करेंगे लेकिन हम आपको बता रहे हैं कि जो रेलवे लाइन निकलेगी उसको आप कुछ खदान होते हुए राजनाय गाव से जोड़ दीजिए। यह उससे आप उसको जोड़ देने सो बम्बई से कलकत्ता रेलवे लाइन से बहु जुड़ जायेगी और फिर दो माल बहां निकलेगा उसको कही भी सेव सकते हैं। हम इस आका के साथ कुछ नुसार देना चाहते हैं कि आप अवश्य कुछ न कुछ उदारता का परिचय देंगे।

सभी को पता है कि मध्य प्रदेश की एक तिहाई आवादी हरिजन और आदिवासियों की है। मध्य प्रदेश की सीमाएं 6 प्रदेशों से जुड़ी हुई हैं। वहां पर बैकवर्ड डिस्ट्रिक्ट्स, पिछड़े हुए जिने हैं। हमारा जिला राजनाय गाव भी पिछड़ा हुआ है। जब वह बहां पर इन्कास्ट्रूक्टर का प्रबन्ध नहीं करेंगे तब तक कोई भी इन्स्ट्रियलिस्ट बहा जाकर इन्स्ट्री लगाना नहीं चाहेगा। जब बहां पर रेलवे लाइन नहीं, पानी का इत्याम नहीं, बिजली नहीं, दूसरे कोई साधन नहीं तो फिर वहा पर इन्स्ट्री का विकास कैमे होगा? इन्लिए, इन्कास्ट्रूक्टर मे सबसे पहले रेलवे आनी है।

फिर बिजली आती है। हमारे पास उनिज पराये हैं, वह सम्पदा है, अब है उसका ढोकर देख मे पहुँचायें। छोटी-छोटी रेलवे लाइने हैं नैरो गेज की, जैसे न्यायिकर मे जिबुरी, बहुत दिन से सुन रहे हैं कि उसको बाह गेज मे कर दिया जायेगा। लेकिन अभी नक कुछ नहीं हुआ। नैरो मांग है कि उसको ब्रौड गेज मे बदल दे। इसी तरह मे गोदिया मे जबलपुर भी नैरो गेज है, उम को भी ब्रौड गेज मे बदल दिया जाये। बहुत बार ब्रौड गेज मे बदलने के लिए कहा जा सका है। लिंदवाडा मे भी जो नैरो गेज है उम को ब्रौड गेज कर दिया जाये। उज्जैन से आगुर 65 मील का इनाका है उसको भी कर दीजिए।

हमारे राजनाय गाव क्षेत्र मे एक डल्ली राजहरा है जहा पर आयरन और निकलता है, और उसको हम चिलाई स्टील ज्वाट को मज्जाई करते हैं। वहा की रेलवे लाइन का सर्वे हो चुका है। बामडीला का सर्वे हो चुका है लेकिन अभी तक काम चलू नहीं हुआ। मैं प्रमाण करना है कि डल्ली राजहरा से बामडीला का जो मर्वे हुआ है उम का काम शुरू किया जाये, और डल्ली राजहरा से एक रेलवे लाइन निकाली जाये जो राजनाय गाव और राजनंद गाव के खोरामुद तहसील होने हुए गन्डई, मोहरा, कावरां और जबलपुर से जोड़ दीजिये। तो दोनों रेलवे लाइन जो कलकत्ता और बम्बई की हैं वाया जबलपुर और वाया नागपुर, दोनों का सम्बन्ध जुड़ जाता है और संचार गणि हमारी बढ़ जाती है, और खदान जो तावे की निकली है उसको भी सुविधा होगी। एक पल हमने भंडी भी को लिक्का तो उन्होंने कहा कि यह कमर्जियल प्रोपोजीशन नहीं है। यह कमर्जियल प्रीपोजीशन, बहुत कुछ तो रेलवे का

[भी रात बहाय पाएं]

सम्बन्ध मूर्तिलिंगी से है। सावारज अनता को सुविदा पहुँचाना है ताकि वह एक अवह से दूसरी जनह जा सके। इस सुविदा के लाभ-नाश हमारे पास बन सम्भवा और जनिय नस्पता है और अनाज की बड़ी भविया है इसलिए नम्ब भारत की छत्तीसगढ़ को हमें जोड़ता है।

