

Second Series, No. 20

Thursday, March 5, 1959
Phalguna 14, 1880 (Saka)

LOK SABHA DEBATES

**Seventh Session
(Second Lok Sabha)**



LOK SABHA SECRETARIAT
New Delhi

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LOK SABHA DEBATES

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LOK SABHA

Thursday, March 5, 1959/Phalgun 14,
1880 (Saka).

*The Lok Sabha met at Eleven of the
Clock.*

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

Hindi in Delhi Administration

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*925. { Shri Ram Krishan Gupta:
Shri Rajendra Singh:
Shri Bhakt Darshan:
Shri Naval Prabhakar:
Shri D. C. Sharma:
Sardar Iqbal Singh:
Shri Siddananjappa:

Will the Minister of Home Affairs be pleased to state:

(a) whether the six-member committee appointed to draw up a time schedule for the progressive adoption of Hindi as the language of Delhi Administration has submitted its report;

(b) if so, the details thereof; and

(c) the nature of action taken on the recommendations?

The Minister of Home Affairs (Shri G. B. Pant): (a) to (c) The Report of the six-man Committee has been received and is under consideration.

Shri Ram Krishan Gupta: May I know the approximate period by which Hindi will be adopted in Delhi Administration?

Shri G. B. Pant: It is difficult to say anything definite at this stage.

Shri Ram Krishan Gupta: May I know what is the policy of the Government in other Union Territories regarding the adoption of Hindi?

Shri G. B. Pant: The policy of the Government has been indicated more than once. It is the policy that the Central Government may adopt.

श्री भक्त दर्शन श्रीमान्, समिति की रिपोर्ट के बारे में अगर पूरी तरह से नहीं बताया जा सकता तो कम से कम यह बताने की कृपा तो की जाये कि मोटे तौर से उस ने क्या सिफारिश की है ?

श्री गो० ब० पन्त : उन्होंने कई तजवीजों की हैं, जो लोग हिन्दी नहीं जानते, उन को हिन्दी सिखाई जाये, अगर मुमकिन हो सके तो हिन्दी में कुछ काम शुरू करने की कोशिश की जाये, कुछ घरों के बाद या तुरन्त ही। और जो स्टेट के बाग़े में जनरल पालिसी है उस के बारे में मेंटन गवर्नमेंट की तरफ से एक स्टेटमेंट ड्रॉ हुआ था जोकि पब्लिश भी हुआ था। उसी के आधार पर उन्होंने बे कमेटी को मुकर्रर किया था और उसी के आधार पर कमेटी ने अपनी रिपोर्ट भी दी है अभी डिटेल्स मैं नहीं हुई हैं।

श्री नवल प्रभाकर : क्या मैं माननीय मंत्री जी से यह जान सकता हूँ कि जो सिफारिशों कमेटी ने की हैं और जो सरकार के बिचाराधीन हैं उन पर सरकार कब तक अन्तिम निर्णय दे सकेगी ताकि उन को कार्यान्वित किया जा सके ?

श्री गो० ब० पन्त : कोई खास तारीख तो इस के लिये सरकार ने मुकर्रर नहीं की है। मगर मैं समझता हूँ कि इस निर्णय को करने में कोई बहुत ज्यादा देरी नहीं होगी। कुछ इसलिये भी कि शामद सारा मामला

श्री गो० ब० पन्त : कोई खास तारीख तो इस के लिये सरकार ने मुकर्रर नहीं की है। मगर मैं समझता हूँ कि इस निर्णय को करने में कोई बहुत ज्यादा देरी नहीं होगी। कुछ इसलिये भी कि शामद सारा मामला

इस बारे में लैंग्वेज कमेटी की रिपोर्ट आने पर पार्लियामेंट में डिसकस होगा। इसलिये समझा गया कि अगर कुछ दिन ठहर जाये तो अच्छा है।

श्री श्री ० ब० तारिक में यह जानना चाहता हूँ कि उद्दू जोकि कई सौ सालों से दिल्ली की असली और पुरानी जवान है, मौजूदा दिल्ली में उस का क्या दर्जा होगा ?

(میں یہ جاننا چاہتا ہوں کہ اردو جو کہ کئی سو سالوں سے دہلی کی اصلی پرانی زبان ہے - موجودہ دہلی میں اس کا کیا درجہ ہوگا ?)

श्री श्री ० ब० वल्ल दिल्ली में उस का माक्स दर्जा होगा।

श्री बजराम सिंह क्या मे जान सकता हूँ कि इस सब के प्रतिरिक्त कि दिल्ली स्टेट में हिन्दी को राजभाषा के रूप में कब से लागू किया जायेगा, क्या दिल्ली स्टेट में हिन्दी के विकास और उन्धान के लिये भी कोई प्रस्ताव है ?

श्री श्री ० ब० वल्ल और सिफारिशों के अलावा यह एक खास सिफारिश है कि दिल्ली में काम करने वाले जितने अहलकार हैं उनको हिन्दी सिखाई जाये

सेठ गोबिन्द दास क्या यह बात सही है कि इस प्रतिवेदन में इस बात को मजूर कर लिया गया है कि दिल्ली के शासन का सारा कार्य हिन्दी और देवनागरी लिपि में ही चलेगा ? अभी माननीय मंत्री जी ने कहा कि ससदीय हिन्दी समिति की रिपोर्ट के लिये ही इस सम्बन्ध में निर्णय को रोक दिया है। तो यह रिपोर्ट हमारे इस सदन में कब तक आ जायेगी ?

श्री श्री ० ब० वल्ल दिल्ली की रिपोर्ट या ससदीय कमेटी की रिपोर्ट ?

सेठ गोबिन्द दास आप ने ससदीय हिन्दी समिति की रिपोर्ट के सम्बन्ध में यह कहा था कि दिल्ली के सम्बन्ध में निर्णय उसी के लिये रोक दिया गया है।

श्री श्री ० ब० वल्ल मैं ने तो यह कहा कि कमेटी की जो रिपोर्ट आई है उस पर निर्णय रोक दिया गया है। जो तफसील की बात है वह कमेटी की रिपोर्ट में आई है कि हिन्दी को किस तरीके पर प्रोप्रेसिवली बढ़ाया जाये। उन मजिलों की जो बात उस में आई है उस पर डिटेल् में गौर करना रोक दिया गया है। जहाँ तक प्रिंसिपल् और पार्लिसी की बात है उस का स्टेटमेंट पहले दे दिया गया है, और यह कहा गया है कि दिल्ली की जवान क्या होगी, किस तरह पर यहाँ काम होगा, वह सब प्रिंसिपल् उस स्टेटमेंट में दिये गये हैं और जो ससदीय कमेटी के बारे में आप पूछ रहे हैं कि वह कब आयेगी, तो वह तो इस हाउस के बिजनेस पर मुनहसिर है। आज कल तो बजट चल रहा है। पर मैं उम्मीद करता हूँ कि इसी सेशन में वह आ जायेगी।

Neyveli Thermal Station

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Shri Subodh Hanada:
Shri S. C. Samanta:
Shri R. C. Majhi:
*926 Shri Ram Krishan:
Shrimati Parvathi Krishnan:
Shri Nagi Reddy:
Shri Vajpayee:
Shri Elayaperumal:

Will the Minister of Steel, Mines and Fuel be pleased to refer to the reply given to Starred Question No 947 on the 15th December, 1958 and state

(a) whether the negotiations for concluding a contract with the Soviet Organisation for procurement of working drawings, plant and machinery for the Neyveli Thermal Power Station have been completed,

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

(c) whether any machinery has been received after entering into contract;

(d) the progress made in the construction so far; and

(e) the amount spent so far?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No

(b) to (e) Do not arise

Shri Subodh Hansda: When is the negotiation likely to be finalised?

Shri K. D. Malaviya: Negotiations between the Corporation and the Soviet organisation for the purchase of working drawings, plant, machinery and equipment are in progress now. Most of the points have been agreed upon except a few points which are likely to be concluded soon.

Shri Subodh Hansda: What is the amount of credit that is expected from the Soviet Union to set up this project?

Shri K. D. Malaviya: This is also one of the points which have to be specifically and finally decided because the point has still to be discussed whether construction equipment should also be supplied under the 500 million rouble Russian credit. So, it has to be finalised.

Shri S. C. Samanta: May I know how many technical officers and staff are at present under training and what will be the duration of the training?

Shri K. D. Malaviya: I should require notice.

Shrimati Parvathi Krishnan: The Minister had said in reply to an earlier question that the project report was received as early as October, 1958. May I know why there is such a delay in finalising the agreement?

Shri K. D. Malaviya: The Neyveli Corporation have accepted the project report and it is negotiating on the basis of the project report which is going on.

Shri Vajpayee: May I know what are those few points over which no agreement has so far been reached?

Shri K. D. Malaviya: The few points which are being considered now are the actual cost of the machinery and equipment to be supplied by the Soviet organisation and whether the construction equipment have also to be included in the credit which has been advanced by the Soviet Government and a few more points.

Shri Subbiah Ambalam: May I know whether separate estimates of costs have been prepared for detailed working drawings, designs and for the supply of machinery and equipment to the thermal plant and if so, what are they? May I know whether any separate commission or fixed fee has been fixed for foreign consultants?

Shri K. D. Malaviya: I do not think any such separate item-wise allotment could be given by me just now.

Shri Tangamani: In reply to a previous question it was stated that of the five units composing the thermal plant, the first unit will come into operation by March, 1961 and the rest by March, 1962. May I know whether those dates continue to be firm dates or there is likely to be a shift from those dates?

Shri K. D. Malaviya: Preliminary civil works relating to the thermal power station are going on. We are trying to keep within schedule. That is all that I can say.

Shri Dasappa: May I know whether the credit that the Government is allowing is not in cash but there is an obligation to purchase all the plant and machinery from Russia and there is no room for global tender?

Shri K. D. Malaviya: According to the negotiations that are going on, the machinery that have to be purchased have got to come from the Soviet Union.

Shri S. C. Samanta: We were given to understand that in the meantime the briquetting and carbonising scheme would be taken up. How far has it progressed?

Mr. Speaker: Does it arise out of this question?

Shri K. D. Malaviya: I am not able to answer that question.

Shri Ram Krishan Gupta: May I know whether Government have accepted the project report?

Shri K. D. Malaviya: Yes, Sir. I said the project report had been accepted by the Government, except some of those small details that are still being considered.

Shri Bose: What will be the size of the plant in respect of power production?

Shri K. D. Malaviya: Size?

Mr. Speaker: Shri Vittal Rao:

Shri T. B. Vittal Rao: Until and unless this thermal plant is set up there will be no use for the lignite that will be raised from these mines. In view of that do Government propose to expedite it as early as possible?

Shri K. D. Malaviya: Yes, Sir. We are doing our best to expedite the whole thing, and I suppose the few points that remain to be agreed upon between the two parties will also be done soon.

Shri T. B. Vittal Rao: Have they got yearly schedules for setting up of this plant, that by 1959 so much work will be done, by 1960 so much work will be done, and the plant will be commissioned in 1961?

Shri K. D. Malaviya: I will require notice to answer whether detailed schedules have been fixed up.

Shri Narasimhan rose—

Mr. Speaker: Why did he not get up earlier?

Shri Narasimhan: As it developed, I wanted to ask. May I know whether the negotiation goes on with any of the Soviet agents here or through correspondence only?

Shri K. D. Malaviya: The representatives of Messrs. Techno Export, Moscow, negotiate with our Government representatives.

All India Service of Engineers

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*927. { **Shri Ram Krishan Gupta:**
 Shri Vidya Charan Shukla:
 Shri D. C. Sharma:
 Shri Ramakrishna Reddy:

Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 756 on the 2nd December, 1958 and state:

(a) the further reactions of State Governments to the scheme relating to All India Service of Engineers; and

(b) at what stage the matter stands at present?

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b). In view of the general attitude of the States, it was not considered necessary to pursue the matter further. Instead, the Central Government are examining the question regarding the setting up of a central pool of Engineering Specialists.

Shri Ram Krishan Gupta: May I know the names of the States which have opposed this scheme?

Shri G. B. Pant: Well, hardly any which has approved the scheme!

Shri D. C. Sharma: May I know if it is not contrary to the recommendations made by the States Reorganisation Commission that this kind of service, or other kinds of services, on an all-India basis should be created, and if so, may I know whether the States have expressed their disagreement with that proposal? What is the attitude of the Central Government?

Shri G. B. Pant: The Central Government does not want to impose anything on the States against their unanimous resistance.

Mr Speaker: Shri Ramakrishna Reddy.

Shri Ram Krishan Gupta: May I know the reasons for

Mr Speaker: He is not Ramakrishna Reddy. Shri Ramakrishna Reddy is not here. All right. Shri Ram Krishan

Shri Ram Krishan Gupta: May I know the reasons for their refusal?

Shri G. B. Pant: They think that they have complete control over the services in their respective States, and if the services, whether of engineers or of medical men or of others, are brought within an all-India cadre, then to that extent, their own control will be relaxed.

Shri C. D. Pande: In view of the fact that a large number of big projects are financed solely by the Central Government, and these projects in future will require so many engineers that the Government of India can have its own service of engineers on an all-India basis, will Government consider, apart from the State Governments' refusal, the possibility and scope of instituting a service of engineers on an all-India basis?

Shri G. B. Pant: The Central Government has a service of engineers, and the CPWD engages a large number of engineers in the central services.

Shri C. D. Pande: Irrigation and otherwise.

Shri G. B. Pant: Of course, there are irrigation engineers, and there are also engineers dealing with civil works and other things.

Shri C. D. Pande: These engineers come from the States. They are lent to the Central Government, but the Central Government has not got any others in direct service.

Shri G. B. Pant: It is not exactly so. The Central Government has also got its own engineers.

Shri D. C. Sharma: May I know if the State Governments were consulted only through correspondence or the Home Minister had any personal and joint consultation with the Ministers or others?

Shri G. B. Pant: I have tried to persuade them personally more than once.

Shri Tangamani: May I know whether Government have given up forming the pool of those engineering personnel who were qualified from foreign universities and if so, what is the number of the personnel and what is the subsidy that is being paid to them?

Mr. Speaker: How does that arise out of this question? This is about an all-India cadre instead of allowing the States to appoint.

Shri Tangamani: Last time the question arose.

Mr. Speaker: Questions arise, but the question that has been put by the hon. Member does not arise out of this question.

Shri Tangamani: Both were linked last time.

Mr. Speaker: I will not link it. It has been wrongly linked.

Shri Tangamani: We were told both will be linked. That is why I want to know.

Mr. Speaker: Maybe, but this does not arise.

Shri Tangamani: The question arose that these engineering personnel are still in surplus, and they are still unemployed. That point was raised.

Mr. Speaker: I am not able to see the question. Shri Hem Barua.

Shri Hem Barua: May I know whether this all-India cadre of services which the Central Government has in mind is proposed to be constituted out of the central pool of engineers, if so, whether any standard in point of academic qualifications,

experience and age is being laid down?

Shri G. B. Pant: The question as to how the central pool of engineers should be organised is still under consideration. Maybe, selections of the best engineers may be made from all over the States, and the latter may be requested to lend the services of some of their engineers for a definite period, or to transfer them to the central pool, or the names of such engineers may be entered in a common list and an understanding reached with the different States that their services will be made available for big projects whenever necessary in other States also.

Shifting of Villages on the Banks of Jumna

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*928 { **Shri D. C. Sharma**
 { **Shri Naval Prabhakar:**

Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No 1205 on the 10th December, 1958 and state—

(a) the progress made towards the rehabilitation of the people of the villages which have been shifted from Jumna banks to higher level areas, and

(b) the amount spent so far on this account?

The Minister of Home Affairs (Shri G. B. Pant): (a) After preparation of layout plans of all the new sites and demarcation of plots and blocks, allotment of plots was made to the villagers concerned. All the allottees have accepted the allotment of plots except those belonging to one village who questioned the suitability of the new site. Further expert advice obtained has, however, confirmed the suitability of this site. In regard to the development work in Dhaka Dhirpur village (in urban area), the levelling operations and laying of storm water drainage, which were started in August, 1958, have nearly finished. Arrangements have been made for grant of loans to the

villagers concerned for construction of houses. The Block Development Officers have been asked to advise the villagers concerned to undertake forthwith the construction of their new houses.

(b) Rs 309 lakhs approximately.

Shri D. C. Sharma: What is going to be the loan to a family, and what is going to be the rate of interest to be charged for that?

Shri G. B. Pant: Every family is to be given a plot of land. The price to be charged for the plot is to be much lower than that invested in it, that is, the price that had been paid in the acquisition and the expenditure that has been incurred in the development of the plot will be much more than what the villagers will be required to contribute. They will be given advances for the building of houses at the usual rate, which, I think, comes to 5 per cent.

श्री नवल प्रभाकर: क्या मैं माननीय मंत्री जी से जान सकता हूँ कि उन गावों में जो लोग रहने थे और जिन को दूसरे गावों में प्लाट दिये गये हैं, उन में से जो हरिजन हैं उन को भी कोई अनुदान देने की बात सरकार सोच रही है, जिस तरह से कि हरिजन कल्याण बोर्ड की ओर से उन को मकान बनाने के लिये सहायता और अनुदान के रूप में स्पष्ट दिया जाता है ?

श्री गो० ब० पन्त: हम वक्त जो तजवीज की वह तो सारे गाव वालों के लिये एक ही पैमाने पर थी। अगर हरिजनों के लिये कोई खास सवाल हो और उस के लिये कोई खास रियायतें आम तौर से दी जाती हो, तो इक्वलिटी घाने पर गौर किया जायेगा।

Shri D. C. Sharma: May I know whether the block development officer will prepare the plan for these houses or the members of these villages will be at liberty to prepare the plan for their houses?

Shri G. B. Pant: There will be a model plan which the villagers will be expected to adopt, but they will not be forced to adopt that.

राजा महेंद्र प्रसाद क्या मैं जान सकता हूँ कि संख्या कितनी है उन भ्रातृमियों की जो दूसरी जगह हटाये जा रहे हैं ?

श्री गो० ब० पन्त : संख्या तो मुझे याद नहीं, मगर कोई १२ गांव हैं। उन १२ गांवों के जितने रहने वाले हैं उन सभी के लिये इन्तजाम है।

Shri Radha Raman: May I know whether after these villagers have been shifted there or in the lay-out of the plan for the resettlement of the villagers or the rehabilitation of the villagers, Government contemplate to provide amenities such as electricity, schools and dispensaries?

Shri G. B. Pant: Yes, I think provision has been made in the development plan for spaces to be left for school buildings and other amenities that may be necessary, and it will be the function of the authority concerned to provide such amenities as that authority is required to provide

श्री नवल प्रभाकर दून गांव वालों को जो प्लाट अब दिये गये हैं क्या मैं जान सकता हूँ कि उन की कीमत उतनी ही है जितनी कि उन प्लाटों की जोकि उन के पास अपने गांवों में थे जिन के बदले में नये प्लाट दिये गये हैं ?

श्री गो० ब० पन्त : अभी मैं ने कहा कि जितनी उन में लागत लगी है उस से काफी कम कीमत में वह गांव वालों को दिये जायेंगे, और जो उन की जमीन है वह उन की रहेगी।

श्री नवल प्रभाकर : जमीन तो बाघ जीब में आ गई है। वह उनके किसी काम में आ सकती सभी तो उन को देने का सवाल उठता।

श्री गो० ब० पन्त : तब भी वह उस के मालिक रहेंगे और जब वह उन के काम में आ सकेगी तब वह ले सकेंगे।

Direct Taxes Administration Enquiry Committee

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*929. { **Shri Ram Krishan Gupta:**
Pandit D. N. Tiwary:
Shri Bakt Darshan:
Shri Vajpayee:
Shri D. C. Sharma:

Will the Minister of Finance be pleased to state:

(a) whether the Direct Taxes Administration Enquiry Committee has submitted its report;

(b) if so, the details thereof; and

(c) if not, whether the time for submission of the Report has been extended?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) No, Sir

(b) Does not arise

(c) Yes, till 30th September, 1950.

Shri Ram Krishan Gupta: May I know whether Government have received any interim report?

Shrimati Tarkeshwari Sinha: No, Government have not received any interim report.

श्री भक्त दर्शन श्रीमान्, इस समिति ने अब तक क्या-क्या कार्य किया है, क्या इस को बनाने की कृपा की जायेगी ?

श्रीमती तारकेश्वरी सिन्हा : सब से पहले तो इस कमेटी ने सवाल पूछे थे। सैंकड़ों सवाल पूछे गये थे और उन के जवाब आये। उस के बाद जितने चैम्बर्स हैं, जितने एसोसिएशन्स हैं, उन लोगों से उस ने औरत एविडेंस ली। उन लोगों ने कमेटी के सामने आ कर बयान दिये हैं। कमेटी ने करीब करीब सभी प्रदेशों का दौरा किया और अब

कमेटी अपने सुझावों की जांच पड़ताल कर रही है।

श्री बाजपेयी अब तक समिति को कितने स्मृति पत्र मिले हैं और जिन का मौखिक साक्ष्य लिया गया है, उन की संख्या क्या है ?

श्रीमती तारकेश्वरी सिन्हा स्मृति पत्र जो मिले हैं उन की संख्या ४७६ है। मौखिक कितने मिले हैं इस की मेरे पास कोई सूचना नहीं है।

Shri D. C. Sharma: In view of the fact that the chairman of this committee is always asking for speeding up things in this House, may I know whether the target date will be adhered to?

Mr. Speaker: He is not here today

Shrimati Tarkeshwari Sinha: The chairman himself is very conscious of his responsibilities and duties, and looking to the complicated problems of the whole subject, he has asked for extension of time, and that has been given to him

Mr. Speaker: The hon Member wants to know whether continuance of that Member on that committee will interfere with his work here

Shrimati Tarkeshwari Sinha: I do not think so

Shri D. C. Sharma: I want to know whether the target date fixed for the submission of the report will be adhered to or some further extension of time will be asked for

Shrimati Tarkeshwari Sinha: I cannot presume what will happen in the future, but so far as we expect, we do not think that the target date will be extended

Shri S. M. Banerjee: May I know the terms of reference of this committee and the composition of the committee?

Shrimati Tarkeshwari Sinha: The composition of this committee is as

follows. As the hon. Member himself knows, Shri Tyagi, Member, Lok Sabha, is the chairman of this committee. Shri Rajendra Pratap Sinha, Member, Rajya Sabha, is one of the members, Shri B. M. Gupta, Shri G. P. Kapadia, and Shri K. Sundararajan are the other members of the committee

Mr. Speaker: As soon as a committee is appointed, is not the composition notified in the gazette?

Shrimati Tarkeshwari Sinha: Yes, it is notified

Mr. Speaker: There is more than one copy of the gazette in the Library. Hon Members ought to look into them

Shri Khadiolkar: May I know when this committee is entrusted with the task of certain administrative reforms and tax reforms and to suggest how they are to be introduced, and also whether the new measure suggested in the Budget that was presented regarding the removal of wealth tax on the companies was proposed after consultation with this Committee?

Shrimati Tarkeshwari Sinha: I cannot say what specific proposals the committee is going to make. But the committee has been formed to advise Government on the administrative organisation and procedure necessary for implementing the integrated scheme of direct taxation, with due regard to the need for elimination of delays and avoidance of inconvenience to the assesses

Shri Khadiolkar: My question is whether the change introduced in the Budget was done on the advice of the committee

Shrimati Tarkeshwari Sinha: I have said that the committee has not submitted any interim report so far

Shri Tangamani: Were they informally consulted?

राजनैतिक पीड़ितों के वर्गों की व्यवस्था

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*६३२. { श्री भक्त वंशन :
श्री हेमराव :
श्री भूलाल सिंह :

क्या शिक्षा मंत्री ५ दिसम्बर, १९५८ के तारकित प्रश्न संख्या ६१९ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि

(क) राजनैतिक पीड़ितों के आश्रितों को शिक्षा सम्बन्धी रियायतें देने का जो निर्णय किया गया था, उसे किन-किन राज्य-सरकारों ने कार्यान्वित करना स्वीकार कर लिया है ;

(ख) शेष राज्य-सरकारों को उक्त निर्णय लागू करने के लिये राजी करने के लिये अब तक क्या कार्यवाही की गई है , और

(ग) प्रत्येक राज्य व सघ-राज्य क्षेत्रों के अनुमानतः कितने-कितने राजनैतिक पीड़ित इन रियायतों से लाभ उठा सकेंगे ?

शिक्षा मन्त्री (डा० का० ला० श्री बाली) (क) राज्यों और केन्द्र प्रशासित क्षेत्रों में जनवरी १९५९ में पूछा गया था, परन्तु उन के प्रस्ताव अभी तक प्राप्त नहीं हुए हैं ।

(ख) प्रश्न नहीं उठता ।

(ग) राज्यों और केन्द्र प्रशासित क्षेत्रों में सूचना पाये बिना केन्द्रीय सरकार के लिये यह संभव नहीं है कि वह इस से लाभ उठाने वाले व्यक्तियों की संख्या का अनुमान लगा सके ।

Some Hon. Members: May we have the reply in English also?

Dr. K. L. Shrimall: (a) The States and Union Territories were addressed in January, 1959, but their proposals have not been received up till now.

(b) Does not arise.

(c) In the absence of information from the States/Union Territories, it is not possible for the Central Government to estimate the number of persons to be benefited.

श्री भक्त वंशन श्रीमन्, क्या राज्य सरकारों से यह भी प्रार्थना की गई है कि अपने सुझाव देने से पहिले वे इस बात का सर्वेक्षण करे कि उन के राज्य के अन्दर कितने राजनैतिक पीड़ित हैं, उन की क्या आर्थिक स्थिति है और कितने स्कालशिप की आवश्यकता है ?

डा० का० ला० श्रीमाली वह तो करना ही होगा, उस के बाद ही कुछ किया जा सकता है ।

श्री भक्त वंशन श्रीमन्, पिछली बार मेरे प्रश्न का उत्तर देने हुए माननीय मंत्री जी ने बतलाया था कि आसाम, बिहार, केरल, मध्य प्रदेश, मद्रास, पंजाब, राजस्थान और उत्तर प्रदेश में इस प्रकार की योजनायें पहले से चालू हैं पर कुछ राज्यों में इस सम्बन्ध में अभी तक कोई व्यवस्था नहीं है । क्या माननीय मंत्री जी सदन की मेज पर एक विवरण रखने की कृपा करेंगे कि विभिन्न राज्यों में कुल किस प्रकार की योजनायें चल रही हैं, और जिन राज्यों में अभी तक वे नहीं चल रही हैं, वे उन का क्या कारण देते हैं ?

डा० का० ला० श्रीमाली जी हा, मेरे पास जो भी इतिला उपलब्ध है, उस को मैं सदन की टेबल पर रख दूंगा ।

श्री नवल प्रभाकर दिल्ली में इसी सम्बन्ध में एक उप-समिति बनाई गई थी और वह अभी भी कार्य कर रही है और उस उप-समिति ने शिक्षा मंत्रालय को एक से अधिक जापन दिये हैं । मैं जानना चाहता हू कि यदि उस ने आप को जापन दिये हैं तो शिक्षा मंत्रालय की ओर से क्या कदम उठाये गये हैं ?

डा० का० ला० श्रीमाली मुझे मासूम नहीं कि सदस्य महोदय किस कमेटी का जिक्र कर रहे हैं ।

श्री नवल प्रभाकर : इन्हीं पोलिटिकल सफरर्स के बारे में ।

डा० का० ला० श्रीवाली : लेकिन जहाँ तक स्कीम का तात्पर्य है, दिल्ली एडमिनिस्ट्रेशन को भी इस के सम्बन्ध में लिखा गया है और उन का उत्तर देने पर इस को कार्यान्वित किया जायगा ।

श्री जगदीश प्रबन्धी : क्या मंत्री महोदय को यह मालूम है कि हमारे देश में कुछ राजनैतिक पीड़ितों की आर्थिक स्थिति गुलाम भारत की अपेक्षा स्वतंत्र भारत में अच्छी हो गई है ? क्या ऐसे राजनैतिक पीड़ितों को भी जिन की आर्थिक स्थिति अच्छी हो गई है, साथ कुछ शिक्षा सम्बन्धी सुविधायें देने का विचार कर रहे हैं ?

Dr. K. L. Shrimali: As far as the

श्री जगदीश प्रबन्धी : मेरे प्रश्न का हिन्दी में उत्तर दीजिये ।

डा० का० ला० श्रीवाली : जी हाँ, हिन्दी में ही देता हूँ ।

प्रबन्धी महोदय : माननीय सदस्य अंग्रेजी भी जानते हैं ।

श्री जगदीश प्रबन्धी : मैं ने प्रश्न हिन्दी में ही पूछा है और यदि अंग्रेजी के बजाय हिन्दी में ही उत्तर दिया जाय तो अच्छा रहेगा ।

डा० का० ला० श्रीवाली : आप को शायद यह मालूम है कि पिछली बार मने स्कीम के बारे में बताया था कि पोलिटिकल सफरर्स उन्हीं को माना जाएगा जिन की आय तीन सौ रुपये से अधिक नहीं है ।

Shri Hem Barua: May I know whether it is a fact that political sufferers, in order to establish their identity, are required to obtain certificates from Congress Presidents and Secretaries? If so, may I know whether Government have tried to evaluate the difficulty involved in this process?

Dr. K. L. Shrimali: Government have already defined a 'political sufferer'. 'Political sufferer' means a person who suffered imprisonment or detention of not less than 6 months or who died or who was killed in action or in detention or was awarded capital punishment or became permanently incapacitated due to the firing or lathi charge etc. or lost his job or means of livelihood or a part or whole of his property on account of his participation in the national movement for the emancipation of India. The State Governments and the Union Territories have been asked to send proposals keeping in view this definition of a 'political sufferer'.

Shri Hem Barua: Have the political sufferers to obtain certificates in order to establish the conditions which the hon. Minister has kindly placed before the House?

Dr. K. L. Shrimali: That is for the State Governments to decide how they determine it. We have given a general definition of 'political sufferer'. We are not concerned with any particular political party. It is the State Governments which will decide who the political sufferers are.

Shri Ranga: Have Government offered to bear the whole of the cost of these scholarships to be given to these children of political sufferers or will they be given on the basis of matching grants?

Dr. K. L. Shrimali: For the Union Territories the Central Government will take the full responsibility; for the States it is on the basis of 50-50.

Raja Mahendra Pratap: With the support of some Ministers of the Centre we have been able to establish one Revolutionary Committee here in Delhi. Are you going to consult it because it can give you better figures as to how many people are suffering in India?

Dr. K. L. Shrimali: Government have already examined all the aspects of the question and there is no need for having a further committee in this matter.

Shri Thann Pillai: May I know whether the State Governments have agreed to contribute the matching grant?

Dr. K. L. Shrimali: We have written to the State Governments, as I said. The proposals are still awaited.

श्री छात्रीवाला क्या केन्द्रीय सरकार राजनीतिक पीडित जो है, उन के लिये कोई एक ऐसी पालिसी बना रही है जोकि सब राज्यों में चालू की जा सके ?

डा० का० सा० श्रीवाली इसी मसाले पर यह स्कीम बनी है ताकि सब राज्यों में एक ही स्कीम चल सके ।

Shri Bishwanath Roy: May I know whether any step has been taken for providing facilities for admission to children of political sufferers—apart from the question of scholarships?

Dr. K. L. Shrimali: The State Governments have taken various steps. I know there are some States which have given the following concessions: special considerations in the matter of admissions and the award of freeships, half-freeships in all recognised primary, basic, middle and high schools are given. Also free seats in hostels attached to recognised schools and colleges to a limited number of students and book grants to scholars in primary and aided schools. These various concessions are being given in some of the States. But the practice varies.

Mr Speaker: The hon. Member wants to know, apart from scholarships, whether any preference is given in the matter of admissions to the children of political sufferers because there seems to be some difficulty in admission itself. Is any State doing anything in the matter or has the Centre advised them?

Dr. K. L. Shrimali: That matter will also be looked into.

श्री जनदीन जयसूरी क्या मैं माननीय मंत्री महोदय से जान सकता हूँ कि केन्द्र सरकार

राज्यों की विधान सभाओं के सदस्यों के ही परिवारों को छात्र कोई शिक्षा सम्बन्धी सुविधायें देने का विचार कर रहे हैं या खाली उन्हीं को मिल रही है ?

Mr. Speaker: He is a political sufferer.

श्री जगत बहादुर श्रीमान् माननीय मंत्री महोदय ने पहले बताया था कि यह योजना जुलाई १९५६ से सभी विद्यालयों में लागू हो जायगी लेकिन अभी माननीय मंत्री महोदय ने बताया है कि राज्य सरकारों के उत्तर भी नहीं आये हैं। इसलिये क्या मैं जान सकता हूँ कि राज्य सरकारों से प्रार्थना की जायेगी कि जल्दी से जल्दी सूचना भेज दें ताकि कार्रवाई की जा सके ?

डा० का० सा० श्रीवाली मैं ने लिखा है और फिर याद दिला दिया जायगा और कह दिया जायगा कि जितनी जल्दी हो सके व अपनी स्कीम भेज दें ।

Neyveli Lignite Project

*933 { **Shrimati Parvathi Krishnan**
Shri Nagi Reddy:

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

(a) whether it is a fact that the delivery dates quoted by the suppliers of the specialised mining machinery for Neyveli Lignite Project were extended beyond the dates originally stipulated,

(b) whether due to this extension additional expenditure was incurred to employ conventional type of equipment, and

(c) if so, what has been the additional expenditure?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes

(b) Yes

(c) Rs 65 lakhs

Shrimati Parvathi Krishnan: May I know why this delay has taken

place and also whether one of the reasons is that the suppliers are not really experienced in this sort of machinery?

Shri K. D. Malaviya: According to the original estimates, prior to the arrival of special equipment, it was estimated that the conventional equipment will have to remove only 9 million cubic yards of earth out of 27 million cubic yds. This was expected to cost only 93 lakhs. Later on it was found by the contractors that the specialised equipment would not arrive in time. Therefore, in order to go ahead with the work, some more conventional equipment had to be purchased to finish removing an additional 3 million c. yds. For that Rs. 62 lakhs more were required. That is why the total estimates have gone up from Rs. 93 lakhs to Rs. 155 lakhs.

Shrimati Parvathi Krishnan: The hon. Minister has not answered my question. He has explained why there has been an increase in the cost. My question was whether the firm which was to supply this machinery was a firm which was known to have not specialised in this special machinery and whether the delay is due to the fact that it is not a firm that could really fulfil the order.

Shri K. D. Malaviya: Originally it was expected that the specialised equipment would arrive earlier; but they could not despatch the equipment earlier.

Shrimati Parvathi Krishnan: Why?

Shri K. D. Malaviya: They could not because of certain facts which may not be accepted by us. But the fact is that they did not send the supplies in time; and, therefore, the only alternative for us was to spend a little more money and continue the work.

Mr. Speaker: The hon. Member's suggestion is that the contract for the supply was given to a company which had no special knowledge or was not specialising in this. It was

given to somebody who had not specialised in it and hence the delay. That is the suggestion.

Shri K. D. Malaviya: The German firm which was to supply this specialised equipment could not fulfil....

Mr. Speaker: Why not? This is what the hon. Member wants to know.

Shri K. D. Malaviya: All that I can say just now is that they had to supply equipment somewhere else. Therefore, there was delay in the schedule (interruptions). If my hon. friend wants to know in greater details as to why the agreement was not fulfilled, I shall certainly find out and let her know.

Shri Banga: This supplementary arises out of this question, Sir.

Mr. Speaker: Nobody denies that. The hon. Minister only wants further notice. He is not in a position to give the facts now.

Shri Morarka: Since we have suffered a loss of more than Rs. 60 lakhs because of the non-supply of this equipment in time, may I know what action has Government taken against the suppliers? I mean whether anything will be recovered from them.

Shri K. D. Malaviya: Firstly, there was no loss. We had only to purchase additional equipment which can be used; but, some additional money had to be spent. Whether the original contractors have any liability for this or not is a matter to be considered. I would like to have notice to answer that question.

Mr. Speaker: Hon. Members quite naturally expect this information. Before any contractor is appointed to supply any particular article the hon. Minister must have knowledge about the firm. The hon. Minister must have had knowledge whether they were a specialist firm competent to supply that machinery or not. How does it require new investigation in this matter?

Shri K. D. Malaviya: So far as my present knowledge is concerned, in the actual placement of the order for the specialised mining machinery, there was no major delay nor in the actual shipping of this. Part of it might have been delayed. I am prepared to submit these details to the House if the hon. Members want it.

Shri Thanu Pillai: He has said that there was additional machinery required and therefore the prices have increased. May I know whether for the original equipment any additional price has been paid?

Shri K. D. Malaviya: No, Sir

Shri Narasimhan: I want to know the prospects of the machinery arriving in time.

Shri K. D. Malaviya: This specialised mining machinery has started arriving. The first instalment of bucket wheel excavators, etc. has arrived.

Shri Bose: May I know whether these contractors are the manufacturers of the machinery or whether they are middle-men?

Shri K. D. Malaviya: I am referring to the German manufacturers.

Shri Sadhan Gupta: May I know whether the contract with the firm has any indemnity clause whereby we may expect to be indemnified for the increased expenditure due to the delay?

Shri K. D. Malaviya: As I said, I would require notice.

Mr. Speaker: He does not accept the contention that there is any loss due to that.

Repair of Army Vehicles

*334. **Shri S. M. Banerjee:** Will the Minister of Defence be pleased to state:

(a) whether any contract for repair of army vehicles was given to Messrs Jain Motor Works, Delhi;

(b) if so, the main terms of the contract;

(c) whether the firm could not complete the job; and

(d) whether the contract has been cancelled?

The Deputy Minister of Defence (Shri Raghuramalaiah): (a) Yes, a contract was entered into with M/s. Jain Motors, Delhi, on 24th March, 1958.

(b) (i) Rate Rs. 3,500 for each truck 15 cwt 4x4.

(ii) Completion within the stipulated period. The total number of trucks to be repaired was 176 and the contractor had to repair at the rate of 40 trucks a month.

(iii) Inspection by Army authorities and clearance in regard to requisite standards.

(iv) Award by an officer appointed by M.G.O. in the case of disputed claims to be accepted as final and binding on both parties.

(c) The firm did not fulfil the contract.

(d) Yes, the contract was cancelled on the 31st October, 1958.

Shri S. M. Banerjee: May I know what amount was already paid to the contractor and whether for the remaining amount he has filed a case and, if so, what steps the Government have taken?

Shri Raghuramalaiah: As far as my present information goes, no amount has been paid. The first batch of vehicles was not even returned.

Shri S. M. Banerjee: May I know whether these army vehicles have now been repaired in army workshops and whether there is a proposal to establish repair workshops for all repairs?

Shri Raghuramalaiah: We have proposals to increase our capacity so that

we may be able to repair our vehicles ourselves.

Shri S. M. Banerjee: May I know whether in Avadi there is proposal to have a repair depot?

Shri Raghuramiah: That is quite a different matter. We have under consideration various proposals in regard to Avadi. It is too premature to say anything about this.

Blast Furnace at Rourkela

*935. **Shri Morarka:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether the Hindustan Steel Private Ltd. has agreed to bear the expenses of an Indian sub-contractor for engaging skilled labour for erection work of the blast furnace at Rourkela;

(b) whether this condition was stipulated in the original contract with the firm;

(c) if not, the reasons for agreeing to bear the expenses under this item; and

(d) the total contracts awarded to this sub-contractor?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) to (c). The agreement with the German Contractor for the supply and erection of the Blast Furnaces at Rourkela provides *inter-alia* that the Hindustan Steel Ltd. will assist the contractor in recruiting the skilled and unskilled Indian labour and meet the cost of such labour for the erection of plant and equipment. It was considered that it would be difficult to assemble large number of skilled workmen of various categories on short term employment to meet the varying demands of the erection programme and, therefore, it was decided to employ an Indian sub-contractor for the purpose.

(d) The Indian sub-contractor has been awarded three contracts at

Rourkela including the Blast Furnace work.

Shri Morarka: In view of the fact that supervision was the entire responsibility of this foreign contractor, may I know whether any deduction is made from the figure of Rs. 1,02,00,000 paid to this foreign firm for erection and supervision work?

Shri K. D. Malaviya: No, Sir. I do not think that any deduction was made as suggested by the hon. Member.

Shri Morarka: May I know whether the attention of the hon. Minister has been drawn to the remarks of the Auditor-General that this original contract with the foreign firm was defective and vague and therefore, as much as Rs. 48 lakhs had to be spent.

Shri K. D. Malaviya: I will explain the circumstances as I understand them. Under ordinary circumstances, this reluctance of this German firm could be overlooked by the Hindustan Steel and we could have asked them to stick to the original contract.....
(Interruptions.)

Mr. Speaker: Order, order. There is too much of subdued noise in the House. The hon. Members ought not to talk among themselves across the tables.

Shri K. D. Malaviya: But it was feared that the GHH, the German firm, directly or indirectly, would attribute further delay to this decision and therefore, we have had to accept the conditions of the German firm and accept a higher tender whereby we did spend a little sum higher than the minimum quotation.

Shri Morarka: Is it a fact that recently some defect has been discovered in this blast furnace as a result of which the production of pig iron has gone down from 800 tons to 200 tons per day?

Shri K. D. Malaviya: I do not accept this suggestion of the hon. Member.

Shri Morarka: It is not a suggestion. This information has appeared in the

newspapers I want to know whether it is a fact.

Shri K. D. Malaviya: It is not correct.

Shrimati Renu Chakravarty: What is the production of pig iron at the moment at Rourkela?

Shri K. D. Malaviya: I speak only from memory. Perhaps it is about 345 tons per day

British Council Scholarships

*937. **Shri L. Achaw Singh:** Will the Minister of Education be pleased to state:

(a) whether it is a fact that the British Council has offered 10 scholarships for 1959-60 to Indian nationals for study and research in linguistics; and

(b) if so, when and how the scholars are to be selected?

The Minister of Education (Dr. K. L. Shrimall): (a) Yes, Sir

(b) The selection of candidates will be made by a duly constituted Selection Committee to be set up shortly and the selections are expected to be finalized approximately by August of this year.

Shri L. Achaw Singh: What are the values and the terms of tenure of these scholarships and where are these scholars to study and do research?

Dr. K. L. Shrimall: All this information was given in the Press Note.

Mr. Speaker: The hon. Minister need not read that. I will instruct the office hereafter to put on the notice board all the terms of reference and the names of members of committees, whichever appear in the Gazette of India from time to time, for the information of the hon Members. They must read for themselves all that appears there. It need not be once again referred to on the floor of the House.

Shrimati Renu Chakravarty: On a point of submission, Sir. All the various committees for the autonomous corporations, we do not know. Will that information also be laid on the Table of the House? We have been wanting that information for sometime

Mr. Speaker: Autonomous committees?

Shri T. B. Vittal Rao: *Ad hoc* committees.

Mr. Speaker: Autonomous committees would not be appointed unless there are corporations. If they are corporations, a Bill must be passed here. I will ask them to place that in the Parliament Library. I have directed the office here, the Lok Sabha Secretariat, to notify the hon Members. There is a special notice board; there is a section where the committees as and when they are appointed, along with the terms of reference and the names of members, etc., will be available to the hon Members here. When that is put up in the notice board, I will announce it the previous day in the bulletin so that the hon. Members may know what is exactly happening.