रायपुर से आप जलिये जो एक बड़ा भारी बहर है, रायपुर से भोपाल जाने का कोई रास्ता नहीं है। रायपुर से इटारसी आये और इटारसी से भोपाल जाये। रायपुर से राजनन्दगांव आये और उन बाइन को अगर कुई बदान और कावर्डा, भदला और बदलपुर ओड रीजिये तो जबलपुर से एक गाड़ी जानी है जो रात से भोपाल पहुँचा देती है। यह सुविदा हो जायगी। रायपुर से एक गाड़ी जलिये जो रायपुर होते हुए राजनन्दगांव आयेगी और वहाँ से कावर्डा, भदला होने हुए कुई बदान और खेराबह होते हुए जबलपुर को अगर ओड रीजिये तो बम्बई कलकत्ता को जलने वाली होने रेल गाड़िया से हमारा सम्बन्ध बुँद जाना है। कम्पनियां इसलिए हो जायगी कि दोनों मेन ट्रक नाइनो से जब जोड़ देने तब याको बहुत मिलेंगे और आप को साम होगा। लेकिन पहले ही अगर रेलवे बोर्ड कह देना कि वह राजनन्दगांव है तो साप उम को मान लीजियेगा। मैं रेलवे बोर्ड से भी निवेदन करता हूँ, उसके बाय की मराठाना करना हूँ क्योंकि आगर उनको किटिलाइज किया तो रेलवे लाइन नहीं मिलेगी, मैं उन के काम की बराहना करता हूँ, और मैं नहीं बाहना कि रेलवे बांड भर कर दिया जाये स्पॉर्टिंग कि देह भी है, आधे कुरेसी जो और पूरे माननीय लिलित नामगण भी। यह समान्य जनना के प्रतिष्ठानों में सब से बड़ा प्रतिष्ठान है, इन को लेकर से काम पड़ता है। 1973 में 75 हड्डालां हुई और 100 कराड़ 50 का नुकसान हुआ। इसलिए भलीजी मे निवेदन है कि आप दोनों ही बड़े मूरुआयी हैं, कोई हड्डाल होने से पहले ही जो कुछ आपको देना हो दे रीजिए और हड्डाल की नीबन न जाने दीजिये। क्यों कि हड्डाल से जो बानायात रक जाता है वह न रखने पाये। कोयला अपनी बनह पहुँच जाये, बैंगन सम्पार्ड ही बाये, उचोव अचली तरह से जले, क्योंकि अबर आप के मंडालव ठप हो जायगा तो देख का सकार पूरा का पूरा ठप हो जायगा और उचावन ठप हो जायगा।

हमें आप मे ज्ञेता हैं, आप बहुत ज़र्दी सोच भेंते

हैं, निर्वाचने के लिए हैं, इस कालीने के ग्राम बांडीहर हैं और ब्रह्मद भी हैं, तो रेलों का सावित्री भाष्ट के लिए बिला गया है। मैं बलकल हूँ कि ग्राम बांडीहर के उत्तर का प्रयोग करें और वह जो रेलवे लाइन में जलावी है इसको देने की क्षमा करें।

भली भली जी से पूछा तो उन्होंने कहा कि पांचवीं शोबना में 10 करोड़ 50 का प्रावक्षण बदल प्रदेश के लिए किया है। इनमे 50 में भुजिल के 100, 150 भील का मालासेज ही हो पायेगा, इससे जवाना नहीं हो सकता। एक निवेदन आप मे और है कि जवाना से रोका जा 20 भील का दृक्षय है उम को पूरा कर दे। इसका नवे 1951 में हुआ था। इसी नद्दी मे 1910 मे एक सबंहु दृक्षय था, जिस को 44 बर्च हो गये, लमिनपुर से गाड़ी जलेगी टीकमगढ़, छत्तीसगढ़, भजरपुर, पटा और मनना को। बिन्दू प्रदेश में दर्जन ही नहीं रेलवे लाइन के। 1910 मे इस लाइन का भव्य हुम्होंहो जाइ उनके बाद वह कालान मे बद्ध हो गया, आग उस को निकलावा कर देवं और जो रेलवे लाइन में भजेट थी ही मध्य प्रदेश के लिए उम के पिलडंपत को देखते हुए, उम की अधिकाना और बरीको को देखते हुए, उसको उत्तरो में जो छिपी हुई मध्यपनि है उस को देखते हुए आप मध्य प्रदेश के साप उदाराना कीजिये और न्याय कीजिये और नहीं रेलवे लाइन दीजिये ताकि मध्य प्रदेश जारे मध्यांश के केंद्र से जो उनकी उपेक्षा हाली रही है परम्परागत, वह अब नहीं होगी और माननीय लमिन नारायण भिंध के नन्दूस मे हम का अधिक से अधिक रेलवे लाइने मिलेगी।

भी लमेन ब्राह्म बाहाब (भीतामडी) मध्यपनि भी, मैं आप मे द्वारा रेलवे भली जी का व्याप उन्होंने बिहार, जा दिन्दुम्बान मे भव्य अधिक गिलदा हुया इलाका है, की तरफ दिलाना जाहा है।

समापन भी, उत्तरी बिहार के याकी यदि नरकटिया गंड से पालेवा बाट यातादर भवा देने से जाने हैं, तो उनको करीब जी भी भील की दूरी नह करें वे 18-19 बर्च लग जाने हैं। दूसरी बात यह है कि बटना से दिली भाना भासान है लेकिन बटना से नवलीपुर, दरभगा, लीलामडी, रसील और नरकटिया वह जाने मे बहुत ज्यादा समय लगता है। इसलिए मैं आप के मालाम से रेलवे भली जी का व्याप कर नरकटिया गंड की और आकर्षित करना जाहगा हूँ। जोयमडी उत्तरी बिहार मे नेपाल की सीमा से कहीं 20 भील पर है,

बरकटीमेंद्र से 15 बीम पर दूरी भी 13 बीम की दूरी पर है। इसलिए युक्ता की दूरी से भी यमस्तीपुर के नरकटिया तक बाया दरम्भा, सीतामढी, बड़ी लाइन की व्यवस्था भी अतिकीर्त होती चाहिए। यमस्तीपुर से दरम्भा तक हावर मंडी भी न बढ़ी रेलवे लाइन की व्यवस्था की है और इसके लिए मैं उत्तरी बिहार की जनना की ओर से उन्हें हाइक बढ़ाई देता हूँ। ताज ही ताज बेरा उनसे निवेदन यह है कि दरम्भा से नरकटिया तक बाया सीतामढी बड़ी लाइन की व्यवस्था भी अतिकीर्त होती चाहिए।

सभापन जी, अभी कुछ दिन पहले तब ई-मवत गाई थे, जो कि विली से कमकता नक जाती है, डाइनिंग बार भी व्यवस्था थी, लेकिन करीब दो सीन मणिये से बह डाइनिंग कार काट दी गई है। इसलिए मैं रेलवे मंडी भी से निवेदन करूँगा कि जिन्हीं अस्ती हो मर, डाइनिंग बार की पुण व्यवस्था ई-मवत में, भाग्यान्वयन में और जयेन्द्र जनना में होनी चाहिए।

मध्यापन जी मैं रेलवे मंडी भी से यह भी निवेदन करना चाहता हूँ कि नरकटिया गज से यमस्तीपुर होने द्वा पश्चात्या बाट के लिए एक एक्सप्रेस गाड़ी की व्यवस्था होनी चाहिए। मैंने गल बर्दं भी इसे बारे में रेलवे मंडी जी से निवेदन दिया था और आज पुण निवेदन बरना चाहता हूँ। उत्तरी बिहार से यमस्तीपुर लाइन नाम ग्रामेदन पत्र भी रेल भवन में जा पर मंडी जी को दिया था और मंडी जी न आशासन भी दिया था नेविन मुझे दू बां का यात्र बहना पड़ता है कि अभी तक रेलवे भवान यमस्तीपुर से जाब-यहातान की रिपोर्ट मंडी जी को नहीं दी गई है। इसलिए मैं मंडी जी से निवेदन करूँगा कि जिन्हीं जल्दी हो सके, एक एक्सप्रेस ट्रेन बो व्यवस्था नरकटिया गज से पहलेजा बाट तक होनी चाहिए।