Shri Hem Barua: Since it is linguistics, may I know whether the Government propose to give special facilities for students coming from those undeveloped linguistic groups so that they may have training and do research in the particular languages?

Dr. K. L. Shrimall: These scholarships will be for the whole country and the best candidates will be selected by the duly constituted committee.

श्री जगदीश प्रबन्धो : क्या मैं जान सकता हूँ कि ब्रिटिश कौंसिल भारतीय छात्रों को जो १० छात्रवृत्तियाँ देगी, तो वे छात्र विदेशों में जा कर किन-किन भाषाओं का प्रशिक्षण करेंगे ?

Dr. K. L. Shrimall: They are: teaching of English as a foreign language.

English language, literature, etc. Six scholarships are earmarked for English studies and the remaining four are in the field of English studies but with special reference to the work in the universities.

हिमाचल प्रदेश में सहकारी समितियाँ

*६३८. श्री पद्म बेब : क्या गृह-कार्य मंत्री १७ मार्च, १९५८ के तारकित प्रश्न संख्या १३५२ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि हिमाचल प्रदेश की सहकारी समितियों के भ्रष्टाचार के मामलों के सम्बन्ध में हिमाचल प्रदेश प्रशासन ने क्या कार्यवाही की है ?

गृह-कार्य मंत्री (श्री गो० ब० पन्त) : ऐसे मामलों में हिमाचल प्रदेश प्रशासन ने ये कार्यवाही की है —

(१) हिमाचल प्रदेश कोऑपरेटिव सोसाइटीज एक्ट, १९५६ के मातहत २५ मामलों में दुरुपयोग की गई रकम की वसूली के लिये मध्यस्थ निर्णय (Arbitration) की कार्यवाही शुरू कर दी है।

(२) जिन १३ मामलों में भारी गबन की भाँसा की गई जाच पड़ताल के लिये पुलिस को सौंप दिया है। इन में से दो मामले फौजदारी अदालतों में तय हुए, तीन मामले अभी अदालतों में चल रहे हैं, एक मामला अमिसधान (Compound) कर दिया गया और मात मामलों में अभी जाच-पड़ताल हो रही है।

Shri G. B. Pant: The following action has been taken by the Himachal Pradesh Administration in regard to such cases:

(1) Arbitration proceedings for the recovery of misused amounts have been started under the Himachal Pradesh Co-operative Societies Act, 1956 in 25 cases

(2) 13 cases, where misappropriation and embezzlement of a serious nature

were suspected, were handed over to the Police for investigation. Of these, 2 cases have been decided in Criminal Courts, three are sub judice, 1 has been compounded and 7 are still under investigation.

श्री पद्म बेब : क्या यह दुस्त है कि जब ये केसेज सुनवाई के लिये अदालतों में जाते हैं तो कोऑपरेटिव विभाग को जो कि इन केसेज की रिपोर्ट करता है, गवाही के रूप में नहीं बुलाया जाता, जिस कारण बहुत से केस खराब हो जाते हैं ?

श्री गो० ब० पन्त : मुझे इस की कुछ खास इत्तला नहीं है। मगर अदालत तो जिन किसी को चाहे बुला सकती है।

श्री पद्म बेब : मैं यह पूछना चाहता हूँ कि ये जहाँ केसेज सरकार की तरफ से पुलिस या दूसरी अथॉरिटी अदालतों में भेजती है, तो गवाही के लिये कोऑपरेटिव विभाग को नहीं बुलाया जाता, निहायत अपरवाही के साथ इन का वाकालत होती है, जिस के कारण में सच्चे केमेज भी खरम हो जाते हैं।

श्री गो० ब० पन्त : अगर माननीय सदस्य मुझे किमी खास केस के बारे में सूचना दें तो मैं हिमाचल एडमिनिस्ट्रेशन को लिखूंगा।

श्री भक्त बर्शन : श्रीमान्, मैं यह जानना चाहता हूँ कि हिमाचल प्रदेश की सहकारी समितियों के बारे में जो जाच की गयी थी तो कितने रुपये की रकम का गबन हो गया था या दुरुपयोग किया गया था।

श्री गो० ब० पन्त : वह कोई गबन या रुपये के दुरुपयोग के बारे में जाच नहीं थी बल्कि ध्रम तौर पर वह जाँच यह थी कि बड़ा जिस तरह पर कोऑपरेटिव सोसाइटीज का काम चलाया गया था वह सही था या नहीं, उस में क्या गलतियाँ थी और उस के सुधार के लिये क्या तजवीजें होनी चाहियें।

Oil Industry

*939. **Shri Supakar:** Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether any special emphasis will be given to the development of Oil Industry in India during the Third Five Year Plan period, and

(b) whether the amount likely to be invested in this project has been assessed?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) The country is at present almost wholly dependent on imports of crude oil and, in addition, substantial quantities of deficit products have also to be imported. Consumption of petroleum products has also been steadily rising with the industrialisation. It is therefore, expected that there will be special emphasis on the development of oil industry during the Third Five-Year Plan period. Preliminary work has already been started in assessing what programmes and investment would be needed in that period in the oil sector. Till, however, an outline of the Plan as a whole is ready it would not be possible to state what would be invested on the development of oil industry.

Shri Supakar: I understand that the Government is going to lay as much emphasis on oil in the Third Five Year Plan as they have done in the case of steel and iron in the Second Five Year Plan. May I know if any target for production has been fixed so far as oil is concerned?

Shri K. D. Malaviya: I will be happy if the Government attach the highest importance to oil industry in the Third Five Year Plan. With regard to production targets as I said, we are already working on a figure and we hope that we shall be able to give some indication to the House only after some time.

Shri Supakar: There was a project for having synthetic oil—petrol from coal—and that has been shelved for some time in the past. May I know

if this project will be included in the oil projects during the Third Five Year Plan?

Shri K. D. Malaviya: The programme of synthetic petrol is a past history. Besides, we are already having surplus motor spirit in the country as a result of distillation from crude oil. I do not think we are just now giving any emphasis to the production of synthetic petrol.

Shri Bishwanath Roy: May I know whether any plan is under consideration for completing the drilling operations by the end of the Third Five Year Plan at the different sites where there have been signs or prospects of oil?

Shri K. D. Malaviya: I am sure the hon. Member is fully aware of the activities of the Government of India in regard to oil exploration and drilling going on in various places.

Shrimati Renu Chakravarty: May I know what will be the financial implications of the new concessions which the Finance Minister reported will be given to Stanvac in West Bengal?

Shri K. D. Malaviya: Surely, Sir, this supplementary does not arise out of this question.

Shri Hem Barua: May I know whether an estimate of the oil so far explored and the oil likely to be explored is made by now so as to give us an idea of the oil industry during the Third Five Year Plan?

Mr. Speaker: He said that it is being estimated.

Shri K. D. Malaviya: Yes, Sir, we are assessing the existing production and future potential production in order to complete the picture of our requirements at the end of the Third Five Year Plan.

Shri Supakar: So far as the personnel—the technicians and other persons—that will be required for implementing this plan during the Third Five Year Plan is concerned, have the Government given any thought, and

are they making all preparations to see that they do not fall behind the programme?

Shri K. D. Malaviya: Yes, Sir, we are very much alive to the requirements of technical personnel required for petroleum industry, and we are pursuing a programme which is expected to give us the maximum number of technical personnel that we require from our own country

Delhi Public Relations Committee

*942. **Shri Vajpayee:** Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that the Public Relations Committee, Delhi has been expanded recently,

(b) if so, the reasons thereof,

(c) whether any member of the Committee has tendered his resignation recently as a protest against the food policy of Government, and

(d) whether his resignation has been accepted

The Minister of Home Affairs (Shri G. B. Pant): (a) and (b) Yes Five new members, four of whom are members of Parliament, have been added to the Public Relations Committee, Delhi recently (with effect from 29th January, 1959) so that the Committee may have the benefit of their active association with it

(c) One member, who was appointed on 15th November, 1958 resigned on 27th January, 1959

(d) Yes

Shri Vajpayee: May I know the reasons why the Members of Parliament from the Union Territory of Delhi were not included in the Committee just after the general elections? May I know why their inclusion has been so much delayed?

Pandit G. B. Pant: Well, I cannot exactly say why they were not included, perhaps, their position was considered to be much more representa-

tive than that of the members of the Relations Committee itself. But later it was felt that their presence would be specially helpful, so they might be invited to join the Committee.

Shri Vajpayee: What is the present strength of the Committee?

Pandit G. B. Pant: The original strength of the Committee was 21. A number of members have been added since and the present strength might be, I think, bordering on about 35—but that is mere guess work

Shri Braj Raj Singh: May we know the reasons and grounds given by the member who resigned from this Committee?

Pandit G. B. Pant: He resigned because a Food Committee had not been formed specially for Delhi Territory.

श्री भक्त ब्रह्मन् श्रीमान्, जिन माननीय सदस्य महोदय ने त्यागपत्र दिया है उन का नाम क्या है और वह किस पार्टी से संबन्धित है ?

श्री गो० ब० पन्त उन का नाम तो बहुत अच्छा है और पार्टी कांग्रेस की नहीं है, पी० एम० पी० की नहीं है ।

श्री बाजपेयी यह क्या जवाब हुआ । क्या यह मनलब है कि वह जनमध के है ?

श्री गो० ब० पन्त अगर आप जानना ही चाहते हैं, तो वह कम्युनिस्ट पार्टी के मेम्बर हैं ।

12 hrs.

Short Notice Question

Oil Drilling in Hoshiarpur

9. { **Shri D. C. Sharma:**
Shrimati Ila Palchoudhuri:

Will the Minister of Steel, Mines and Fuel be pleased to state.

(a) whether it is a fact that oil drilling in Hoshiarpur district in Punjab State has been abandoned, and

(b) if so, the reasons therefor?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) The deep test well at Hoshiarpur has been drilled to a depth of 3,439 metres. The well is being prepared for certain tests and further action will depend on the results obtained.

Shri D. C. Sharma: So far as I know, drilling was going on at three places at Bathulla, Janauri and near Dasyua. May I know if the answer given by the hon. Minister applies to all these three places where drilling was going on or only to one place, namely, Bathulla?

Shri K. D. Malaviya: So far as Hoshiarpur is concerned, drilling was going on at only one place, and that was known as Bathulla. We had reached a depth of 3,439 metres. After that, the work was stopped owing to some technical difficulties. Whether this well has to be abandoned or not will depend upon some perforation production tests which we are just now going to start, say, within two weeks. After these tests we shall decide whether to pursue the drilling further down at greater costs or to abandon it and select another site for drilling.

Shri D. C. Sharma: May I know how long these production tests will take and whether any foreign experts will be utilized to arrive at a final decision about this matter?

Shri K. D. Malaviya: We are getting ready for it. It might take two to three weeks to finish the tests and then watch the results for two or three weeks. There are foreign experts and Indian experts. The equipment is ready on that site.

Shrimati Ba. Palchoudhuri: Is it a fact that marine rock has been found and that is the reason why drilling has been stopped? May I know, since oil has been found in West Bengal, in the Darjeeling district, if there is any way of finding out marine rock there and if it will be contacted there also or not?

Shri K. D. Malaviya: Most unfortunately, in this well in Hoshiarpur, marine rock has not yet been found. If it had been found, we would have been very happy and I would have congratulated the hon. Member for this discovery. We have not found any marine rock. We are just stuck up a little above the marine rock.

WRITTEN ANSWERS TO QUESTIONS

Conversion of Minors

*930. **Shri Prakash Vir Shastri:** Will the Minister of Home Affairs be pleased to refer to the reply given to Unstarred Question No. 2648 on the 24th September, 1956 and state the nature of measures adopted by Government to check conversion of minors?

The Minister of Home Affairs (Shri G. B. Pant): Promotion of educational, economic and social interests—particularly of the backward section of the people.

Utilisation of Military Troops in Assam

*931. **Shri Ajit Singh Sarhadi:** Will the Minister of Home Affairs be pleased to state

(a) whether it is a fact that the military troops stationed in Assam to meet the situation that has arisen because of Naga hostiles are being utilized by the Assam Government for police duties in the matter of internal security, and

(b) if so, the number of occasions their services have been used during the year 1958-59 for police duties?

The Minister of Home Affairs (Shri G. B. Pant): (a) No.

(b) Does not arise.

Basic Education in Public Schools

*936. **Shri Jhulan Sinha:** Will the Minister of Education be pleased to state the progress made in the constitution and work of the Committee on the introduction of Basic Education in the Public Schools in the country?

The Minister of Education (Dr. K. L. Shrimani): The Government of India constituted a Committee in September, 1958. The Committee has visited some schools. It has also circulated a questionnaire. Answers to the questionnaire from most of the schools have been received and they are being studied.

Lapsing of Defence Funds

***940. Shri Goray:** Will the Minister of Defence be pleased to state:

(a) whether it is a fact that last year a sum of Rs 30 crores was allowed to lapse by the Defence Ministry,

(b) what were the schemes or projects which were thus allowed to remain incomplete or were abandoned, and

(c) the effect they had on the efficiency of the Defence organisation?

The Deputy Minister of Defence (Shri Raghuramiah): (a) No, Sir. The amount surrendered from the Defence Grants during 1957-58 was about Rs 10 crores

(b) Surrenders mainly occurred under the budget provisions made for the purchase of stores and capital works including land acquisition projects. In regard to stores, the procurement and supply in conformity with governmental procedures resulted in their not being deliverable before the end of the financial year. In regard to capital works and land acquisition, the requisite proceedings could not be completed within the expected time. The schemes concerned are, however, not abandoned or left incomplete.

(c) Delays for the most part must have adverse effects on administrative efficiency. There have, however, been no more than such normal effects. Efforts made to reduce surrenders and for full utilisation of grants resulted in the quantum of surrenders being smaller in 1957-58, which is 3.2 per cent as compared with those in previous years which range from 8 to 12 per cent.

Oil in Andaman and Nicobar Islands

***941. Shri Damani:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether recently signs of peculiar mixture of oil and water had been noticed in Andaman and Nicobar Islands; and

(b) if so, whether any investigations have been made?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) No, Sir

(b) Does not arise

Nagarjunakonda Relics

***943. { Shri P. K. Deo:
Shri B. C. Prodhan:
Shri L. Achaw Singh:**

Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the amount spent so far on salvaging the archaeological relics in the Nagarjunakonda area; and

(b) the estimated expenditure to be incurred on the construction of the Museum for preservation of those relics?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Rs 15,22,482 (upto January 1959)

(b) The estimated expenditure is over Rs 15,00,000

Central Institute for Printing Technology

***944. Shri Pangarkar:** Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 1397 on the 19th September, 1958 and state further progress made in the proposal to establish a Central Institute for Printing Technology in India?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): An expert committee is preparing a detailed scheme for the Central Institute of Printing Technology in consultation with printing industry.

Colonies for Scheduled Castes and Scheduled Tribes

*945. **Shri Elayaperumal:** Will the Minister of Home Affairs be pleased to state whether the Central Government have advanced or propose to advance any financial assistance to the Madras Government for constructing Colonies for Scheduled Castes and Scheduled Tribes during the years 1958-59 and 1959-60?

The Deputy Minister of Home Affairs (Shrimati Alva): No, Sir

Gold Production

*946. { **Shri Shivananjappa:**
 Shri V. P. Nayar:

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

(a) whether there has been any decline in the production of gold in India during the last four years,

(b) if so, the reasons therefor, and

(c) the steps taken to improve the gold production?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir

(b) (i) Partly due to the exhaustion of the rich lodes in the Kolar Gold Fields

(ii) Increasing cost of mining at greater depths

(iii) Failure to locate fresh lodes well in advance

(c) The Kolar Gold Fields area is being structurally mapped and some new extensions of lodes have been predicted. Drilling is proposed to be undertaken to verify this prediction. Detailed mapping of the old mine at Ramgiri, Andhra Pradesh, is also under way. Gradually it is expected to extend this work to the other gold bearing areas in the country.

Lease Money

*947. **Pandit J. P. Jyotishi:** Will the Minister of Defence be pleased to state

(a) whether it is a fact that the lease money charged on cultivable

land in cantonment areas is higher than the amount charged as land revenue in the adjoining areas and

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

The Deputy Minister of Defence (Sardar Majithia): (a) and (b) The rent charged by the Central Government on temporarily surplus military lands in Cantonment areas leased out for cultivation is basically different from the land revenue charged by the State Governments on private lands in the adjoining areas outside the Cantonments and the two are not comparable.

Lignite Deposits in Bikaner

*948. **Shri T. B. Vittal Rao:** Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether the Experts Committee appointed to study the possibilities of open cast mining of lignite deposits at Palana in Bikaner, Rajasthan State, has since submitted its report,

(b) if so the main features of the report,

(c) whether Government have examined the same, and

(d) when action is likely to be initiated on the recommendations?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No

(b) to (d) Do not arise

अमेरिका में भारतीय इंजीनियरो का प्रशिक्षण

*९४९ श्री सरजू पाण्डे क्या इस्पात, खान और ईंधन मंत्री यह बनाने की हुपा करगे कि

(क) क्या भारत और अमरीका के बीच हाल ही में कोई कगार हुआ है जिस के अनुसार अमरीका भारतीय इंजीनियरो को इस्पात उत्पादन के प्रशिक्षण के लिये आर्थिक सहायता देगा,

(ख) यदि हा, तो वह राशि कितनी है, और

(ग) यह करार कब से लागू होगा ?

इस्पात, ज्ञान और ईश्वर जंजी (सरदार स्वर्ण सिंह) (क) से (ग) करार पर अभी हस्ताक्षर नहीं हुए हैं परन्तु बातचीत चल रही है। यह भाषा की जाती है कि करार जल्दी ही पूरा हो जायेगा। इस करार के अनुसार हिन्दुस्तान स्टील के सौ इजीनियरो को अमेरिका के इस्पात कारखानों में प्रशिक्षण दिया जायेगा। प्रशिक्षण का समय लगभग ६ माह होगा। अमेरिका में प्रशिक्षण का व्यय फोर्ड फाउंडेशन और अमेरिका की सरकार द्वारा दिये जाने की भाषा है। भारत इन प्रशिक्षितों के अमेरिका जाने और वापस आने के परिवहन के लिये उत्तरदायी होगा।

Coal Deposits in West Bengal

*950. { Shri Snobdh Hansda:
Shri S. C. Samanta:
Shri R. C. Majhi:

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

(a) whether it is a fact that new deposits of coal have been found in West Bengal by the Geological Survey of India,

(b) if so, the nature of coal deposits found,

(c) whether any assessment has been made about the quantity of coal deposits in that area, and

(d) if so, the rough estimate thereof?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b) Yes, Sir A coal bearing region extending

Statement of transactions with the Foreign Governments, other than Pakistan, outstanding for more than 3 years

S. No	Country	Net amount outstanding (Rs in lakhs)	Nature of the transactions
1	Federation of Malaya	12 55	The amounts outstanding against countries other than U.K generally represent the payments of pension, leave salary etc, made on their behalf. The outstandings against U.K are mainly for stores supplied, services rendered and advances made
2	United Kingdom	6 17	
3	Kamron (under U.K.)	1 97	
4	Hong Kong	1 68	
5	Other countries	1 79	
	TOTAL	24 16	

over an area of 13 sq. miles has been located in Bankura District of West Bengal. Four seams of coal have been established so far in this area. The grade of coal, however, is reported to be inferior in this region.

In addition to these a new deposit of coal has been located near Ondal (West Bengal). This has been established to the extension of some of the known seams of the Raniganj Coal-field about a mile east of its present boundary. In Ondal area, Narsamuda and Upper Kajora bottom seams are inferior in quality but Upper Kajora top, lower Kajora, Bonbahal and Topsi Kenda seams carry grade I coal.

(c) and (d) Yes, Sir In Bankura 11 million tons (proved reserves) have been assessed. In Ondal area 5 26 million tons (proved reserves) have been assessed with a much larger quantity of probable reserves.

Transactions with Foreign Countries

*951. Shri Ram Krishan Gupta: Will the Minister of Finance be pleased to state

(a) whether it is a fact that many transactions with foreign countries are still being kept in suspense account for long periods,

(b) if so, the nature of transactions with foreign countries, account of which has not been settled so far (country-wise), and

(c) nature of the steps taken or proposed to be taken to clear those accounts?

The Deputy Minister of Finance (Shri B. R. Bhagat): (a) and (b) A statement is given below —

(c) The matter is kept under active correspondence and where necessary pursued through the normal diplomatic channels.

U.N.E.S.C.O.

*952. Shri Ajit Singh Sarhadi: Will the Minister of Education be pleased to state:

(a) the total aid given by UNESCO to the different institutions in India during the year 1958-59 so far; and

(b) the method adopted for such distribution and mode of selection of grantees?

The Minister of Education (Dr K. L. Shrimall): (a) and (b). A statement is laid on the Table of the House [See Appendix III, annexure No 29]

दिल्ली पोलिटैकनीक

*६५३. श्री भक्त बर्शन क्या वैज्ञानिक गवेषणा और सांस्कृतिक कार्य मंत्री १५ दिसम्बर, १९५८ के तार्गित प्रश्न मरुया ६८६ के उत्तर के सम्बन्ध मे यह बताने की कृपा करेगे कि दिल्ली पोलिटैकनीक के सर्वतोमुखी विकास के लिये जो योजना अन्तिम रूप से स्वीकृत हुई थी उस के कार्यान्वय के बारे मे इस बीच और क्या प्रगति हुई है ?