सभापन जी, रेल बाड़ा में और बास बर बहुत स्वाम के रेल बाड़ा में जो बूढ़ि की गई है, उसके सम्बन्ध से बेरा निवेदन यह है कि इस बूढ़ि का कम करके जितना किराया पहले दिया जाता था उतना ही किराया बद भी अप्रेस से लेना चाहिए। इसमें जहर कभी होनी चाहिए।

श्रीमन, सीतामढी की ताज ही मैं रेलवे मंडी भी का व्याप विवादा चाहता हूँ। सीतामढी, लाला बीता की जम्मप्रगति है, लेकिन वही तक तब स्टेशन की ओर उचित व्याप नहीं दिया जाता है। वहां पर बहुत व्यापार गम्भीर होती है। बाय बस्त बर्दं भी व्यवस्था भी बहुत बारब है और बोटिंग बस की व्यवस्था इतनी बारब है कि वहां पर कोई भी यात्री नहीं छहर सकता। रेलवे स्टेशन पर भी इतनी गम्भीर होती है कि यात्रियों को बहुत बाही तकलीफ होती है। रेलवे स्टेशन के फ्लेटप्लार्म पर स्टाल बाले और दूसरे दुकान बाले बपता दुखान लिये हुए बहुत बच्चे मैं बैठे हुए हैं, जिस से वहां पर काफी व्यवस्था चाही है। वे वहां के स्टेशन मास्टर को मन्तव्यी पैसा देने हैं और उनको वहां से हटाया नहीं जाता है। मैंने वही बार जिकायत पुस्तिका में इसके बारे में लिखा है लेकिन किर भी अभी तक बहा कोई सुधार नहीं हुआ है। इसलिए येरा निवेदन है कि सीतामढी, जहा पर मा भीता भी की जम्म भवी है रेलवे स्टेशन का सुधार किया जाना चाहिए। मधुरा आदि रेलवे स्टेशन पर आप ने काफी सुधार किया है लेकिन सीतामढी रेलवे स्टेशन पर अभी सकाई आदि की व्यवस्था भी क नहीं है। सीतामढी रेलवे स्टेशन बाजा पर भी मधुरा रेलवे स्टेशन की तरह से सुधार किया जाना चाहिए।

इसके साथ ही मार्ग में यह भी रहना चाहता हूँ कि सीतामढी रेलवे स्टेशन पर अभी तक रिटार्मिंग बस की व्यवस्था नहीं है। वहां पर न केवल हिन्दुस्तान के बहुत से साम आते हैं बल्कि बिदेशी के साम भी आते हैं। इसलिए मेरा मंडी जी से निवेदन है कि वहां पर रिटार्मिंग बस की व्यवस्था होनी चाहिए।

श्रीमन 1934 में सीतामढी में स्व० महात्मा गांधी जी गये थे और वहां पर रेलवे स्टेशन पर एक बहुत बड़ी भीटिंग हुई थी। उस स्वाम पर एक छाटा सा पार्क बनाया गया है लेकिन पार्क की जिम तक से सुन्दर व्यवस्था होनी चाहिए वैसी व्यवस्था नहीं हुई है। येरा निवेदन है कि उस पार्क की काफी सकाई होनी चाहिए।

रेल बाड़ी (जो एल०एल० चिन्ह) वह बाके रेलवे बा है?

जो लोन्ज प्रसाद बालब जी, हा। येरा सुधार है जि इस बे एक मानी रहना चाहिए औकि

[बी नमेन्स 'साव यादव']

फूल यादि मे पानी दे सके और उस पार्क का नाम यादी भी पार्क हो जाना चाहिए।

बीनमूर मे मरी जी का घ्यान ए०ए० बीनमूर के स्टालो की तरफ चिक्काना चाहता हूँ। इसाहाराव मे उनका स्टाल है और जहाँ भी मैं जाता हूँ हरेक रेलवे स्टेशन पर ए०ए० बीनमूर स्टाल चिक्का रहता है। करीब तीन सौ, चार सौ रेलवे स्टेशनो पर इनके स्टाल हैं। मैंने मरी जी से पहले भी निवेदन किया था और आप पुनः निवेदन करना चाहता हूँ कि चित्तनी जल्दी हो सके, ए०ए० बीनमूर—जिसके नाम पर करीब चार सौ रेलवे स्टेशनो पर स्टाल रखे गये हैं जोकि उन्होने सबलेट किये हुए हैं कही पर दो सौ रुपये महावार, कही पर 150 रुपये महावार पर उन स्टालो को उनसे ले लिया जाए। ए०ए० बीनमूरएक बहुत बड़े प्रोप्राइटर है और इनकी इन स्टालो से लालो की आमदारी है। इसलिए मेरा निवेदन है कि इसी महीने आप इनसे सभी स्टाल छीन लें। वह इनकी जमीदारी बन गई है, इसको बत्तम कीजिए। अभी तक इनकी जमीदारी बत्तम नहीं हुई है हालांकि आपने बड़े-बड़े जमीदार, राजा महाराजाओं की जमीदारी बत्तम कर दी। आप पांच करोड़ रुपये प्रिवी-पर्स के रूप मे राजा-महाराजाओं के देने दे। वह सब आपने बत्तम कर दिया और हमारी पार्टी के नेता इन्द्रागांधी ने एक बड़ा कांतिकारी कदम उठाया, इसलिए मेरा निवेदन है कि चित्तनी जल्दी हो सके, आप ए०ए० बीनमूर की जो जमीदारी है वहीं से, उनको बत्तम करें और उन चार सौ रेलवे स्टेशनो पर जो स्थानीय मैट्रीकुलेट्स, इन्टरमीडिएट और बेजुएट्स हो, उनको वे स्टाल दीजिए। चिक्कित युवक जो आप अपनी जीविका के लिए, अपनी नीकरियो के लिए हृष्टाल करते हैं, उनको वे स्टाल दीजिए। युवराज जो इन लोगों ने हृष्टाल की है और अब विहार में कर रहे हैं। इसलिए मेरा निवेदन है कि स्थानीय युवकों को, जिनकी ज़ैदीरी की अवस्था हम नहीं कर सके हैं, जोकि मैट्रीकुलेट्स, इन्टरमीडिएट और बी०ए० पास हैं और जो बेरोजगार हैं, आप ये स्टाल दीजिए, जिससे चिक्कित युवक अपनी जीविका का पालन कर सकें....(अवधार) . . अभीमूर मे उन चिरोडी पक्के लोगों हैं पूछना चाहता हूँ जोकि हृष्टाल करते हैं। हृष्टाल कौन करते हैं? कभी उधर से और कभी उस तरफ से जोग हृष्टाल

करते हैं। आप यदि चाहते हैं कि रेलवे में सुधार हो और भूम्यों में कभी हो, तो आप हृष्टाल बनव करवाइए।

बी० लाली लालामण बाबू: आपके अपने घर की लज्जाई है। क्यों भूम्यों को लीच देते हो?

बी नमेन्स ब्रसाल बाबू: घर की बात नहीं है।

आप जोड़ा सा मैं रिजर्वेशन के बारे में कहना चाहता हूँ। वहै स्लाल रिजर्वेशन के बारे में मैं जानता हूँ कि पटना रेलवे स्टेशन पर जब यात्री लोग जाते हैं, तो उनसे कह दिया जाता है कि जगह नहीं है। इसलिए वेरा मरी जी मे निवेदन है कि सभी रेलवे स्टेशनो पर एक साइन-बोर्ड लगा देना चाहिए और माइन-बोर्ड पर लिखा होना चाहिए कि वर्द्धन-क्लास स्लीपर मे इतने स्थान ट्रू-ट्रायर स्लीपर मे जाती हैं और इतने घिर्डायर मे जाती हैं और प्रथम ब्रेकी मे इतने स्थान जाती हैं। जहां पर यह साइन-बोर्ड लगा हो, वहां पर रोनीनी की भी अच्छी अवस्था होनी चाहिए जिससे यात्री आसानी से देख सके कि किस बर्ग मे कहां पर रिफर्नी जगह जाती है। अगर वे यह देख सकते हैं कि इनसे स्थान जाती हैं तो यह जो भूस्खोरी जाती है, वह आप ही आप बत्तम हो जाएगी।