वैज्ञानिक गवेषणा और सांस्कृतिक कार्य मंत्री (श्री हुमायून् कबिर) इंजीनियरी और टेक्नालाजी के नये कालिज की स्थापना के लिये माकूल जगह ले ली गई है और उस के नक्शे और सम्मीने के ब्यारे तैयार किये जा रहे हैं। कालेज की स्थापना के लिये यूनाइटेड किंगडम से भी मदद मिली है।

पोलिटैकनीक से वास्तुविद्या (आर्कीटेक्चर) कोर्स को हटा कर स्कूल आफ टाउन एण्ड कण्ट्री प्लैनिंग में चलाने का इंतजाम किया जा रहा है।

नये कालेज में डिग्री कोर्स शुरू हो जाने के बाद डिप्लोमा और सर्टिफिकेट कोर्सों को धीरे धीरे बढ़ाया जायेगा और उन को तरह तरह के कई कोर्सों में बाटा जायेगा।

Rourkela Blast Furnace Plant

*954. Shri Morarka: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that a foreign contractor has been engaged for clearing and ralling the blast furnace plant and equipment from Calcutta Port to Rourkela;

(b) if so, the reasons for selecting a foreign contractor for the work; and

(c) the expenditure incurred on this item?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir.

(b) In order to ensure timely delivery of all Blast Furnace equipment urgently required at site, in a co-ordinated manner, it was decided to make the suppliers of the equipment also responsible for its clearance at Calcutta and transport to Rourkela

(c) Expenditure incurred upto the end of November, 1958 is Rs 1,01,000.

Life Insurance Corporation

*955. Shri L. Achaw Singh: Will the Minister of Finance be pleased to state

(a) whether there has been any change of procedure in the matter of buying stocks and shares from the market by the Life Insurance Corporation of India, and

(b) if so, the nature thereof?

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): (a) and (b) For some time during the last year the investment activity of the Corporation consisted in the main of consideration of offers placed by the Brokers themselves on their own initiative As this was not in the best

interests of the Corporation, purchases are now being made by the Corporation on a moderate scale by placing, on its own initiative, orders with its Brokers for purchase of specific scrips at specified prices. Offers made by Brokers are also considered, as before, on merits.

International Geophysical Year Conference

*956. **Shri D. C. Sharma:** Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Starred Question No 201 on the 24th November, 1958 and state.

(a) whether the report of the Indian Delegation of Scientists which attended the Fifth Conference of the International Geophysical year held in Moscow has been studied, and

(b) if so, the decisions taken thereon?

The Minister of Scientific Research and Cultural Affairs (Shri Humayun Kabir): (a) Yes, Sir. The report has been studied by the Indian National Committee for the International Geophysical Year.

(b) The Committee has recommended to the Indian Organisations participating in the International Geophysical Year to continue their activities in the present form for one more year i.e. till the end of December 1959.

Blast Furnace of Indian Iron and Steel Company

*957. { **Shri Rajendra Singh:**
Shrimati Maftida Ahmed:

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

(a) whether it is a fact that the Indian Iron and Steel Company management had sealed off all the blast furnaces of their Plant at Burnpur in January, 1959;

(b) if so, the extent of loss of production; and

(c) the reasons for sealing off of the blast furnaces?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) to (c) Due to a strike by twelve crane drivers the steel-making open hearth furnaces of the Company at Burnpur had to be closed down. Owing to the stoppage of steel-making facilities the Company had to curtail its production of pig iron by closing down two blast furnaces for a day or two and running the remaining two blast furnaces at reduced level of production. The loss of production is estimated to be about 16000 tons of steel.

Western Zonal Council

{ **Shri Ram Krishan Gupta:**
Shri Rajendra Singh:
 *959. { **Shri Assar:**
Shri Keshava:
Shri Vajpayee:
Shri Pangarkar:

Will the Minister of Home Affairs be pleased to lay a statement on the Table showing the nature of decisions taken and suggestions made at the second meeting of the Western Zonal Council held at Bombay during last week of December, 1958?

The Minister of Home Affairs (Shri G. B. Pant): A copy of the proceedings embodying the decisions taken by the Council will be laid in the Parliament library during the course of this month.

प्रादेशिक और देवनागरी लिपियों में चार्ट

*९६० श्री भक्त दर्शन क्या शिक्षा मंत्री १८ दिसम्बर, १९५८ के अतारकित प्रश्न सख्या २१२३ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि हिन्दी सीखने को सरल बनाने के लिये प्रादेशिक व देवनागरी लिपियों में चार्ट तैयार करने के सम्बन्ध में हम बीच और क्या प्रगति हुई ?

शिक्षा मंत्री (डा० का० ला० श्रीवास्तव): सभी प्रादेशिक भाषाओं के चार्ट तैयार हो

चुके हैं। इन का परीक्षण हो चुका है और ये सम्प्रेष-जनक हैं।

Reloading of Equipment at Rourkela

*961. Shri Morarka: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) the extra expenditure the Hindustan Steel Private Ltd had to incur for unloading the contents of the wagons into a dump site and reloading and transporting them to the contractor's storage sheds in the Rourkela Plant area,

(b) the losses suffered by way of breakages etc on account of repeated handling of the goods, and

(c) whether any claim has been preferred against the Railways for the same?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The extra expenditure has not yet been worked out, but it is estimated to be about Rs 50,000

(b) As the consignments are covered by Transit Insurance, the question of loss on account of breakages etc does not arise

(c) No, Sir

Gold Bonds Scheme

*962 { Shri D. C. Sharma.
Shri L. Achaw Singh:

Will the Minister of Finance be pleased to refer to the reply given to Starred Question No 624 on the 5th December, 1958 and state the progress made so far in finalisation of the gold bonds scheme?

The Deputy Minister of Finance (Shri B. R. Bhagat): The proposal is still under consideration

Road Accidents

*963. { Shri Rajendra Singh:
Shri Raghunath Singh
Shrimati Mafida Ahmed.

Will the Minister of Defence be pleased to state.

(a) whether it is a fact that three army men were killed on the 26th

January, 1959 due to a road mishap near the "India 1958 Exhibition", New Delhi, and

(b) the circumstances under which the accident took place?

The Deputy Minister of Defence (Sardar Majithia): (a) Yes, Sir

(b) The circumstances leading to the accident are being investigated by a court of inquiry the proceedings of which have not yet been finalised.

Foreigners

1388. { Shri Ram Krishan Gupta:
Shri D. C. Sharma:

Will the Minister of Home Affairs be pleased to state

(a) the number of foreigners who visited India during 1958, State-wise; and

(b) the names of the countries from which they came?

The Minister of Home Affairs (Shri G. B. Pant): (a) Information is available only in regard to the number of foreigners who were granted visas to visit India during 1958. This number (excluding Commonwealth Citizens and Pakistan nationals) was 32,283.

(b) Almost all countries in the world

High and Higher Secondary Schools of Himachal Pradesh

1389 Shri Ram Krishan Gupta: Will the Minister of Education be pleased to state

(a) the total number of High and Higher Secondary Schools in Himachal Pradesh getting Government aid at present, and

(b) the total amount of aid given to each of them during 1958-59 so far?

The Minister of Education (Dr. K. L. Shrimall): (a)

High Schools	3
Higher Secondary School	Nil
	Rs.
(b) (1) D.A.V. High School, Mashobra	3,250
(2) H.A.S. High School, Veergarh	4,983
(3) Gorton High School, Kotgarh	4,325
TOTAL	12,558

Social Service Camps in Punjab

1390. Shri Ram Krishan Gupta: Will the Minister of Education be pleased to state:

(a) the number of social service camps which have been organised with assistance from the Central Government in Punjab during 1958-59 so far; and

(b) the total amount spent by the Government of India and the number of participants, both boys and girls?

The Minister of Education (Dr. K. L. Shrimall): (a) 128 camps (from 1-4-58 to 20-2-59).

(a) *Amount spent	No. of participants		
	Boys	Girls	Total

Rs. 2,34,466.38	8,497	1,964	10,461
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Note: *The figure given for expenditure is liable to revision on settlement of audited accounts.

I.A.S. and I.P.S. in Punjab

1391. Shri Ram Krishan Gupta: Will the Minister of Home Affairs be pleased to state the number of I.A.S. and I.P.S. Officers appointed in Punjab by direct recruitment during 1958-59 so far?

The Minister of Home Affairs (Shri G. B. Pant):

Indian Administrative Service	8
Indian Police Service	2

Permanency for Employees

1392. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) the total number of industrial and non-industrial employees in Defence Establishments made permanent upto 1st January, 1959; and

(b) the number of those likely to be made permanent during 1959-60?

The Minister of Defence (Shri Krishna Menon): (a) and (b). The information is being collected and will be laid on the Table of the Lok Sabha as early as possible.

Promotion of Industrial Workers

1393. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) the number of industrial workers promoted to Superior 'B' Grade in Ordnance Factories during the period from 1st January, 1957 to 1st January, 1959; and

(b) the number of non-industrial employees promoted during the same period?

The Minister of Defence (Shri Krishna Menon): (a) 108.

(b) 87

Unserviceable Stores

1394. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) the value of stores in the Ordnance Factories and Depots declared unserviceable as on the 1st January, 1959;

(b) the steps taken to use these stores for other purposes; and

(c) whether this stock is likely to be auctioned?

The Minister of Defence (Shri Krishna Menon): (a)

Ordnance Factories—	Rs. 1,14,708
Ordnance (Military) Depots—	Rs. 86,35,861

It is presumed by Depots is meant the Military Ordnance Depots where stores are kept and issued to the consuming units as and when required.

(b) Before stores are disposed off every effort is made for their re-utilisation by issue for repair, dunnage, racking and improvised accommodation for personnel. Serviceable components are retrieved. Steel, brass and copper scrap is offered to the Ordnance Factories for use.

Since June 1958, an inter-services technical team is going round the various depots to examine surplus stores for suggesting alternative uses before they are disposed of.

(c) Yes, the unserviceable stores for which no alternative use can be found, will be disposed of by auction.

Scholarships for Studies in Humanities

1395. Shri Ram Krishan Gupta. Will the Minister of Education be pleased to state the number of students who will be sent abroad during 1959 on scholarships granted by the Government of India for higher studies in humanities?

The Minister of Education (Dr. K. L. Shrimall): A Statement is laid on the Table of the House [Sec Appendix III, annexure No 30]

Special Re-organisation Unit

1396. Shri Damani: Will the Minister of Finance be pleased to state

(a) the progress made in the training of Section Officers according to the scheme submitted by Special Re-organisation Unit in the method of work-study techniques,

(b) if so, the number of officers trained and those undergoing training, and

(c) the benefits that have been drawn or will be drawn now?

The Minister of Finance (Shri Morarji Desai): (a) to (c) Twenty-

five officials, including seventeen Section Officers from various Ministries and some officials deputed by State Governments, have so far been trained in work-study techniques by the Special Re-organisation Unit. The training of another batch will commence shortly.

The trained personnel will be utilised for carrying out work-studies in the Ministries concerned.

Central Loans for Scavenger Colonies

1397. Shri Daljit Singh: Will the Minister of Finance be pleased to lay on the Table a statement showing the loans and grants from Central Government to different States for establishing scavenger colonies during 1958-59 so far?

The Minister of Finance (Shri Morarji Desai): No request has been received by the Ministry of Finance from any State Government so far during 1958-59 for loans and grants for establishing scavenger colonies.

Educational Development Programmes, Orissa

1398. Shri P. K. Deo: Will the Minister of Education be pleased to state

(a) whether the finalised educational development programme for 1958-59 and for the remaining period of the Second Five Year Plan has been received from the Government of Orissa and examined by the Central Government and

(b) what are the details of that programme and what is the result of examination?

The Minister of Education (Dr. K. L. Shrimall): (a) The finalised programmes for 1958-59 and 1959-60 in respect of the schemes falling within the purview of the Ministry of Education have been received and examined. Similar programme for 1960-61 will be received in early 1960.

(b) The break-up of the outlays for 1958-59 and 1959-60 is as follows:

	1958-59 (Rs in lakhs)	1959-60
Elementary Education	45 01	84 21
Secondary Education	22 56	30 92
University Education	19 34	28 58
Other Education Schemes	7 90	10 65
TOTAL	94 71	154 36

The outlay in each case is within the ceiling approved by the Planning Commission

Seizure of Smuggled Gold

1399. { Shrimati Mafida Ahmed:
Shri Bagnunath Singh:
Shri L. Achaw Singh:

Will the Minister of Finance be pleased to state:

(a) whether it is a fact that about 3,500 tolas of gold were seized on the 2nd February, 1959 from an Air India International aircraft at Santa Cruz, Bombay;

(b) the schedule route by which the plane had arrived;

(c) whether any other document was found in the aircraft, and

(d) whether any person was arrested in that connection and any investigations have been made?

The Minister of Finance (Shri Morarji Desai): (a) and (b). Yes Sir 3,675 tolas of gold were recovered from the Air India International aircraft that arrived at Santa Cruz, Bombay on 1st February, 1959 from London via Dusseldorf-Geneva and Beirut

(c) No documents were found in the aircraft

(d) Yes, Sir

Manufacture of Steel Wire

1400. Shri Daljit Singh: Will the Minister of Steel, Mines and Fuel be pleased to state the nature of steps being taken and proposed to be taken in the country to make India self-sufficient in the manufacturing of steel wire for Small Scale Industries?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): There is at present sufficient capacity for the production of wire in the country as a whole. Recently three new schemes for the production of wire in Bombay and Delhi have been approved for a total capacity of 16,706 tons per annum. It is proposed to permit some small units (below 50 workers) in areas where there is insufficient capacity for production of wire.

Orissa State Youth Welfare Board

1401. Shri Panigrahi: Will the Minister of Education be pleased to state:

(a) whether the Central Government has offered any grant to the Orissa State Youth Welfare Board for the years 1958-59 and 1959-60;

(b) if so, the amounts thereof;

(c) the nature of projects which have been proposed to be undertaken by the State Youth Welfare Board with the central grants;

(d) whether grants have been given to any other State Youth Welfare Board for Youth Welfare activities in 1958-59 and 1959-60; and

(e) if so, the amounts of grants given and to which State Boards?

The Minister of Education (Dr. K. L. Shrimall): (a) No, Sir;

(b) and (c) Do not arise

(d) No, Sir

(e) Does not arise

Educated Unemployment in Bihar

1402. Shri Anirudh Sinha: Will the Minister of Education be pleased to state:

(a) the total amount of grants given to the State of Bihar during

the year 1957-58 and 1958-59 for relieving educated, unemployment, and

(b) the total number of persons employed during the same period under the above scheme year-wise?

The Minister of Education (Dr. K. L. Shrimali): (a) No grant was given to the State Government during 1957-58

As for 1958-59, according to the new procedure introduced this year for sanctioning Central grants to the State Governments, separate sanctions on individual schemes are not issued in the beginning of the year. Instead 'Lump sum advances' have been released by the Ministry of Finance. 'Payment sanctions' will be issued to the State Governments on receipt of the progress achieved in the first three quarters and the estimates for the 4th quarter. No grants have so far been, therefore, sanctioned to the State Government as such for this Scheme during 1958-59.

(b) The number of persons employed during 1957-58 is nil.

The number of persons allotted to the State Government during 1958-59 is 1590 teachers and 32 inspecting officers.

Pilot Projects in Orissa

1403 Shri P. G. Deb: Will the Minister of Education be pleased to state

(a) whether the Central Social Welfare Board has allotted some financial assistance to Orissa for opening pilot projects there, and

(b) whether the above aid will be extended to the State during the remaining years of the Second Plan and if so, how much?

The Minister of Education (Dr. K. L. Shrimali): (a) Yes, Sir.

(b) Yes, Sir, upto a limit of Rs 25,000 for a Project of this pattern sanctioned by the Board.

पाकिस्तानियों के लिये भारतीय नागरिकता

१४०४. श्री सरजू पाण्डे क्या गृह-कार्य मंत्री यह बतान की कृपा करेंगे कि :

(क) १९५७ और १९५८ में भारतीय नागरिकता प्राप्त करने के लिये पाकिस्तानी नागरिकों से गण्यवार कुल कितने आवेदन-पत्र प्राप्त हुए,

(ख) इन में से कितने नागरिकों को भारतीय नागरिकता प्रदान की गई और

(ग) कितने आवेदन-पत्र अब भी विचाराधीन हैं ?

गृह-कार्य मंत्री (श्री जो० ब० पन्त) :

(क) से (ग) सूचना इकट्ठी की जा रही है और यथामय वह मभा-पटल पर रख दी जायेगी।

Education Development in Rajasthan

1405. Shri Onkar Lal: Will the Minister of Education be pleased to state the amount allocated so far during the Second Five Year Plan period to Rajasthan State for the educational development programme?

The Minister of Education (Dr. K. L. Shrimali): Against the total provision of Rs 1056 crores made for educational development programmes (including scheme, on Technical Education and Cultural Activities) of Rajasthan State, during the Second Plan, the following amounts were allocated for the first three years of the plan, and included in the State Budget:

1956-57	141 crores
1957-58	175 crores
1958-59	190 crores

For the year 1959-60 the Planning Commission have approved an outlay of Rs 299 crores.

The total expenditure incurred during 1956-57 and 1957-58 amounted to Rs 071 crores and Rs 137 crores respectively. The revised estimates

show that an expenditure of Rs. 1.89 crores is likely to be incurred during the current financial year.

Post-Matric Scholarships

1466. Shri Siddiah: Will the Minister of Education be pleased to refer to the reply given to Unstarred Question No. 483 on the 28th November, 1958 and state:

(a) the number of students of the Scheduled Castes, Scheduled Tribes and Other Backward Classes who have been awarded Post-matric scholarships State-wise for 1958-59;

(b) whether all the Scheduled Castes and Scheduled Tribes students who applied for scholarships have been awarded scholarships; and

(c) if not, the reasons therefor?

The Minister of Education (Dr. K. L. Shrimani): (a) A statement is laid on the Table of the House [See Appendix III, annexure No 31]

(b) No, Sir

(c) The Scheduled Castes and Scheduled Tribes students who were not eligible for scholarships and those who failed to complete their applications in time have not been sanctioned scholarships for 1958-59

Monuments in Mysore

1467. Shri Siddiah: Will the Minister of Scientific Research and Cultural Affairs be pleased to refer to the reply given to Unstarred Question No 2602 on the 24th September 1958 and state.

(a) whether the amount allotted for the maintenance and special repairs of each of the protected monuments in Mysore District for the year 1958-59 has been fully spent;

(b) the nature of the special repairs, if any, made to them; and

(c) the agency by which the work is being executed?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) No, Sir; the financial year is not yet over.

(b) Special repairs to only one temple in Mysore District viz. Sri Kesava Temple at Somnathpur is being carried out during the current financial year. The nature of special repairs is as follows:—

(1) Removal of old porous and dead concrete over the roof of the Dalans and water tightening the same with new brick jelly concrete laid over with two courses of flat tiles and top plastered with lime mortar as per old clues of construction

(2) Removal of undulated stone flooring all-round the court-yard with new dressed stone flooring over lime concrete bed and recess pointing.

(c) By contract and departmental labour

Emporium in the Secretariat

1468. Shri Rajendra Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that an emporium has been opened in the basement of South Block of the Secretariat which is to be run by the Army Wives Associations, and the proceeds of which shall be used for the school buses and other amenities for the children of the Army officers; and

(b) if so, whether the same facilities can be extended to the civil side also?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) Yes, a welfare shop is being run in a portion of the hutments outside the South Block by the Army Wives Welfare Association, which is a private body.

(b) the question of extending similar facilities to the civil side will be considered if such a request is received.

Discretionary Fund

1409. { Shri S. C. Samanta:
Shri Subodh Hansda:
Shri Bibhuti Mishra:
Smt. Ila Palchoudhuri:

Will the Minister of Home Affairs be pleased to state:

(a) whether any grants were given to deserving institutions which are rendering service to the public from his discretionary fund during 1957-58 and 1958-59 so far;

(b) if so, which are those institutions and how much money has been granted to each institution, and

(c) how many political sufferers have benefited by this fund during the same period?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes

(b) A statement is laid on the Table of the Sabha [See Appendix III, annexure No 32]

(c) 1957-58—182

1958-59 (upto 28-2-59) 330

Eviction of Scheduled Castes and Scheduled Tribes

1410. { Shri R. C. Majhi:
Shri Subodh Hansda:

Will the Minister of Home Affairs be pleased to state whether any directions have been issued to the State Governments to direct District Magistrates to safeguard the interest of Scheduled Castes and Scheduled Tribes against their evictions from lands as recommended by the Commissioner for Scheduled Castes and Scheduled Tribes in his report for 1957-58?

The Deputy Minister of Home Affairs (Shrimati Alva): The Government of India have not issued separate instructions to the State Governments in respect of this recommendation. All the recommendations made by the Commissioner for Scheduled

Castes and Scheduled Tribes in his report for 1957-58 have been forwarded to the State Governments for necessary action as usual

Ferro-Manganese Plant in Mysore

1411. Shri Keshava: Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether there is any ferro-manganese plant functioning in Mysore other than the one at Bhadravatty, and

(b) if so, its location?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir—a plant set up by Messrs Electro Metallurgical Works (Private) Ltd

(b) At Dandeli

Museums in Mysore State

1412 Shri Keshava: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether the Government of Mysore have submitted any scheme for development of museums, and

(b) if so, the help that Centre has rendered in this behalf?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir

(b) The State Government have been requested to send revised proposals on the basis of priorities fixed recently by the Central Advisory Board of Museums

All India Bar

1413. Shri Ram Krishan Gupta: Will the Minister of Law be pleased to state the nature of steps taken or proposed to be taken to form an autonomous and unified All-India Bar to ensure maximum utility and efficiency of the legal system?

The Deputy Minister of Law (Shri Hajarnavis): It will now be considered in the light of the recommenda-

tions contained in the Law Commission's Report on the Reform of Judicial Administration published recently. The examination is likely to take some further time.

Colombo Plan

1414. **Shri Ram Krishan Gupta:** Will the Minister of Finance be pleased to state the nature and extent of aid to be given by India under the Colombo Plan during 1959-60 (Country-wise)?

The Minister of Finance (Shri Morarji Desai): The Government of India will continue to give technical assistance in the nature of provision of training facilities in India and services of Indian experts to India's neighbours who are members of the Colombo Plan, during 1959-60. In addition, during the same year, economic assistance will be given to Nepal through the Indian Aid Mission for the execution of development schemes, construction and maintenance of roads, and conducting of surveys, etc.

The exact extent of India's aid will depend on the requests, which may be received during 1959-60. The following budget provisions have been proposed for the coming financial year:

Technical assistance to neighbouring countries	Rs 16,25,000
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Economic assistance to Nepal	Rs 1,90,00,000
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Sanskrit University at Kurukshetra

1415. { **Shri Ram Krishan Gupta:**
 Shri Prakash V. Shastri:

Will the Minister of Education be pleased to state:

(a) whether it is a fact that the Punjab Government have requested the Government of India for aid for establishing a residential Sanskrit University at Kurukshetra; and

(b) if so, the action taken thereon?

The Minister of Education (Dr. K. L. Shrimani): (a) and (b). No, Sir. But in December, 1956, such a request was received by the University Grants Commission and the Punjab Government was informed that the general policy of the Commission was not to make any grants towards the establishment of new Universities.

Reorganisation of Secretariats of Union Territories

1416. { **Shri Ram Krishan Gupta:**
 Shri Hem Raj:

Will the Minister of Home Affairs be pleased to refer to the reply given to Starred Question No 936 on the 15th December, 1958 and state the further progress made in the reorganisation of administrative set up of Secretariats of Himachal Pradesh, Manipur and Tripura?

The Minister of Home Affairs (Shri G. B. Pant): The matter is still under consideration.

Raw Material for Steel Re-rolling Mills

1417. **Shri Ram Krishan Gupta:** Will the Minister of Steel, Mines and Fuel be pleased to state:

(a) whether it is a fact that steel re-rolling mills are experiencing difficulty in getting raw material, and

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

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) Yes, Sir, till recently supply of billets to the re-rollers was inadequate to meet their entire requirements.

(b) With the increased indigenous production of billets, the position has improved from the beginning of this year. The allotment of billets to re-rollers has been nearly doubled from the current quarter.

Sanchi Monuments

1418. Shri Pangarkar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the amount spent for the maintenance of Sanchi monuments during 1958-59; and

(b) the amount proposed to be spent during 1959-60?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M. Das): (a) Rs 53,468

(Upto 31st January, 1959)

(b) This will depend on the funds to be voted by Parliament

Fatehpur Sikri Monuments

1419 Shri Pangarkar. Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the amount spent for the maintenance of Fatehpur Sikri monuments during 1958-59, and

(b) the amount proposed to be spent during 1959-60?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M. Das): (a) Rs 12,928 00

(Upto 31st January, 1959)

(b) This will depend on the funds to be voted by Parliament

Visitors to Red Fort

1420. Shri Pangarkar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the number of visitors to Red Fort during 1958-59 so far, and

(b) the amount obtained by the sale of tickets to visitors during the same period?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M. Das): (a) 5,89,773

(From April, 1958 to January, 1959)

(b) Rs 69,761.96

380 LSD—3

Jama Masjid

1421. Shri Rameshwar Tanti: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether Government are aware that the lightening conductors of the Jama Masjid Delhi are not working, and

(b) if so, what steps have been taken to set these conductors working again to avoid any possible damage to the Mosque?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M. M. Das): (a) and (b) The Shari Imam, Jama Masjid has reported that the lightening conductors or both the minarets and the Central Dome of the Jama Masjid are in a dangerous state and has requested that these may be checked up and repaired. Though the Jama Masjid is not a protected monument the request of the Imam is being considered

Indian Capital Investments Abroad

1422 Shri Shree Narayan Das: Will the Minister of Finance be pleased to state

(a) whether any assessment has been made as to the amount of total Indian capital that has been invested in other countries during 1958,

(b) if so, the total amount so invested giving separate figures for each country,

(c) the total Indian capital invested in other countries upto 1958,

(d) whether any applications for such permission from Indian citizens are still under the consideration, and

(e) if so, their number and the amounts of capital for which permission has been sought?

The Minister of Finance (Shri Morarji Desai): (a) The Reserve Bank of India conducts periodical surveys of India's Foreign Liabilities and Assets abroad. The last survey was conducted by the Reserve Bank

of India in 1955 in respect of the foreign liabilities and assets of Indian joint stock companies, and holdings of foreign securities, shares and debentures held by banking companies as nominees, agents or custodians on behalf of individuals and partnerships resident in India. This survey did not, however, cover assets held by individuals abroad. No survey has been conducted after 1955. Only partial information is, therefore, available from the Exchange Control Statistics maintained by the Reserve Bank of India. Complete details can be available only when the next survey is undertaken.

(b) The following table gives the position regarding changes in non-official Indian capital invested abroad during January-November, 1958, as collected from the Exchange Control Statistics:

	Lakhs of Rupees
U K	-28.4
U S A	+1.5
Malaya	+5.6
Other Countries	-5.8
TOTAL	-26.1

Note — — means increase of Indian investments abroad

+ means disinvestment of Indian capital abroad

The data are subject to the following limitations —

- (i) No details are available in Exchange Control Records for capital receipts in sterling area currencies in amounts below Rs 20,000
- (ii) Changes in the company balances during the period are not covered
- (iii) It is possible that some of the payments and receipts included in this statement are in the nature of migrant transfers and are also inclusive of payments and receipts on account of foreign controlled companies

(e) As at the end of 1955 the non-official Indian capital invested in long term assets abroad stood at Rs 62.69 crores according to the Survey of India's Foreign Liabilities and Assets. During 1956, 1957 and January-November, 1958 it is estimated, on the basis of exchange control statistics that there has been a net reduction of about Rs 50 lakhs [This later figure is subject to the same limitations as are mentioned in reply to part (b) of the question above]

(d) and (e) Yes, Sir One application is pending with the Government, requiring permission for exporting provisions and other goods worth about Rs 2,55,000 to the U K for setting up an Indian Store in London

Survey of India

1423. Shri S. M. Banerjee: Will the Minister of Scientific Research and Cultural Affairs be pleased to state

(a) whether it is a fact that Class III and Class IV employees working in the field units of Survey of India are subjected to accidents and serious diseases, because of the nature of work

(b) if so, number of employees who were injured and seriously taken sick during the period from 1953 to 1958,

(c) number of them died of accidents and sickness separately, and

(d) amount of compensation if any paid to their dependants?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr M M Das). (a) No Sir The Survey of India staff working in the field are not subjected to any special risks because of the nature of their work. They are exposed to the same risks as the inhabitants of the areas in which they are working.

(b) During the six years from 1953 to 1958 inclusive 9 persons were injured and 53 fell sick

(c) 8 men died as a result of accidents and 16 as a result of sickness

(d) Extraordinary pension was sanctioned in two cases @ Rs. 9.35 p.m. to one and Rs. 19.33 p.m. to another. Three more cases for grant of extraordinary pension are under consideration.

Survey of India

1424. Shri S. M. Banerjee: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the special reasons, if any, for stationing number of circle offices and party headquarters of the Survey of India in hill stations, viz., Abu, Shilong and Mussoorie;

(b) whether the same purpose can be achieved by shifting the said offices to the plains;

(c) whether this would also be economical for Government and

(d) if so, whether any such step is contemplated in the near future?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) The only Circle Office located at a hill station is the Western Circle Office at Abu. The reason for locating the headquarters of this newly created Circle at Abu was that accommodation was readily available there but not at any other suitable place.

Survey Parties are located in Shilong and Mussoorie because the Survey of India has accommodation there. Moreover, it is desirable for proper performance of stereo work and the accuracy of maps that the work be done in a cool, dry atmosphere free from dust.

(b) The circle and the party headquarters could be removed to the plains provided suitable buildings are available, and provided the atmosphere is not too hot or moist, and is reasonably free from dust. In the alternative, air-conditioning would have to be provided in part of the premises.

(c) No, Sir.

(d) No, Sir.

Survey of India

1425. Shri S. M. Banerjee: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether the works committees in Photo Litho Office, Calcutta; Photo Zinco Office, Dehra Dun and Hathibarkala Litho Office, Dehra Dun under the Survey of India are functioning effectively;

(b) if so, number of meetings held in 1958;

(c) items discussed,

(d) items on which agreements were reached, and

(e) decisions implemented?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) Photo Litho Office, Calcutta—1.

Photo Zinco Office, Dehra Dun—11.

Hathibarkala Litho Office, Dehra Dun—14.

(c) to (e) A large number of subjects were discussed, and recommendations made. Some have been implemented, some are being implemented, while others are being examined.

Survey of India

1426. Shri S. M. Banerjee: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) the total number of employees working in the Survey of India sent on departmental leave during 1957-58; and

(b) the total number of employees who drew half of their pay during departmental leave in 1957-58?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) 336.

(b) 11.

अनुसूचित आदिम जातियों का कल्याण

१४२७. श्री प्रकाश बीर शास्त्री : क्या गृह-कार्य मंत्री एक ऐसा विवरण समा-पटल पर रखने की कृपा करेंगे जिस में निम्न जानकारी दी गई हो :

(क) अनुसूचित आदिमजातियों के जन्मान पर केन्द्रीय सरकार ने गत पाच वर्षों में कितना खर्च किया, और

(ख) इस धन में से सामाजिक संस्थाओं द्वारा कितना खर्च किया गया तथा उन के नाम क्या हैं ?

गृह-कार्य उपमंत्री (श्रीमती आल्हा)

(क) केन्द्रीय सरकार ने १९५३-५४ से १९५७-५८ तक के पांच सालों में अनुसूचित आदिम जातियों के उत्थान के लिये २२६५.७० लाख रुपये की रकम मजूर की थी जिस का व्यौरा इस प्रकार है —

(लाख रुपये में)

वर्ष	स्टेट सैक्टर	सैन्ट्रल सैक्टर	जोड़
राज्य सरकारें सहाय क्षेत्र			
1 1953-54	262 73		262 73
2 1954-55	376 72		376 72
3 1955-56	513 74		513 74
4 1956-57	291 95	223 05	515 00
5 1957-58	310 171	287 349	597 510
	जोड़	2265 70	—

(ख) इस कम में से १ ७७ लाख रुपये नीचे दी गई प्रसिद्ध भारतीय संस्थाओं ने १९५६-५७ और १९५७-५८ में खर्च किये —

१ मर्वेन्ड्स आफ इडिया सोसायटी (ग्रान्ध प्रदेश)

२ टाटा इस्टीड्यूट आफ सोणस साइन्सेज

३ इडियन काउंसिल फार् चाइल्ड वेलफेयर और

४. भारतीय लोक कला मंडल ।

उपरोक्त संस्थाओं के साथ-साथ केन्द्रीय सरकार ने भारतीय आदिम जाति नेचुरल संक की भी दलित वर्गों और अनुसूचित आदिम जातियों के कल्याण के लिये सहायक अनुदान (ग्रान्ट-इन-एड) दिया । इस के अलावा राज्य सरकारों को अनुसूचित आदिम जातियों के उत्थान के लिये जो अनुदान दिया गया था उस में के उन्होंने भी स्थानीय गैर-सरकारी संस्थाओं को अनुदान दिये । इन संस्थाओं का व्यौरा और उन के द्वारा खर्च की गई रकम के आकड़े भारत सरकार के पास नहीं हैं ।

उर्दू

१४२८ श्री प्रकाश बीर शास्त्री : क्या ब्रह्मानिक गवेषणा और सांस्कृतिक-कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) उर्दू के विकास के लिये सरकार द्वारा गत पाच वर्षों में कितने अनुदान और किन-किन संस्थाओं को दिये गये और

(ख) गत पाच वर्षों में शिबली अकादमी, आजमगढ़ और देवबन्द के अरबी मदरसे को कितने रुपये के अनुदान दिये गये और क्या इस में से कुछ राशि उर्दू के विकास के लिये मजूर की गई थी ?

ब्रह्मानिक गवेषणा और सांस्कृतिक-कार्य मंत्री (श्री हुमायून कबिर) : (क) सरकार ने उर्दू के विकास के लिये पिछले पाच सालों में नीचे लिखे अनुदान मजूर किये हैं —

१९५४-५५ रुपये
१ अजुमन तरकी उर्दू हिन्द अलीगढ़ ३६,०००

१९५५-५६
१ अजुमन तरकी उर्दू हिन्द अलीगढ़ ३६,०००

१९५६-५७
१ अजुमन तरकी उर्दू हिन्द अलीगढ़ ३६,०००

२. इबारामे भवबियात-ए-उर्दू,
हैदराबाद २,५००

१९५७-५८

१. अंजुमन तरफकी उर्दू हिद,
अलीगढ़ २८,०००

२. इबारामे भवबियात-ए-उर्दू
हैदराबाद २,५००

१९५८-५९ (२८-२-५९ तक)

१. अंजुमन तरफकी उर्दू हिद,
अलीगढ़ १०,०००

२. इबारामे भवबियात-ए-उर्दू,
हैदराबाद २,५००

(ख) १९५३-५४ में शिबली अकादमी,
आजमगढ़ को ६०,००० रुपये का अनुदान
दिया गया था। अकादमी ने यह रकम अपने
प्रकाशन प्रोग्राम में खर्च की है। इस के
अलावा और कोई रकम नहीं दी गई।

Scholarships

1429. Shri Ram Garib: Will the
Minister of Education be pleased to
state

(a) the number of students granted
Government of India scholarships
during 1957-58, and

(b) the amount spent thereon?

The Minister of Education (Dr.
K. L. Shrimall): (a) and (b) A state-
ment is laid on the Table of the House
[See Appendix III, annexure No. 33.]

Trusts run by Government Servants

1430 Shri S. M. Banerjee: Will the
Minister of Home Affairs be pleased to
state:

(a) whether Government servants
are permitted to set up family trusts;

(b) if so, how many Government
servants have so far been permitted,
and

(c) whether any Government ser-
vant in Delhi is running such a trust?

The Minister of Home Affairs (Shri
G. B. Pant): (a) Each case is decided
on its merits.

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

दिल्ली की विमुक्त जातियाँ

१४३१. श्री नवल प्रभाकर : क्या गृह-
कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली में विमुक्त जातियों के
कल्याण के लिये वर्ष १९५८-५९ में कितनी
राशि नियत की गई; और

(ख) अब तक यह राशि किन किन
मदों पर खर्च की गई है ?

गृ० मं० उपमंत्री (श्रीमती आम्बा):

(क) ३०,००० रुपये।

(ख) यह रकम नीचे दिये गये मदों
पर खर्च की जा रही है :—

- (१) कल्याण केन्द्र
- (२) भ्रमर चर्चा
- (३) विद्यार्थियों को बजीफे
- (४) प्रौढ शिक्षा केन्द्र
- (५) खेल कूद
- (६) चिकित्सा सहायता
- (७) रोजगार दिलाने में सहायता
- (८) मुख्य कार्यालय के कर्मचारियों
पर।

समाज कल्याण सलाहकार बोर्ड, दिल्ली

१४३२ श्री नवल प्रभाकर : क्या शिक्षा
मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय देहली में क्या कोई
समाज कल्याण सलाहकार बोर्ड है;

(ख) यदि हा, तो इस बोर्ड का कार्य क्या है ;

(ग) इस में कितने सदस्य हैं , और

(घ) इस के सदस्य किस आधार पर चुने जाते हैं ?

शिक्षा मंत्री (डा० का० ला० श्रीवास्ती) :

(क) जी, हां ।

(ख) दिल्ली के समाज कल्याण सलाह-कार बोर्ड के काम निम्नलिखित है :—

(i) एक ओर तो केन्द्रीय समाज कल्याण बोर्ड और दिल्ली प्रशासन के बीच सम्बन्ध स्थापित करना और दूसरी ओर दिल्ली की स्वीच्छिक समाज कल्याण संस्था के रूप में कार्य करना ।

(ii) दिल्ली प्रशासन क्षेत्र में केन्द्रीय समाज कल्याण बोर्ड के कार्यक्रम को अमल में लाना ।

(iii) केन्द्रीय समाज कल्याण बोर्ड द्वारा सहायता प्राप्त स्वीच्छिक संगठनों के कार्यक्रमों और क्रियाकलापों का अनुमरण करना ।

(ग) सभापति महिा बारह सदस्य ।

(घ) गैर-सरकारी सदस्यों के चुनाव का आधारभूत नियम है कि सदस्य को उच्च कोटि का समाज कल्याण कार्यकर्ता होना चाहिये वृत्ति बोर्ड के कार्यक्रम मुख्यतः नारी कल्याण और बाल कल्याण में सम्बन्धित होते हैं, इसलिये महिला कार्यकर्ताओं को तर्जिह दी जाती है । इस के अतिरिक्त कुछ ऐसे सरकारी सदस्य भी होते हैं जो समाज कल्याण के विभिन्न पहलुओं से सम्बन्धित हैं ये सदस्य दिल्ली प्रशासन द्वारा नामित किये जाते हैं ।

दिल्ली में यातायात

१४३३. श्री मन्मथ प्रभाकर क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि—

(क) यातायात (ट्रेफिक) नियमों का उल्लंघन करने के सम्बन्ध में १९५८-५९ में

अथ तक कितने व्यक्तियों के चालान किये गये;

(ख) इन से कितना रुपया दण्ड के रूप में वसूल किया गया; और

(ग) उपरोक्त अवधि में चालान किये गये साइकलों, ट्रकों और बसों की अलग-अलग संख्या कितनी है ?

गृह-कार्य मंत्री (श्री धो० ब० पन्त) :
(क) १९५८ और इस वर्ष की १२ फरवरी तक ट्रेफिक नियमों का उल्लंघन करने वाले १०४,५३२ व्यक्तियों का चालान किया गया ।

(ख) इस अवधि में ६,२८,८६७ रुपये, ७५ नये पैसे दण्ड के रूप में वसूल किये ।

(ग) इस बारे में सूचना इस प्रकार है :—

साइकिलें	५५,८७२
ट्रक	१२,९७६
बसे —	
डी० टी० यू० की	२८०
दूसरी	२,००५

Oil Mills in Bijapur

1434. Shri Sugandhi: Will the Minister of Finance be pleased to state

(a) the number of standard mills in the large scale sector and baby oil mills in the small scale sector in the District of Bijapur;

(b) the production of oil, by them for 1956-57, 1957-58 and for the first nine months of 1958-59,

(c) the excise duties paid by these mills for the said year, and

(d) the number of cases detected for evasion of excise duties for the said period and penalties imposed?

The Minister of Finance (Shri Morarji Desai): (a) to (d). There are 41 oil mills in Bijapur District, out of which 4 mills employ standard type

of expellers, 7 employ rotaries and 30 have baby expellers for extraction of vegetable non-essential oils. Out of these 41 factories, production of 12 factories was subject to Central Excise Duty, the remaining factories producing less than 75 tons were, so far, exempt from payment of duty. Central Excise Control was, however, being kept on all oil mills capable of producing more than 20 tons and upto 75 tons even though they were not required to pay any duty. From 1st March, 1959, however, the slab exemption has been abolished and all oil mills, employing power, have to pay Central Excise duty.

A statement showing production, duty realised, the number of cases detected during the years 1956-57, 1957-58, and for the nine months of 1958-59 is laid on the Table of the Sabha [See Appendix III, annexure No 34]

Shovels for the Hindustan Steel (Private) Ltd

1435 Shri Morarka Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether it is a fact that the Hindustan Steel (Private) Ltd has placed an order with one company for 3 shovels at Rs 930 546 each and one from another company at Rs 10 80 000 and

(b) if so the justification for paying a higher price to the second party.

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) No, Sir. Order for all the four electric shovels required for the Rourkela Project have been placed by the Hindustan Steel Private Limited at Rs 10 08 990 each.

(b) Does not arise

Libraries in Punjab

1436. { Shri D. C. Sharma:
Shri Ajit Singh Sarhadhi:

Will the Minister of Education be pleased to state:

(a) whether any amount has been given for extension of Libraries in Punjab during 1957-58 and 1958-59, separately,

(b) if so the number and names of places where libraries were opened during this period and

(c) the amount allocated during 1959-60 for this purpose?

The Minister of Education (Dr. K. L. Shrimani): (a) to (c) The information is being collected from the Punjab Government and will be laid on the Table of the House as soon as it is received.

Survey of Mineral Springs

1437 Shri Rami Reddy: Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether a survey of the mineral springs in the country has been undertaken,

(b) if so, the places where the survey has been undertaken and the results of the survey; and

(c) the action taken or proposed to be taken by Government on the results of the survey?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) and (b). A number of springs were investigated by the Geological Survey of India between the year 1939-55. A statement giving details is laid on the Table of the Sabha [See Appendix III, annexure No 35]. Besides, detailed information is available in the following Geological Survey of India Publications copies of which are available in the Library of Parliament.

1 Indian Minerals Vol XII, No. 2
"Mineral Springs of India" by
P. K. Chatterjee

2. Records of the Geological Survey of India, Vol 80, "Review of the Mineral Production of India for the years 1934-46"

(c) Since the investigations conducted do not reveal any mineralisation of an economic nature no further action has been taken or is proposed to be taken at present.

Injury to a Girl by a Diving Aeroplane

1438. Shrimati Mafta Ahmed: Will the Minister of Defence be pleased to state:

(a) whether Government's attention has been drawn to a news item published in Assam Tribune dated the 6th January, 1959 that a girl was knocked down and severely injured by a too low diving aeroplane at a distance of about fourteen miles from Jorhat; and

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

The Minister of Defence (Shri V. K. Krishna Menon): (a) Yes.

(b) The matter has been investigated. Disciplinary action against the pilot of the aircraft is under consideration.

Konarak Temple

1439. Shri Panigrahi: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether watchmen have been appointed for Konarak temple by the Department of Archaeology;

(b) if so, the number of watchmen posted there;

(c) whether their services have been made permanent; and

(d) if not, reasons therefor?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) Yes, Sir.