सोनबद्दा मे मुजफ्फरपुर रेलवे लाइन के लिए भी मैंने पहले निवेदन किया था। मैं निवेदन करना चाहूँगा कि सोनबद्दा मे मुजफ्फरपुर तक पिलर्स भी बड़े गये हैं लेकिन वह काम पूरा नहीं हुआ था। 1942 मे शीतामधी के लोगों ने शांति की भी ओर उसमे वहा बा ए०डी०मो० और इस्पेक्टर मारा गया था और हमारे वहा के हजारो दुष्क जेल मे गये थे। चार पांच आदिवायों को कासी के तक्के पर सटकाया गया। कुछ होकर अंग्रेजो ने सनबद्दा मे मुजफ्फरपुर बनने वाली लाइन का चिन्हार ल्याग दिया। इसके लिए कुछ सामान भी बहुं दाम दिया गया था। इसको 1943-44 मे बन्द कर दिया गया और कह दिया गया कि इधर रेलवे लाइन नहीं बनेगी। बेरा आप निवेदन है कि सोनबद्दा/शीतामधी, मुजफ्फरपुर रेलवे लाइन को हाथ से ले। यहां पर लोग हजारों की संख्या मे जेल गये थे। कासी के तक्के पर सटकाए गए थे। 1942 मे जो रेलवे लाइन बनने वाली भी वह अभी नहीं बनी है। अपने कार्यालय मे जाकर आप देखे कि कहां काइम दबी पड़ी है। उसको दीमक भी लग गया

होता : इसकी आप निकलताएं और इसकी ओर ध्यान दें । इसकी दूरी 53 मील की है । सोनबद्दा से उत्तर नेपाल का राज्य लूक होता है । उधर से सबूते की लकड़ी, दबा दाढ़ और काकी मादा में गन्न, चावल आपको आ मकरी है ।

नहरकटियाला—समस्तीपुर की छाटी लाइन है । यहां पर रेल की ओर गुमटियां हैं उनको आप देखे । सबके रेलवे लाइन को जान बार करती हैं । वहां पर रेलवे की गुमटियां बरी हुई हैं । उन पर चौकीदार रहता था । लेकिन एक बरस से वहां चौकीदार नहीं है, उसको हटा दिया गया है, सबको हटा दिया गया है । इसका नामका यह हो रहा है कि रेल के बगल में जो जमीन है, रेलवे की जो सम्पत्ति है, यिलर आदि है उनको उठा कर नाम ले गए हैं और जमीन को दबाते आ रहे हैं । इन बातें मेरी प्रारंभना है कि जहां-जहां पर गुमटियां हैं वहां पर आप चौकीदार नियुक्त करें ताकि रेलवे की सम्पत्ति की रका हो सके ।

SHRI KRISHNA CHANDRA HAIDER (Ausgram). I thank you, Sir, for giving me a chance to speak on the Railway Demands.

I would request the hon Railway Minister to improve the condition of Bankura-Damodar narrow gauge railway line and to introduce E M U coach and more trains in the Burdwan-Asansol Section as also to declare the Burdwan-Asansol section as a suburban section. Further, I would request that the Burdwan-Sahibganj loop line section of the Eastern Railway should be converted into a double line instead of the present single line and to introduce more trains in this section for better connection with North Bihar as also the industrial belt of Calcutta. You know in this line there is the famous Viswa Bharti University founded by Kabi Guru Rabindra Nath Tagore.

Further, I would request the Railway Minister to construct a new line from Durgapur to Tatanagar via Bankura.

Another point I would like to mention is that the Sealdah-Gede line should be declared as a suburban line. It is a double

line already and it fulfils all the requisite conditions for consideration as a suburban line.

श्री नालूराम शहिदवार (टीकमगढ़) : इन डिमांड्स का मरमंद करने हुए मैं आपने कुछ सुझाव देना चाहता हूँ ।

मध्य प्रदेश भारत का भवमे ज्यादा पिछड़ा हुआ प्रदेश है । वहां पर एक-तिहाई आवादी हरिजनों और आदिवासियों की है । जनना बहा गरीब है । वहां इन्होंने सम्पदा है, बनिज है कि उनका उपयोग हो जाए और आवागमन के साधन उपलब्ध हो जाएं तो उम्म प्रदेश की अर्थ व्यवस्था में ही नहीं सुधार हो सकता है बल्कि मारे देख को इससे लाभ हो सकता है ।