(b) Two.

(c) and (d). Formerly the two 'chowkidars' posts were on the Work

Charged Establishment. These posts have since been converted into permanent ones. The question of confirmation of the persons concerned against the permanent posts is under consideration.

Taxation Office of Manipur Administration

1440. Shri L. Achaw Singh: Will the Minister of Home Affairs be pleased to state:

(a) whether it is a fact that water rate collection has been transferred to the taxation office of the Manipur Administration; and

(b) if so, whether the whole staff has also been transferred?

The Minister of Home Affairs (Shri G. B. Pant): (a) Yes.

(b) Yes.

Military Officers in Civil Services

1441. Shri Aurobindo Ghosal: Will the Minister of Home Affairs be pleased to state:

(a) how many military officers have been appointed in the civil services under the Central Government in 1956, 1957 and 1958; and

(b) the reasons therefor?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) and (b). The information is not available, and is being collected. A statement will be laid on the Table of the House in due course.

Iron Ore in Andhra Pradesh

**1442. { Shri Nagi Reddy:
Shri D. V. Rao:**

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

(a) whether any survey has been made to map out areas containing more than 50 per cent. iron in Andhra Pradesh;

(b) if so, whether any estimate of the reserves of iron ore has been made, and

(c) the extent of ore mined from 1950 to 1958 in Andhra Pradesh?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir Geological Survey of India investigated deposits of iron ore containing more than 50 per cent iron at Chabali and Pagadalapalle in Cuddapah district, between Veldurti and Ramallakota in Kurnool district, near Jaggyapeta in the Krishna district and at Amberpet in the Karimnagar district. Work is under progress in the Khammam district.

(b) Yes, Sir The reserves estimated so far are of the order of 20 million tons

(c) The extent of ore mined from 1950 to 1958 is as follows —

Year	Production (Tons)
1950	Not available
1951	Not available
1952	16,313
1953	76,544
1954	288,381
1955	386,378
1956	418,571
1957	267,303
1958	192,742 (Provisional)

Teaching of Sanskrit

1443 Shri Vajpayee: Will the Minister of Education be pleased to state

(a) whether the question of including the study of Sanskrit as a compulsory subject in Secondary Schools as recommended by the Sanskrit Commission was considered by the Central Advisory Board of Education at its 26th annual meeting held at Madras recently,

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

(c) other recommendations made and decisions taken at the meeting?

The Minister of Education (Dr. K. L. Shrinani): (a) Yes, Sir.

(b) and (c). The proceedings of the last meeting of the Central Advisory Board of Education held at Madras in January, 1960, containing the recommendations of the Board have not yet been finalised. A copy of the proceedings will be made available to the Parliament Library in due course.

Medicinal and Toilet Preparations Act

1444. Shri Jinachandran: Will the Minister of Finance be pleased to state

(a) whether it is a fact that Government of Kerala have recommended to the Centre to exempt Ayurvedic preparations of Asavas and Arishtas from the provisions of the Medicinal and Toilet Preparations Act, and

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

The Minister of Finance (Shri Morarji Desai): (a) Yes, Sir In fact the Central Government had enquired from all the State Governments as to whether they saw any objection to Ayurvedic preparations containing self-generated alcohol being exempted from the scope of the Medicinal and Toilet Preparations (Excise Duties) Rules. The Government of Kerala have replied to this communication stating that they would have no objection to the proposal.

(b) Replies from some of the other States are awaited. As soon as all these replies have been received, the matter would be further considered.

State Bank of India

1445. { Shri Subodh Hanada:
Shri S. C. Samanta:

Will the Minister of Finance be pleased to state:

(a) how many branches of the State Bank have been opened in West

Bengal during the year 1958-59 so far; and

(b) how many of them are in Midnapur District and in which places?

The Minister of Finance (Shri Morarji Desai): (a) 4 branches have been opened by the State Bank of India in West Bengal State during the period from the 1st April, 1958 to the 31st January, 1959 at the following centres:

- 1 Uluberia
- 2 Malda
- 3 Diamond Harbour
- 4 Rampurhat

(b) None

Recruitment of Income-Tax Inspectors

1446 Shri Raghunath Singh: Will the Minister of Finance be pleased to state—

(a) whether it is a fact that the result of recruitment examination for the selection of Income Tax Inspectors which was held in May, 1958 has not been announced so far, and

(b) if so, the reasons for the delay?

The Minister of Finance (Shri Morarji Desai): (a) In twelve out of the fourteen Commissioners' charges in which the examination was held, the results have been communicated to the successful candidates. In two others the results are being communicated. The results have also been published in the local press in ten of these charges.

(b) The written examination was held on 29th and 30th May 1958. There were more than 11,000 candidates appearing in the examination all over India and the valuation of the answer papers and tabulation of the results naturally took some time. Candidates who got above the prescribed number of marks in the written papers were called for interview and the final list was prepared by adding the marks for interview to the marks in the written examination and arranging

the candidates according to the number of marks scored. All this work inevitably took time.

Income Tax Cases Pending in Banaras

1447. Shri Raghunath Singh: Will the Minister of Finance be pleased to state how many cases of income-tax are pending since last one year in Banaras income-tax offices and how many appeals against cases decided by income-tax officers are still pending for more than one year?

The Minister of Finance (Shri Morarji Desai): (i) The number of cases pending with the Income-tax Officers at Banaras for more than a year as on 31-12-58 is 74 only.

(ii) The number of appeals pending with the Appellate Assistant Commissioner at Banaras for more than a year as on 31-12-58 is 88 only.

शिक्षा सत्कारों में अनुशासन

१४४८ { श्री पद्म देव
श्री स० च० मानन्त

क्या शिक्षा मंत्री यह बनाने की कृपा करेंगे कि क्या हिमाचल प्रदेश की शिक्षा मन्त्रालयों में अनुशासन बनाये रखने के लिये कोई उपाय काम में लाये गये हैं और वे क्या हैं ?

शिक्षा मन्त्री (डा० का० ला० श्रीमाली) : मुश्किल एकत्र की जा रही है और यथामय लोक सभा पटल पर रख दी जायेगी ।

हिमाचल प्रदेश में जनता कालेज

१४४९ श्री पद्म देव : क्या शिक्षा मंत्री यह बनाने की कृपा करेंगे कि

(क) हिमाचल प्रदेश में द्वितीय पंच वर्षीय याजना के अन्तर्गत किन-किन स्थानों पर जनता कालेज खोले गये हैं,

(ख) इन कालेजों का पाठ्यक्रम क्या है और

(ग) इन कालेजों में प्रवेश के लिये क्या अर्हता निश्चित की गई है ?

शिक्षा मंत्री (डा० का० सा० श्रीवास्ती)

(क) कोई जनता कालेज नहीं खोला गया है।

(ख) प्रश्न नहीं उठता।

(ग) प्रश्न नहीं उठता।

हिमाचल प्रदेश में प्रौढ़ शिक्षा केन्द्र

१५५०. { श्री पद्म देव :
श्री स० चं० सामन्त

क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) हिमाचल प्रदेश में कितने प्रौढ़ शिक्षा केन्द्र चालू हैं,

(ख) मास्टर बनाने वाले अध्यापकों के प्रशिक्षण के लिये क्या कोई स्कूल खोला गया है, और

(ग) हिमाचल प्रदेश में मास्टर तैयारियों का अनुपात क्या है ?

शिक्षा मंत्री (डा० का० सा० श्रीवास्ती)

(क) १००१.

(ख) जी. नहीं।

(ग) पुरुष ३५ प्रतिशत

महिलाएं ० प्रतिशत

१९५१ की जनगणना के अनुसार

Central Government Employees

1451 Shri Parulekar: Will the Minister of Home Affairs be pleased to state:

(a) the number of employees of the Central Government against whom disciplinary action was taken during the year 1958 under (i) Rules 4(A) and 4(B) of the Central Civil Service Conduct Rules; and (ii) Article 311(2) of the Constitution;

(b) the State-wise break-up of the figures under (i) and (ii) in part (a) above;

(c) whether Government received any representation from the Employees' Unions against these disciplinary actions; and

(d) the number of cases, in which disciplinary actions taken were rescinded?

The Minister in the Ministry of Home Affairs (Shri Datar): (a) to (d). It is not clear whether part (a) (ii) refers to cases of Central Government servants dismissed, removed or reduced after action was taken as provided in clause (2) of Article 311 or whether information is also required in regard to cases where such action was taken without following that procedure under any of the three provisions to that clause. Clarification is required.

It is presumed the reference in part (b) is to the State in which the Government servant is stationed.

Information regarding the number of cases in which action was taken for breach of Rule 4(B) of the C.C.S. (Conduct) Rules and under Article 311(2) as well as information required in answer to parts (b), (c) and (d) will be collected and laid on the Table of the House as soon as possible after clarification regarding part (a) (ii) is obtained.

The number of Central Government servants charge-sheeted for breach of Rule 4(A) of the CCS (Conduct) Rules. 941

Number of Government servants punished 207

National Physical Laboratory

1452, Shri V. P. Nayar: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether the toxicity of the anti-oxidant successfully exploited in the National Physical Laboratory from a plant *Myristica malabarica* has now been studied in detail; and

(b) if so, how it compares with Butylated hydroxy-toulene?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) This work is not being done at the National Physical Laboratory. The phenolic extracts from a plant *Myristica malabarica* have been isolated at the Indian Agricultural Research Institute, New Delhi. On the recommendation of the Indian Central Oilseeds Committee, chronic toxicity tests of the anti-oxidant extracted from the plant are under way at the Central Drug Research Institute, Lucknow. As the experiments have to be conducted on animals and histopathological studies have to be made to evaluate the toxicity of the anti-oxidant, it will take some time before some results are obtained.

(b) Does not arise.

Army Base Workshop, Delhi

1453. Shri S. M. Banerjee: Will the Minister of Defence be pleased to state:

(a) whether any items which were being manufactured in 505 Army Base Workshop, Delhi Cantonment are now being purchased at higher rate locally, and

(b) if so, the reasons therefor?

The Minister of Defence (Shri Krishna Menon): (a) and (b) E.M.E. Workshops are essentially repair organisations and carry out overhaul and repair of vehicles and other Defence equipment. They do not normally manufacture spare parts required for overhaul or repair; but when certain spares are not readily available either in the Ordnance Depots or in the local market, manufacture of such items are undertaken by E.M.E. Workshops to avoid hold-up of repair lines. Manufacturing capacity in the E.M.E. Workshops is, however, limited and dependent on availability of manpower and repair load. The manufacture is undertaken irrespective of the cost involved when spares are urgently required for overhaul work. Certain items which were previously manufactured in 505 Army

Base Workshop are now being purchased locally as they are readily available in the market. Some of them have been purchased at lower rates and some others at higher rates. Such purchases are made according to prescribed rules and procedure by calling for competitive quotations and accepting the lowest rates.

Sports in Himachal Pradesh

1454. Shri Daljit Singh: Will the Minister of Education be pleased to state:

(a) the total amount sanctioned and spent for the promotion of sports during 1958-59 in Himachal Pradesh; and

(b) the names of different sports associations in Himachal Pradesh who have been given grants-in-aid during the same period?

The Minister of Education (Dr. K. L. Shrimali): (a) and (b) Information is being collected and will be laid on the Table of the House when received.

भारत का राज्य बैंक

१४५५. { श्री सुशबल राय :
श्री लंगमणि :

क्या बिज मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि लखनऊ के बरेली को जाने वाली दिन की गाड़ी में देवकली और फ़ेन स्टेशनों के बीच २१ जनवरी, १९५९ को डाका वाला गया और भारत के राज्य बैंक की लखीमपुर ख़ासा के नक़द दो लाख रुपये को लट लिया गया;

(ख) क्या यह भी सच है कि डाक़ुओं ने बैंक के सजायी और रसक को मार दिया; और

(ग) मृत व्यक्तियों के परिवारों को क्षतिपूर्ति के रूप में कितना रुपया दिया गया ?

किस लंबी (जी मोरारजी देसाई) : (क) जी हां, लेकिन कैश-बक्स (नकदी रखने का सूत्र) बाब में मिल गया और उसके अन्दर रखी नकदी धाबि भी मिल गयी।

(ख) जी हां।

(ग) मारे गये सजायी और रक्षक (गार्ड) के दाह-मस्कार आदि क्रिया-कर्म में लब्ध करने के लिये उनकी विधवा पत्नियों को ५०० रुपये देने की मजरी दी जा चुकी है। विधवाओं और बच्चों को क्षतिपूर्ति के रूप में और भी इकट्ठी रकम देने या जिन्दगी भर के लिये पेंशन देने के प्रश्न पर राज्य बैंक विचार कर रहा है।

Delhi Prisons

1456. Shri Aurobindo Ghosal: Will the Minister of Home Affairs be pleased to state

(a) whether the prison population of Delhi has increased during the last 3 years, and

(b) if so, reasons therefor?

The Minister of Home Affairs (Shri G. B. Pant). (a) The total number of prisoners admitted in the Central Jail, New Delhi, in the last four years is

1955	16292
1956	15694
1957	16283
1958	17264

(b) No special reasons can be given for the slight variations

बुनियादी शिक्षा सप्ताह

१४५७. { जी रा० स० तिवारी
जी झ० क० बोधालन

क्या शिक्षा मंत्री यह बताने को कृपा करेंगे कि

(क) क्या यह सच है कि जनवरी, १९५९ में बुनियादी शिक्षा सप्ताह का आयोजन किया गया था,

(ख) यदि हां, तो बुनियादी शिक्षा सप्ताह किस-किस राज्यों में मनाया गया, और

(ग) बुनियादी शिक्षा को बढ़ावा देने के लिये अब तक कौन से पग उठाये गये हैं ?

शिक्षा मंत्री (डा० का० ला० बोधालन) :

(क) जी, हां।

(ख) बिहार, मणिपुर, त्रिपुरा, लखनौ, मिनाकाय और अमीनदीव द्वीपसमूहों, नेफा, पाकिस्तान और दिल्ली में बुनियादी शिक्षा सप्ताह मनाया गया। बम्बई, उड़ीसा, पश्चिम बंगाल, असम, मैसूर और केरल राज्यों ने कहा था कि वे सप्ताह मनाने का प्रबंध कर रहे हैं, परन्तु उन की रिपोर्टों की अभी प्रतीक्षा है। बाकी के राज्यों केन्द्र प्रशासित क्षेत्रों से अभी कोई रिपोर्ट प्राप्त नहीं हुई है।

(ग) केन्द्रीय सरकार देश में बुनियादी शिक्षा के प्रसार और सुधार के लिये कुछ योजनाएँ चला रही है। इनमें नीचे लिखी योजनाएँ शामिल हैं—बुनियादी शिक्षा के राष्ट्रीय मस्थान की स्थापना, बुनियादी स्कूलों के लिये साहित्य और सामग्री की तैयारी, बुनियादी स्कूलों के सुधार और विकास के लिये स्वैच्छिक मस्थानों को, बुनियादी अध्यापकों के प्रशिक्षण मस्थानों को और उत्तर-बुनियादी स्कूलों को आर्थिक सहायता, और बुनियादी मस्थानों से सबब छात्रावास बनाने के लिये ऋण अनुदान देने की योजनाएँ। हम के अलावा भारत सरकार बुनियादी शिक्षा के सामान्य विकास और प्रसारण के लिये राज्य सरकारों को अनुदान देती है। भारत सरकार ने प्राथमिक स्कूलों को बुनियादी स्कूलों के ढग पर लाने के लिये एक ऐसा कार्यक्रम आरम्भ किया है जिस के अन्तर्गत इन स्कूलों में बुनियादी शिक्षा की उन बातों का प्रवेश कराया जाता है जिसके लिये न तो अधिक पैसे की आवश्यकता है और न ही विशेष शिक्षलाई प्राप्त हमले की।

Scheduled Castes in Khadi and Village Industries Commission

1458. **Shri Sonavane:** Will the Minister of Home Affairs be pleased to state:

(a) whether the percentage of reservation for the Scheduled Castes has been kept in view by the Khadi and Village Industries Commission while making appointments under them; and

(b) if so, the total number of Scheduled Caste employees (category-wise with their percentage)?

The Minister in the Ministry of Home Affairs (Shri B. N. Datar): (a) Yes, Sir

(b) A statement is laid on the Table of the Sabha [See Appendix III annexure No 38]

Loans to Private Sector

1459. **Shri Tyagi:** Will the Minister of Finance be pleased to state what is the total amount of loans advanced up-to-date to various industries in the private sector either directly by Government or through Government sponsored credit corporations?

The Minister of Finance (Shri Morarji Desai): The information is being collected and will be laid on the Table of the House

Central Excise Collectorate Mysore

1460 **Shri D. A. Katti:** Will the Minister of Finance be pleased to state:

(a) Whether it is a fact that in Mysore Collectorate (Central Excise) the holders of Mahar concession licences in Belgaum District are required to obtain receipts from the farmers from whose farms they collect Ghat type of tobacco and to supply the survey numbers of farms from where the tobacco is collected, and

(b) if so, the reasons for the enforcement of such a rule from this year only?

The Minister of Finance (Shri Morarji Desai): (a) For proper accounting of tobacco handled by

Mahars, the holders of Mahar Concession Licence, like any other professional curers, are required to leave with the farmers from whose fields they collect tobacco, a purchase receipt and to pass on a copy thereof to the local Central Excise officer, in discharge of their statutory obligation. The condition regarding supplying the survey number of the fields has since been withdrawn

(b) The excise control over Mahars has been progressively tightened since 1954 and the full statutory requirements have been enforced since 1959

Gold Deposits in Mayurbhanj

1461 **Shri Panigrahi:** Will the Minister of Steel, Mines and Fuel be pleased to state

(a) whether a team of geologists of the Government of India had conducted any survey in Orissa with a view to locate gold deposits in that district and

(b) whether they have been able to locate any gold deposits there?

The Minister of Mines and Oil (Shri K. D. Malaviya): (a) Yes, Sir. A mineral reconnaissance survey was carried out in this area and later an officer of the Geological Survey of India did mapping here extending over a period of seven years from 1950 onwards

(b) The occurrences of gold have been recorded from many parts of the district but none of them has been considered to be of any economic significance so far

Three-Year Degree Course

1462. **Shri D. C. Sharma:** Will the Minister of Education be pleased to state:

(a) the number of schemes that have been submitted by the Punjab Government regarding adoption by the University of Punjab of the three-year degree course during 1959-60,

(b) whether any of these schemes have been sanctioned; and

(c) if so, what amount is proposed to be given to the Punjab Government for this purpose during this period?

The Minister of Education (Dr. K. L. Shrimani): (a) Nil.

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

After-care Programme in Punjab

1463. Shri D. C. Sharma: Will the Minister of Home Affairs be pleased to state the amount allotted to Punjab under the After-care Programme for rehabilitation of prisoners during the Second Five Year Plan period so far?

The Deputy Minister of Home Affairs (Shrimati Alva): A sum of Rs. 28,000/- was allotted to the State Government upto 1957-58 as central assistance under the After-care Programme for establishing a State Home and a District Shelter for men discharged from correctional institutions like jails, reformatories etc.

International Centres in India

1464. Shri Shivananjappa: Will the Minister of Scientific Research and Cultural Affairs be pleased to state:

(a) whether it is a fact that a chain of international centres to cater to the cultural needs of foreign students is being set up at principal centres in India; and

(b) if so, the details thereof?

The Deputy Minister of Scientific Research and Cultural Affairs (Dr. M. M. Das): (a) and (b). Yes, Sir. The Indian Council for Cultural Relations has already set up two International Students' hostels in rented buildings in Calcutta and Delhi. The capacity of these hostels is 39 and 15 students respectively. The Council is making efforts to start International Clubs-cum-Hostels in Bombay and Madras.

Settlement in Andamans

1465. Shri Prakash Vir Shastri: Will the Minister of Home Affairs be pleased to state:

(a) the number of persons from

outside the islands rehabilitated so far in Andaman Islands;

(b) the arrangements made for providing them employment; and

(c) for what purpose Government propose to use the jails where eminent political leaders were kept as prisoners?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b). 2,293 families comprising 8,926 persons from outside have been settled in the Andaman Islands so far. Out of them, 2,280 families comprising 8,875 persons have been settled as agriculturists on land and 13 families comprising 51 persons as artisans. The heads of the artisan families have been employed in various establishments of the Andaman Administration:

(c) The different wings of the jail have been utilised for—

- (i) District Jail;
- (ii) Dharamsala for settlers;
- (iii) Residential accommodation for Government servants;
- (iv) Surgical and female wards of Port Blair hospital.

Transfer of Employees in Central Excise Department

1466. { Shri D. A. Katti:
Shri Manay:

Will the Minister of Finance be pleased to state:

(a) whether the rules of transfer of employees in the Central Excise Department are framed by the Central Board of Revenue or by the Collectors of different Collectorates; and

(b) if framed by the Collectors, whether there is any unanimity in these rules?

The Minister of Finance (Shri Morarji Desai): (a) There are no prescribed rules as such regarding

transfer of officers. The Central Board of Revenue have, however, laid down certain guiding principles and procedure for regulating transfers of Class II and III officers. These principles are generally followed by the Collectors. The transfers of Class I officers are ordered by the Board.

(b) Does not arise

Carrying of Night-Soil

1467. Shri B. C. Mullick: Will the Minister of Home Affairs be pleased to state

(a) whether the sub-Committee appointed by the Central Advisory Board for Harijan Welfare for preparing a scheme to put an end to the carrying of night-soil in baskets or buckets has visited any place in the country;

(b) if so, the places they have visited so far, and

(c) the probable date of completion of their tour?

The Deputy Minister of Home Affairs (Shrimati Alva): (a) and (b) The Sub-Committee has so far, visited Himachal Pradesh, Punjab, Bihar, West Bengal, Orissa and Bombay.

(c) It is not possible to indicate any probable date at this stage.

आदिम जाति लोगों में विदेशी बर्तन-प्रचारक

१४६८. श्री बी. सी. मुल्लिक : क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि सीमान्त और आदिमजाति क्षेत्रों में इस समय कार्य करने वाले विदेशी बर्तन-प्रचारकों और उनके केन्द्रों की संख्या का स्वीरा क्या है ?

गृह-कार्य मंत्री (श्री को० ब० पटेल) : सूचना इकट्ठी की जा रही है और मिलने पर वह सभा पटल पर रख दी जावेगी।

Post-matric Scholarships to Scheduled Castes and Scheduled Tribes in Madras

1469 Shri Subbiah Ambalam: Will the Minister of Education be pleased to state

(a) the number of applications received from candidates belonging to Scheduled Castes, Scheduled Tribes and other Backward Classes from Madras State for post-matriculation scholarships of the Central Government and the number of scholarships awarded to each of these classes during 1958-59, and

(b) the number of renewal scholarships given to each of these classes during 1958-59?

The Minister of Education (Dr. K. L. Shrinani): (a) and (b) A statement is laid on the Table of the House

STATEMENT

Name of the Community	Number of applications received in time			Number of scholarships so far sanctioned		
	Fresh	Renewal	Total	Fresh	Renewal	Total
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Scheduled Castes	1,197	557	1,754	1,109	507	1,616
Scheduled Tribes	21	8	29	16	6	22
Other Backward Classes	6,490	963	7,453	973	935	1,908
TOTAL	7,708	1,528	9,236	2,098	1,448	3,546

Department of Community Development in Delhi

1470. Shri Siddananjappa: Will the Minister of Home Affairs be pleased to state:

(a) whether a Department of Community Development has been set up under Delhi Administration;

(b) if so, at what cost was it established; and

(c) how much of the cost was borne by the Centre?

The Minister of Home Affairs (Shri G. B. Pant): (a) There is no such separate Department under Delhi Administration. The work of Community Development in the Union Territory is looked after by the Development Commissioner, Delhi, who is also in charge of work connected with Agriculture, Co-operation, Veterinary, Forest, Social Work etc.

(b) Does not arise

(c) This too does not arise as the entire expenditure of the Delhi Administration is met out of the Consolidated Fund of India

"Smuggling"

1471 Shri P. C. Borooah: Will the Minister of Finance be pleased to state

(a) whether it is a fact that "Tilla" and mercury was being smuggled across the Indian border to Pakistan; and

(b) if so, what steps were taken by Government to check it?

The Minister of Finance (Shri Morarji Desai): (a) The information available with Government indicates that there have been only a few small cases of smuggling of "Tilla" from India to Pakistan. The total

value of "Tilla" seized since 1st January, 1958 is about Rs. 5000. Only one minor case of smuggling of mercury was detected in January, 1959.

(b) Various steps are continuously being taken to check smuggling of all kinds of goods including of "Tilla" and Mercury from and to Pakistan

Life Insurance Corporation

1472. Shrimati B. Palchoudhary: Will the Minister of Finance be pleased to state

(a) the total number of mortgage loans and amount thereof granted by the Life Insurance Corporation till the date of suspension of the granting of such loans;

(b) the total number of litigation cases in this respect together with the total amount involved pending at present;

(c) the total amount of loss suffered by the Corporation if any, as a result of these mortgage loans?

The Minister of Finance (Shri Morarji Desai): (a) Nil.

(b) and (c) Do not arise

Grant to the Punjab University

1473. Shri Siddananjappa: Will the Minister of Education be pleased to state

(a) whether Government have recently sanctioned a special rehabilitation grant to the Punjab University; and

(b) if so, what is the amount so granted and for what purpose will it be utilised?

The Minister of Education (Dr. K. L. Shrivastha): (a) Yes, Sir

(b) Rs 25 lakhs. The amount will be utilised for the general rehabilitation programme of the University.

Study of Foreign Languages

1474. **Shri Siddananjappa:** Will the Minister of Education be pleased to state

(a) what steps the Central Government are taking to encourage study of foreign languages in India; and

(b) what are the facilities available in Delhi for higher study of foreign languages?

The Minister of Education (Dr. K. L. Shrimall): (a) The Ministry of Defence are running a School of Foreign Languages for higher studies in foreign languages. The University Grants Commission has approved the schemes of Delhi, Visva-Bharati, Calcutta, Madras, Poona and Punjab Universities for encouraging the study of foreign languages in India.

(b) The School of Foreign Languages, run by the Ministry of Defence, provides Advanced and Interpretship Courses. The facilities for the Advanced Course exist in as many as nine foreign languages. The Interpretship course is organised on 'as required' basis.

The Delhi University has provision for the following courses.—

- 1 Diploma in Russian Language and Literature—(2-Years Course)
- 2 Certificate of Proficiency in Russian—(1-Year Course).
- 3 Certificate in French—(1-Year Course)
- 4 Certificate in German—(1-Year Course).
- 5 Certificate in Italian—(1-Year Course).
- 6 Certificate in Swahili—(1-Year Course).

मध्य प्रदेश में माध्यमिक शिक्षा

१४७५. **श्री रा० स० तिवारी :** क्या शिक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य प्रदेश में माध्यमिक शिक्षा के बारे में मध्य प्रदेश सरकार ने सन् १९५७

व १९५८ में कितनी योजनाएँ प्रस्तुत की थी,

(ख) क्या इन योजनाओं में से कोई योजना स्वीकार की गई थी, और

(ग) यदि हा, तो मध्य प्रदेश सरकार को इस कार्य के लिये कितनी धन-राशि दी गई ?

शिक्षा मंत्री (डा० का० सा० श्रीमान्नी):

(क) १९५७ ३२

१९५८ २५

(ख) जी, हा मर्जी ।

(ग) अनुदान वित्त-वर्ष के अनुसार दिया जाने है, पचास-वर्ष के अनुसार नहीं । १९५७-५८ में १५,५२,५०० रुपये मजूर किये गये थे और १९५८-५९ में २१,८६ लाख रुपये मजूर करने का विचार है ।

दिल्ली के राजनैतिक पीठित

१४७६. **श्री सरजू पाण्डे :** क्या गृह-कार्य मंत्री यह बताने की कृपा करेंगे कि

(क) क्या सरकार का दिल्ली की राजनैतिक पीठित समिति के मुद्दाव प्राप्त हो गये हैं

(ख) यदि हा, तो समिति के मुख्य मुद्दाव क्या हैं और

(ग) ये मुद्दाव कब तक कार्यान्वित होंगे ?

गृह-कार्य मंत्री (श्री श्री० बा० पन्त) :

(क) से (ग) दिल्ली राजनैतिक पीठित सहायता समिति ने हाल में एक मुद्दाव दिया है कि स्वाधीनता संग्राम में जिन लोगों ने दिल्ली में जी जान से भाग लिया था उन्हें उनकी देश सेवा के लिये प्रमाण-पत्र दिये जायें । इस मामले पर गौर किया जा रहा है ।

Punjab High Court

1477. **Shri Daljit Singh:** Will the Minister of Home Affairs be pleased to state

(a) whether the present number of judges in the Punjab High Court falls short of the number required for the disposal of the volume of work that is pending in the High Court at present; and

(b) if so, the action proposed to be taken in this respect?

The Minister of Home Affairs (Shri G. B. Pant): (a) No

(b) Does not arise

Expansion Projects of State Collieries

1478. **Shri Ram Krishan Gupta:** Will the Minister of Steel, Mines and Fuel be pleased to state—

(a) the total budgeted expenditure on capital account involved for purchase of (i) indigenous, and (ii) imported machinery and equipment ordered for achieving targets included in the Second Five Year Plan on the various expansion projects of State Collieries,

(b) the value of machinery that has (i) since arrived, (ii) installed and put into operations and (iii) lying unused, packed or unpacked but not installed, and

(c) what is the programme of utilising the uninstalled machinery and what have been the factors causing delay in its being put into commission?

The Minister of Steel, Mines and Fuel (Sardar Swaran Singh): (a) The information is being collected from the National Coal Development Corporation (Private) Ltd and will be laid on the table of the House as soon as possible

(b) and (c) It is considered that the time and labour spent on the collection of the information would be

disproportionate to the purpose it would serve. There is, however, no avoidable time-lag between the arrival of machinery and its installation by the National Coal Development Corporation

Pamphlet of Technical Terms

1479. **Shri Onkar Lal:** Will the Minister of Education be pleased to state—

(a) whether it is a fact that *ad hoc* Committees consisting of technical experts and ordinary literate people have been set up to review the pamphlets of technical terms; and

(b) if so, for what subjects and how the latter class of people are selected

The Minister of Education (Dr. K. L. Shrivastava): (a) No, Sir

(b) Does not arise

U.P.S.C. Examinations

1480. **Shri Radha Mohan Singh:** Will the Minister of Defence be pleased to state—

(a) whether till recently the Defence personnel could apply for any post or sit for competitive examinations of the U.P.S.C. for which they were otherwise qualified,

(b) whether they have now been debarred from sitting for examinations or apply for posts for which they may be qualified by recent Government orders; and

(c) if so since when and reasons therefor?

The Minister of Defence (Shri Krishna Menon): (a) and (b). No restriction has been imposed recently in the matter of permission to service personnel of the Armed Forces to apply for outside posts or for admission to competitive examinations of the U.P.S.C. The present position is that while the regular personnel are allowed to apply only during

period of one year preceding their normal retirement, the non-regular personnel are allowed to apply at any time of their service.

(c) Does not arise.

Panel for promotion as Deputy Secretaries

1481. Shri S. L. Saxena: Will the Minister of Home Affairs be pleased to state

(a) when the last two panels of Secretariat Officers considered suitable for promotion to the post of Deputy Secretary to the Government of India were issued;

(b) whether in accordance with the recruitment rules the panels have to be issued annually; and

(c) if so, the reasons for delay in the publication of the panels for the year 1958?

The Minister of Home Affairs (Shri G. B. Pant): (a) One panel was issued on the 4th June, 1956, and the other on the 20th July, 1957

(b) No

(c) Does not arise

12.02 hrs.

RE MOTION FOR ADJOURNMENT

SUSPENSION OF WORKERS OF DOCK LABOUR BOARD, CALCUTTA

Shri Braj Raj Singh (Firozabad): I have sent in a motion for adjournment and you had written to me that it is not a matter for raising a motion for adjournment, and that information can be supplied by means of a question. May I submit that adjournment motion is never for eliciting any information, but for raising an urgent matter of public importance arising on the day when it is moved? It is not that the adjournment motion can be answered by means of a question. I think that is not one of the grounds on which an adjournment motion could be rejected.

I have given notice of the adjournment motion on the "suspension of 44 workers on 3rd March, 1959 and 4th March, 1959 of Dock Labour Board Calcutta, by the Chairman of the Board by assuming special disciplinary powers on the false plea of 'slow down' movement by the workers and also charge-sheeting of 200 workers and warning them as a result of which very explosive situation has arisen in the Calcutta docks, resulting in stoppage of work today thereby causing immense loss to the community, involving some 25,000 workers". There is a rule for regulation and control of the workers there.

Mr. Speaker: I am not going to allow the adjournment motion (Interruption) Order, order. I have heard him. Now, there are three grounds which must be satisfied: it must be a definite matter of urgent public importance. So far as this matter is concerned, long before the hon. Member thought of the adjournment motion, I received a question, and I have admitted it in the ordinary course. Therefore, under these circumstances, this adjournment motion is not allowed. So, I said the hon. Member will have the information.

Shri Braj Raj Singh: I do not want any information. It is a question of disciplinary action taken there. I have got enough information, because I know this is a case of disciplinary action.

Shri C. D. Pande (Naini Tal) Order order (Interruptions)

Mr. Speaker: I have disallowed this adjournment motion.

Shri Braj Raj Singh: May I know who is the Speaker? Is it these people or you?

Mr. Speaker: Everybody is interested in seeing that order is maintained here.

Shri Braj Raj Singh: Is he to order us?

Mr. Speaker: If the hon. Member does not do so I will have to invite the help of the other hon. Members!

Shri Braj Raj Singh: What does he mean? When you are there for giving a ruling, these people are shouting, 'Order, order'.

Mr. Speaker: I want the hon. Member not to get up while I am speaking. No hon. Member need assist me I will take care of the business of the House

Shri Jagdish Awasthi (Bilhaur): We are in order. They are becoming disorderly.

Mr. Speaker: The hon. Members should not say so against each other. An adjournment motion is admitted only if it is in order and if it comes immediately before any other matter is taken up or with respect to which any other motion is made. I have disallowed this motion on the ground that already some questions have been put. It is open to the hon. Member to hear or not to hear those answers. His adjournment motion has come late, and already a question has been admitted. So, I have disallowed the adjournment motion.

Shri Braj Raj Singh: On questions you never allow the matters to be discussed. Is it not a fact? Then, on adjournment motions only matters of policy or censure against the Government can be discussed. So questions of that kind can never be raised. That is my difficulty.

Mr. Speaker: It is not a case of a question having been admitted or not. Here, the point is, it is not a new matter. It is an old matter with respect to which some question has been brought up before the House. For adjournment motions, the matter must be of definite urgent importance.

Shri Braj Raj Singh: It occurred today.

Mr. Speaker: I am not going to allow it. This matter has been there for some time. I have allowed a

question, and further, question or no question, this matter has been there sometime ago. I have disallowed the motion on the ground that it is not an immediate, an urgent, matter of public importance.

Shri Braj Raj Singh: The work has stopped, involving a large number of workers. There is strike.

Mr. Speaker: It may be that a number of things might happen. I have given my ruling. Adjournment motion is not a method by which it could be controlled or be brought up before the House. The hon. Members are under the impression that if anything appears in the newspapers, immediately there must be an adjournment motion tabled before the House.

Shri Braj Raj Singh: It is not a question of newspaper reports, Sir. I have got a number of telegrams which have been received. It is a very important matter and it is being shelved like this.

Shri Braj Raj Singh: We feel aggrieved on the matter of the adjournment motion and as a protest I walk out.

श्री जगदीश अवस्थी : हाँ, मैं
हड़ताल हों ना रहूँ है। यह सदन मरि-
यम में है, लेकिन फिर न आप उस पर
बिचार करने के लिए तैयार नहीं हैं ऐसी
स्थिति में हम यहाँ नहीं बैठ सकते हैं और
सदन में चहल चल रहे हैं।

श्री स. व. पांडे : किन्ती देर के
लिए बाहर रहे हैं

Shri Raghunath Singh (Varanasi):
For how many minutes?

Shri Jagdish Awasthi: For the whole day.

(Shri Braj Raj Singh and Shri Jagdish Awasthi then left the House.)

Mr. Speaker: I would make an appeal to the hon. Members. If any hon. Member just goes on, I will try to control him. If an hon. Member wants to walk out, nobody can prevent

[Mr. Speaker]

any hon. Member from walking out. If any other hon. Member talks to him, he will just go on still, saying something more! Let us get along with the work that is before the House.

Shri Subbiah Ambalam (Ramanathapuram): I would invite the attention of the Chair to the fact that that should not be the conduct of the hon. Member.

Mr. Speaker: If there is any such conduct, the other Members need not assist me.

Shri B. R. Bhagat

12.08 hrs.

PAPERS LAID IN THE TABLE
NOTIFICATIONS ISSUED UNDER SEA
CUSTOMS ACT

The Deputy Minister of Finance (Shri B. R. Bhagat): I beg to lay on the Table, under sub-section (4) of Section 43B of the Sea Customs Act, 1878, a copy of each of the following Notifications:—

(i) G.S.R. No. 206 dated the 21st February, 1959.

(ii) G.S.R. No. 207 dated the 21st February, 1959, making certain further amendment to the Customs Duties Drawback (Brand Rates) Rules, 1958 [Placed in Library See No. LT-1261/59]

INDUSTRIAL FINANCE CORPORATION
RULES

The Deputy Minister of Finance (Shrimati Tarkeshwari Sinha): I beg to lay on the Table a copy of the Industrial Finance Corporation Rules, 1957. [Placed in Library See No. LT-1262/59]

12.08½ hrs

MESSAGE FROM RAJYA SABHA

Secretary: Sir, I have to report the following message received from the Secretary of Rajya Sabha:

"In accordance with the provisions of rule 125 of the Rules of

Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 2nd March, 1959, agreed without any amendment to the Delhi Land Reforms (Amendment) Bill, 1959, which was passed by the Lok Sabha at its sitting held on the 10th February, 1959."

12.09 hrs.

RAILWAY BUDGET—DEMANDS
FOR GRANTS—contd.

Mr. Speaker: The House will now resume discussion of Demand Nos. 1 to 20 in respect of the Railway Budget for 1959-60. Out of five hours allotted for the discussion and voting of these demands, four hours and 49 minutes now remain. As announced yesterday, those hon. Members who are desirous of moving cut motions may hand over at the Table, within 15 minutes, the number of selected cut motions, and I shall treat them as having moved, if the hon. Members in whose name the cut motions are moved are present in the House and the cut motions are otherwise in order.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): Sir, 12 hours have been allotted for the Demands for Grants under the Railways and they expire at 4.49 p.m. May I request that the 2-hour discussion tabled for today may be taken up immediately after that?

Mr. Speaker: At 5 o'clock. We will assume that the discussion on the Demands will end at 5 o'clock. Very well.

Shri T. B. Vittal Rao (Khamman): What is this sudden change? We have to sit from 4 to 6 p.m. Otherwise, if the 2-hour discussion is started at 5 o'clock, we will have to sit up to 7 o'clock.

Mr. Speaker: That is quite reasonable. We are not so much bound. If we have to sit for this for only 49 or 50 minutes tomorrow, it is but reasonable that we dispose of this work today. As a matter of fact, the hon. Minister of Parliamentary Affairs has been quite anxious to accommodate the House. The other day, when we were to close two hours in advance and hon. Members wanted more time to participate in the discussion, he agreed that it can go on till 5 o'clock. So, we may sit for some more time today.

Shrimati Renu Chakravartty (Basirhat): Seven is too late.

Shri T. B. Vittal Rao: The Minister can reply tomorrow.

Shri Satya Narayan Sinha: Two hours have been allotted for the Supplementary Demands. So, let us finish the Demands for Grants today, and tomorrow we may finish the Supplementary Demands, so that we may begin the general discussion on the General Budget on Monday.

Shrimati Renu Chakravartty: In any case, we have 2½ hours tomorrow. My suggestion is, let us not work till seven.

Mr. Speaker: I am really surprised. We have to get through this work. There are Parliaments where they sit overnight.

Shrimati Renu Chakravartty: You must give us timely notice—at least 24 hours. You cannot ask us to come in the morning and expect us to sit till seven in the night. We have got various appointments and engagements. Because it is a non-official motion, it is shifted.

Shri S. M. Banerjee (Kanpur): Somebody will raise the question of quorum and there will be no quorum.

Mr. Speaker: I have not allotted any time for this motion. Therefore, it may be one hour, unless hon. Members want to sit for sometime more.

Some Hon. Members: No, no.

Mr. Speaker: Therefore, hon. Members will be prepared to sit late occasionally, not every day.

Shri Frank Anthony

Shri Panigrahi (Puri): He has spoken during the general discussion.

Mr. Speaker: I shall give preference to hon. Members who have not spoken so far. All right. He has got some points. I will allow him; I will also allow other hon. Members.

12 13 hrs

Shri Frank Anthony (Nominated—Anglo-Indians): Mr. Speaker, Sir, in reply to some of my observations on the railway budget, the Railway Minister was pleased to suggest that I had spoken largely from sentiment. Perhaps some of my views were coloured a little by sentiment. I have suggested that I sometimes felt resentment on behalf of the staff. But I also feel that some of the observations made by the Minister are also coloured by sentiment and resentment. From the very outset, it was not my intention to point any finger towards the Minister. I want to make it clear that personally the Minister and the Members of the Railway Board are very esteemable friends. I was pointing a finger at the railway policy.

I am a little sorry that the Railway Minister should have said, trying to dismiss my observations as some kind ofipse dixit, that no sane person would have drawn the description of the railways that I have drawn. But I would say straightway, that no sane person would accept the rather rosy picture which the hon. Railway Minister has drawn. He suggested that all the Class I officers are paragons of official virtue, that Class II officers are happy, that Class III staff are more happy and finally the Class IV people represent a body of highly disciplined and hard-working people. I was a little amused at this over-drawn picture and I feel Members of the

[Shri Frank Anthony]

House will agree with my amusement. I was not suggesting that the railways are dead, they are showing certain corpse-like characteristics. I am suggesting very seriously that the movement of the railways is sluggish and turgid. Therefore, Class II and Class III people are complaining.

I agree with the Railway Minister that he has done his best to allot 33-1/3 per cent. quota to the Class II officers. But I have made a certain specific complaint that, as a matter almost of policy, young Class I officers, people with not even four years service are being given accelerated promotion contrary to the directive of the Railway Board. That was my specific complaint. I also complained that, in the South-Eastern Railway for instance, Class I officers who have not completed their training, have been promoted superseding Class II officers.

My other complaint with regard to Class II people is, for some peculiar reason, they are singled out for almost a pernicious convention. Class II officers, more than anyone else, are made to officiate for inordinately long periods, ranging from 2 to 10 years. This is an avoidable hardship. Take the Northern Railway, for instance. Why are some Class II officers officiating for periods ranging up to 10 years? It is because of some reason. I say it is inefficiency. The Northern Railway has not completed its cadres, six years after it was brought into existence in April, 1952. The result is that Class II officers in particular are kept officiating for inordinately long periods.