बन्दर में भल्ली राजरा बेजाह बेलाडीला रेलवे लाइन की बहुत आवश्यकता है । बालचाट में नाम्बे के भदार निकले हैं । वहा आगर रेलवे लाइन बाल दी जाए तो उम्म इनके का बाफी विकास हो सकता है ।

मध्य भारत और बुन्देलखण्ड ढाकू पीडित क्षेत्र रहा है । मध्य प्रदेश की भरकार के प्रबलों के कलमस्तप वहा ढाकूओं ने आत्म-समर्पण किया । अगर अब उस क्षेत्र का विकास नहीं हुआ तो उस क्षेत्र की ढाकू समस्या ज्यों की त्यो बनी रहेगी । इन बातें वहां रेलवे लाइन डालनी बहुत जरूरी है । वहा कोई रेलवे लाइन नहीं है । इस बास्ते वहा कोई उद्योग व्यापा नहीं लगा पाया है । यिलपुरी से खालियर के बीच में जो छोटी रेलवे लाइन है उनको ज्ञात गेज किया जाए । अभी हाल में बीरपुर स्टेशन में एक एस्टीडेंट हुआ है । उसका एक कारण या । चम्बल का जो पुल बना है । वहा इतना अधिक ढाल पड़ता है, इतन की जो बास तेज होती है जिन्हुंने उसमे बैकुम नहीं होता है और इजार एकदम स्पीड में होने के कारण याढ़ी बहाई में गिर गई और कई यात्री मर गए । बसों के लिए यात्री मिलते हैं, ट्रकों के लिए भाल गिलता है तो मैं नहीं समझ पाता हूँ कि रेलवे लाइन क्यों नहीं बत सकती है, आज गेज क्यों नहीं बन मकरी है, घूमरे क्यों लाभ नहीं हो सकता है । इकोनोमिक आदिवासियों हैं, प्रायिक दृष्टि से लाभ कारी हैं । इन बातें आप इसको नैरो गेज से ज्ञात गेज करने की कृपा करें ।

श्री नाथ राम अहिरवार

बुद्धेलखंड लोक में लघुगण पांच हजार ढाकुओं ने भारत-समर्पण किया है। मेरा सुनाव है लखितपुर से टीकमगढ़ और पत्ता से सतना की विजया जाए ताकि वह अमर्ही और कलकत्ता लाइन से जिल जाए।

बुद्धेलखंड लोक में बगोह से टीकमगढ़ और छतरपुर और छतरपुर से बजुराहो होते हुए महोबा को निला दिया जाए ताकि लखनऊ और कलकत्ता लाइन से जोड़ा जाए। यद्य प्रदेश सरकार ने विजये साल स्वीकृति के लिए आपके पास यह योजना इनके सम्बन्ध में भेजी हुई है। जब तक आप इसको नहीं करते हैं तो कोई भी उद्दोगपति वहा उचोग लवाने को दैवार नहीं होगा। क्योंकि वह कहने हैं कि रेलवे लाइन के लिए कहा जाता है तो आप कह देते हैं कि वहा कोई उचोग नहीं है इसलिए रेलवे लाइन नहीं ढाल सकते हैं। यह जो स्विनि है इनमें से कैसे निकला जा सकता है। इसमें जनता की क्या

गलती है। वह क्यों निलटी रखे? महा काली भाजा में अज, अकड़ी, अछली, सज्जियां, कोल्यां, बैलीड यहां निकलता है। रेलवे लाइन होने से उसका उपयोग हो सकता है। बुद्धेलखंड के विकास के लिए मैं जाहला हूँ कि इसका सर्वेशन कार्य शीघ्र करायें।

जनता की सुविद्धा के लिए आप किराया छाटते जाते हैं, कहते हैं कि हमको बाटा होता है। इस घटे को कैसे पूरा किया जा सकता है, ऐसे आपको देखना चाहिए। आपके विचार के लोग ही आपको कितना नुकसान पहुँचाते हैं इस भोर भी आप ध्यान दें।

MR. CHAIRMAN: Shri Ahirwar may continue tomorrow. The House stands adjourned to meet again at 11 A.M. tomorrow.

18 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 20, 1974/Phalgun 29, 1895 (Saka).