The Railway Minister said that there is this increase of functional organisations. I myself am against them. But what is the reason? He has given one diagnosis. With great respect, I say it is wrong. He himself has indicated that the functional organisations are more or less confined to the Class III staff—station masters, train examiners, loco people, etc. But

what is the reason? There is a very good reason why Class III people organise themselves increasingly into functional bodies. It is not because of any encouragement from the major unions. It is because of desperation; they feel there is no one to whom to represent their grievances and they know that although they are not organised, at least they will have satisfaction that some kind of attention will be focused on the grievances of that particular sort of functional group of station masters, drivers, train examiners, etc. Perhaps grievances do come to the Railway Minister from other organisations and unions, but so far as Class II and Class III staff are concerned, I deal with them predominantly and their grievances come to me. Perhaps they do not go to anyone else and that is why I am obliged to put up their grievances to the Railway Minister and to the General Managers.

I do not know whether the Minister was serious or he suggested it in a rather sarcastic way when he said that he admired the number of cases that I represented to the railway administration. He also gave the suggestion that I inundated the railway administration with cases. May I say that I am on the side of conservatism? I have made an analysis of the number of cases I have represented directly to the Railway Minister. Between 1957 and 1959, in the course of almost two years, I represented exactly 60 cases to the Minister. The Minister was pleased to deal with only 7 of these 60 cases. The Minister also said that I was putting up old cases. Now it is not quite correct. Of the 60 cases, only three cases were old cases. Now may I respectfully ask the Minister this? What is wrong in principle in putting up old cases if I am convinced that they are cases which involve palpable injustice? Take the case of the ex-M&SM loco staff. I say it is a case of palpable injustice and merely because it is an old case an injustice is not converted into justice. Look at those people. They were recruited

under certain specific terms of service. They were recruited as literate staff; years after they were recruited, retrospectively, because the railways sought to introduce new conditions of recruitment retrospectively, these people's conditions of service were changed and their prospects of promotion were barred. I say it is a palpable injustice. Because previously the Railway Minister has not chosen to remedy it, surely that wrong act cannot bar me from representing a case of that description.

I am sorry he seems to justify the action of the General Manager of the Southern Railway in refusing to deal with any case which is represented to him. The Minister himself is busy. There was a convention that when matters were referred to General Managers they used to deal with them and I was hoping that this convention would continue because they are the people on the spot who are best fitted in a way to deal expeditiously with matters relating to that particular railway. But I do not know whether they have been encouraged deliberately not to deal with cases. Anyhow, I have made an analysis of the position *vis-à-vis* the General Manager of the Southern Railway. For more than two years I sent him only 25 cases. Every case he refused to deal with. Six of these 25 cases dealt with important general cases. I would draw the attention of the Minister to this—60 cases, and many of these were cases where the General Manager of the Southern Railway refused to deal with, 60 cases in a period of over two years, some of them cases of vital importance. I would also request the Minister to remember that I am in constant touch with nearly 20,000 railway workers and if I sent to him every case that comes to me he would get not 60 cases in two years, he would get 60 cases every month. But I have an organisation which screens the cases and it is only when I am fully convinced that there is a case of injustice, a case which savours of injustice, that I forward it for consideration. It is not fair to

say "Oh Mr. Anthony deals with more cases", because I am in that peculiar position. He seems to think that all manner of cases, good, bad and indifferent, are sent to him. That is not correct.

I want to deal briefly with certain specific grievances. I was not here, but I read an account yesterday when I was in Chandigarh of the statement by the Deputy Minister that the pension scheme has not apparently attracted the support from the men that the railways had hoped it would attract. I myself am distressed about this. I believe, I alone was the champion of this particular feature for many years in this House, and when it was introduced I had acclaimed the Minister because I said it was a boon to the railway employees. I still say and believe so. But the railwaymen told us that many of them have not opted for it, because they do not understand the implications. Many of them have written to their officials, asking for clarification of the implications of the pension scheme and still they have not been able to satisfy them as to all the implications.

Then again there are certain undesirable features which have been attached to the pension scheme. I believe that the administration can arbitrarily reduce the pension, treating part of it as gratuity. If that is so it is wrong. I have been told this again the Minister knows that the pension is calculated on the basis of the number of years of pensionable service divided by 80. Now out of the officiating period of service only half the officiating period is calculated towards pension. I have just now mentioned that some railwaymen are made to officiate closely up to ten years. Now if you say that half the period of ten years is calculated towards pension they will lose and lose seriously. I am suggesting this for the Minister's consideration that all temporary service should be regarded as pensionable service and also that not more than two years of officiating service should be regarded as officiating service. All periods beyond

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two years should be counted towards pensionable service.

I would also suggest another point in this connection. There is a fear that because pension is calculated on the income of the last three years, the average of the last three years' emoluments, many railwaymen face the likelihood of serious reduction in pension if they are reduced in rank or if they are suspended and if their pension is calculated on their reduced emoluments during the last three years they will suffer disastrously. Here also I would suggest to the Minister that the pension be calculated on the presumed pay for the last three years of their service.

I want to say a word about selection. I know that the Railway Minister will say that selection is unavoidable, it is inevitable. I am prepared to concede this up to a certain point. So far as Armed Forces are concerned, selection is only made from the rank of Lieutenant-Colonel. When I asked a senior General why they make selection only from Lieutenant-Colonels and above and why before that it is only seniority, he said they do so for a very good reason. If you introduce selection at a point which is extremely low, it leads to all manner of undesirable developments. Men begin to cut one another's throat and they attempt to curry favours of officers. So, in the Armed Forces selection is only operative from the rank of Lieutenant-Colonel and above.

I feel that many of the evils of selection can be largely remedied. I think it was my formula, at least part of it, that was ultimately adopted which Government adopts for selection. But this formula is not fool-proof. Because, I get complaints in season and out of season of the most flagrant nepotism being practised in the railway selections. Now there are some suggestions which I would request the Railway Minister to favourably consider in order to qualify the complaints of nepotism.

The first one is, and I had suggested it earlier—that all selection results should be announced almost immediately and not kept pending for a period ranging from one month to several months. I also feel that there are a number of devices which are resorted to by officials in order to practise nepotism. For instance, there is supposed to be a selection panel against potential vacancies in certain selection posts. Now, these panels are not properly drawn up, and selections are not made with the result that when the vacancies actually occur many of the selection posts are filled by people who have never appeared for selection and they are kept officiating for inordinate periods.

Then again, another feature which I have noticed recently is that selection is dragged over a period of months. There is one selection and 5 or 10 people are selected. Then that selection is kept open for many months. In the mean while, people who are not eligible, people who are rejected in the first selection test, are brought in and ultimately when the selection is completed the people who were originally selected are all thrown out. This also, I feel, is a matter which the Minister should attend to.

There is another feature which, I think, ought to be eliminated. When two people are found suitable for selection to the next higher grade, when both are suitable I cannot understand why or how the selection board, in between the two people found suitable for selection to the next higher panel, say that the junior man should be put above the senior man in the selection panel. Surely, if two people equally found suitable are to go to the next higher panel then they should be transferred to the next panel in their order of seniority. I feel that this is also a matter which should be looked into.

Mr. Speaker: The hon. Member should conclude.

Shri Frank Anthony: I will conclude in five minutes.

There is another plea I have to make and that is this. Once an employee enters a grade, the upper subordinate grade, grade between Rs. 200-500, there are four selections in that same grade. Because you have four scales, because of the multiplicity of the scales, you have multiplicity of selection posts and multiplicity of opportunities for nepotism. My own feeling is that once you enter the upper subordinate service, the grade between 200-500, you should have only one selection instead of four selections at every scale.

Then, I wish to say one word about the Confidential Reports and I will have done. I had referred to it more briefly in my speech on the Budget. There is a very strong feeling about the way Confidential Reports are being operated. The man feels that it is almost a legalised system of enabling the officials to stab them in the back. A man has an unblemished record of service. He falls foul of one official. That man writes the Confidential Report. Why should not every Confidential Report be shown to the employee? I think in the Army every Confidential Report is shown to the employee. So far as the Railways are concerned only, I think, what is termed as an adverse Confidential Report is shown to him. But what happens is that if an official wants to damn a man he will say that he is a good worker, respectful but is so-and-so. The sting is in the "but" part of the sentence. It is not deemed to be adverse Confidential Report and is not shown to the man. Only when he appears before the Selection Board the "but" part is shown to him. I feel that all Confidential Reports should be shown to the men and their signature should be taken on it. This would obviate the opportunity later on, if for any reason they challenge their Confidential Reports for the Confidential Reports to be replaced or changed.

Mr. Speaker: Shri Rami Reddy. Then I will call Shri Panigrahi.

Shri Rami Reddy (Cuddapah): Mr. Speaker, Sir, I thank you for the opportunity which you have given to me. At the outset, I would like to congratulate the Ministry on the progress achieved with the minimum resources at their disposal. At the head of this administration we have got an experienced hon. Minister who is capable of bringing a realistic approach to the problems with which he is faced. His unassuming and endearing manners have earned the gratitude of the employees and the appreciation of all of us in this House in particular. While it is so, I want to bring to his notice certain handicaps experienced by certain regions in the country so that he may be able to bring the realistic attitude even in solving those problems.

I submit that in the services Andhras are not represented fairly well. Wherever I go throughout Andhra, I find that it is mostly the non-Andhras who are represented in the services. I was just thinking as to why this has happened and why Andhras have not been represented. I can understand it if it is with reference to Class I and Class II employees where it depends on certain technical qualifications and some other things of that sort. But I cannot understand as to why there is no proper representation for Andhras in Class III and Class IV grades. I thought about the matter and I think that there are two or three reasons for this.

Firstly, the Railway Service Commissions are located at Madras, Bombay, Calcutta and Allahabad. Andhra State is mainly traversed by three Railway zones that is, the Southern Railway, South-Eastern Railway and the Central Railway. Generally, the Service Commissions located at these four headquarters publish their notifications in English papers as also in the regional languages of the places where these headquarters are located. I know it for

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certain and I understand that the advertisements for recruitment of these employees have not been advertised in any Telugu newspaper. That is a very great handicap.

The Minister of Railways (Shri Jagjivan Ram): They do advertise in Telugu papers.

Shri Rami Reddy: I am told that this question had come up before the Southern Zonal Council and the matter was also represented there. That is one handicap and therefore I request that the notifications be published even in Telugu newspapers.

Then, another factor is that there is no representation for any Andhra in any of these Railway Service Commissions. That seems to be one of the reasons. If there is an Andhra, he will be able to better appreciate the merit and the talent of an Andhra because general questions are asked there. In the Andhra areas only the Andhra public go to the offices, such as, booking offices etc. therefore if Andhras are posted in these areas they will be able to deal with the public better.

An Hon. Member: Not others?

Shri Rami Reddy: I do not mean to say not others. I mean to say that it would be better.

Shri D. C. Sharma (Gurdaspur): I do not mind any Punjabi there.

Shri Rami Reddy: That is my complaint. My complaint is that there are more non-Andhras.

Shri Jangde (Bilaspur): There are four Andhras in BN Railway.

Shri Rami Reddy: Really? I am very happy to have the information.

Then, as I submitted earlier the headquarters are located at a very great distance. Therefore I also suggest that the Service Commission may be located at Hyderabad which is the most central place for the whole of the country. That is the point which I want to make in regard to the services.

There is a complaint throughout the South that the South has been

totally neglected. It has been very sadly neglected in regard to the laying of new railway lines as also in regard to taking up of the new surveys. I will mention one instance to indicate as to how the South is neglected.

In 1957-58 a provision was made for undertaking a preliminary survey of Nellore-Mydukur line. Subsequently in 1958-59 for no reason it was dispensed with. When I sought some information about this matter I was told that because there is no likelihood of this line being laid in the near future there is no purpose served by undertaking a survey of the Nellore-Mydukur line. This is a very backward area and I request the hon. Minister to show some consideration to the backward areas in the South, Andhra specially is very rich in natural resources and unless there are railway lines the economic potential cannot be tapped. It is absolutely essential that some railway lines be laid. The policy of the Government appears to be that unless a reasonable return is expected by laying a particular line it does not like it being taken up. But the Railways are a national undertaking. It should be considered as a utility concern and not as a commercial concern. Therefore I request the Ministry to show some consideration to the backward areas because unless railway lines are laid the economic potentialities cannot be exploited.

Then coming to my constituency in particular, I want to mention one thing and that is the railway gate at Kamalapuram. I have submitted two memoranda also to the hon. Deputy Minister in this connection. The Bombay-Madras line cuts the Kamalapuram town in two halves. Many important offices such as Taluk office, Sub-magistrate's office, Police Station, Sub-Registrar's office and other offices are located on one side of the line and some other offices, like the Post Office, Demonstrator's office, BDO's office and other offices are located on the other side. It is also a commercial centre and there are

some factories, such as, groundnut factory, rice factories etc. Some of them are located on one side and others on the other side. This is purely an agricultural town. The town is surrounded on all sides by wet lands. Therefore for agricultural operations people have to cross this railway line. There is a railway gate close to the Kamalapuram station platform. Because it is a watering station the engine takes water. Whenever the train comes, the gate is closed and is not opened till the engine takes water and leaves the station. There are also twelve buses running via Kamalapuram, and they are also stopped on one side of the railway line. They are not permitted to go to the other side as soon as the train stops there. Therefore, it is causing very great inconvenience to the public of Kamalapuram and to the villages nearby. Agricultural operations are also affected and much precious time in the day is wasted by this. This does not cost much to the Ministry. I also understand that a third railway line is being laid at that station. Therefore, if the gate is shifted to a further distance, there will be no necessity of waiting at the gate and obstruction to the traffic can be avoided.

Guddapah is the district head quarters, and I submit that the railway station here should be remodelled because the facilities were either to the upper class passengers or the lower class passengers are very meagre. It is also a commercial centre, and therefore, I submit that the railway station should be remodelled.

During the rainy season the Dronachalam-Secunderabad train was cancelled last year because some accidents had occurred in that line and the railway administration thought that it would be safer to cancel the night trains during the rainy season. The railway administration may undertake the necessary repairs as also some protection works to the bridges and embankments on the railway line if necessary, but the trains should not be cancelled during the

rainy season because it would work great hardship to the persons going to Hyderabad. Hyderabad is the capital of the State now, and there is a great rush of passengers who want to go to the capital. There are only two trains from Dronachellam to Secunderabad. Therefore, if this train is cancelled during the rainy season, people would be put to very great hardship.

There was a proposal for a railway line from Nandgal to Kadri via Jammalamadugu, Proddatur and Yerraguntla. This railway line was recommended by the State Government also, as this would serve the undeveloped areas of Rayalaseema. Therefore, I submit that the Railway Ministry may consider taking up the survey of this line.

A lot of pilferage is going on at Kamalapuram. I had also written a letter about this about a year ago. Between Kamalapuram and Gangayapalle stations, it is an open secret that even during the day time coal and other things are pilfered. At one time police caught two or three persons also, and I understand they have put up a case against the persons concerned. They were caught red-handed, but even after this incident, pilferage has not stopped. It is going on even now openly. Therefore, I request that some urgent action be taken in this matter.

There is a lot of overcrowding in the Madras-Bombay Janata train, which is now bi-weekly. This may be converted into tri-weekly at least to lessen the overcrowding.

Shri Panigrahi: The railways have undertaken a great programme of electrification of railways, and so far as the power needs of the railways in eastern India are concerned, we understand that the total load required for meeting this programme is 227,000 K.W. They have also made a programme regarding the sources from which they will get the power for fulfilling the programme of electrification of railways in the eastern sector. It is expected that this power

[Shri Panigrahi]

load will develop around 1961 and onwards, and the sources are as follows

Hirakud	25,000 KW
Rihand	10,000 "
Dugda (with Soviet aid)	Two thermal plants of 50,000 each or 100,000 KW
DVC thermal plant to be set up	125,000 "

This makes up the total load which the railways require for their programme

I would, however, like to know from the hon Minister whether these sources are really going to fulfil the needs of the railways, and whether these loads are really going to develop within the scheduled time fixed by the railways, because so far as Hirakud is concerned, we know the difficulties of the State Government in this respect. Many of the industries which are going to be located around Hirakud are in need of power, and the State Government is not in a position to supply even that. So, I do not know how far it is possible that Hirakud will be able to supply the requirements of 25,000 KW of electricity for the electrification of railways

Mr. Speaker: Is there no hydro-electric power there?

Shri Panigrahi: Yes, there is

Mr. Speaker: How much does it produce?

Shri Panigrahi. It is only 125,000 KW, and the State Government is consuming more than that. So, I would like to know whether they are going to set up another thermal plant, or whether they are going to develop the second stage at Hirakud which is now in progress, and whether it is going to be completed before 1961, so that it may provide the required amount of electricity

Now, I come to the question of the construction of new railway lines. I was going through the speeches of the hon Members of this House during the course of the discussion. There are 34,182 miles of railways in the

country, but every part of the country has complained that there is no railway line. So, I was wondering and wanting to know where these 34,182 miles of railway lines were, in which part of the country.

Shri Jagjivan Ram: Outside the country!

Shri Panigrahi: I had to take some trouble to find out the mileage State-wise. The Second Finance Commission, in its report, has published the State-wise mileage of railways, and from that I find that the following are the figures

	Miles
Andhra	2,807
Assam	1,088
Bihar	2,923
Bombay	6,319
Madhya Pradesh	3,040
Madras	2,204
Mysore	1,677
Punjab	2,316
Rajasthan	3,241
Uttar Pradesh	1,261
West Bengal	1,906
Union Territories	95
Orissa	835
Kerala (lowest)	467

From the break-up you will find that the neglected States are really Orissa, Kerala and West Bengal, and also Assam

Shri Jangde: There is West Bengal also

Shri Panigrahi: I have mentioned West Bengal also

Shrimati Renu Chakravarty: If you travel from South Bengal to North Bengal you will know how beautiful the line is

Shri Panigrahi: I know that the resources of the railways are limited. That is well known to all the Members. But our point is that when the programme of industrialisation is going ahead, it is the duty of the Railway Ministry to see that those areas which are really neglected are given top priority and there is no question of regional distribution coming in. Those areas which are really

neglected but which are progressing ahead, so far as industrialisation is concerned, should get top priority, and the railway lines in those areas should be taken up on a priority basis. When deciding this priority the question of those areas which are under-developed should be given first consideration. And I plead that the cases of Orissa, Kerala and West Bengal should be taken into consideration.

I would refer to one more question with regard to the supply of wagons to those sections on the railways which really need more of them. I would refer in this connection to the total requirement of ore traffic in the Barajmda sector of the South-Eastern Railway. I came to know that the total ore traffic in this sector would be as follows. The India Iron & Steel Co. need 2.2 million tons of ore annually. The TISCO need 2.3 million tons of ore annually, and Durgapur will require about 2 million tons.

Shri Nanshir Bharucha (East Khandesh) TISCO may require much more on completing the 1 million-ton programme.

Shri Panigrahi: But that is the figure that they have given. So far as export in this sector is concerned about one million tons of iron ore and manganese ore per year are being exported. I would like to enquire of the Railway Minister whether he has made sufficient and adequate arrangements to meet the demand of the ore traffic in this sector, and if so what those adequate arrangements are, so that the ores are not allowed to lie in the pit-heads of the mines but really move to those places where they are required and also to the ports for export.

I would also refer to the demand for wagons in the Khurda Road District. There, the demand is too great. I would give only one instance. So far as the export of bamboos from Orissa to the paper mills in West

Bengal is concerned, they will require more than 1200 wagons. But I have come to know that an allotment of only 600 wagons has been made. So I do not know how this demand can be met. In the Khurda Road sector the demand for wagons is great, so far as the export of paddy, rice and other commodities also are concerned. I would request the Railway Minister to see that the demand of the traffic in this sector in Khurda Road district also is met.

Shri Jagjivan Ram: Has there been any difficulty in getting wagons for food movement?

Shri Panigrahi: No, about food movement I do not complain. As far as I am concerned I would not complain about anything in respect of which there is really no complaint.

The difficulty in regard to wagons is also there in another section namely the Badampahar-Rairanjpur section. Here, the difficulty is with regard to transport of timber. The demand for wagons is great, but the supply is less. I hope this difficulty also will be attended to.

Then, there is difficulty in Orissa with regard to certain stations which are very important, such as Puri, Sakshigopal, Bhubaneswar, the new capital of Orissa, Janakadeipur and Nirakarpur. These stations really need improvement because they are becoming very important now.

Shri Jagjivan Ram: Puri has been improved.

Shri Panigrahi: Only to a certain extent. I hope the hon. Minister will look into these things and see whether their needs are justified and whether they need further improvements.

With regard to the over-bridge near Cuttack, the question is going on for years together. Some time back, the Government of Orissa said that they would like to have an under-bridge. Then, the Railway Minister said that the Government of Orissa

[Shri Panigrahi]

did not agree to have an under-bridge, and they had given another suggestion to have an over-bridge. Between this over-bridge and under-bridge, the people of Orissa are not being benefited. At least something should be decided, either an over-bridge or under-bridge, and that should be constructed, so that the people in Cuttack will have a good communication line with the new capital of Orissa

Shri Jagjivan Ram: Finalise with them

Shri Panigrahi: That is my request to the hon. Minister. With regard to train timings, I would submit that the trains which run between Puri and Cuttack reach the destinations at such times as are not suitable for the passengers. I would request the hon. Minister to see whether the train timings cannot be changed and whether the amenities in these stations also cannot be improved

श्री० रणवीर सिंह (रोहतक) अध्यक्ष
महादय मैं समझता हूँ कि जिम तरह मैं रेलवे का महकमा चल रहा है, उस पर आज सम्मोर्ता में विचार करने का जरूरत है। बयूल के ऊपर जो खर्चा पिछले साल था वह कम था और इस साल वह बढ़ गया है। पिछले साल वह ५४ २३ करोड़ था और अब की बार वह ५६ ५८ करोड़ हो गया है जिसका मतलब यह हुआ कि पांच करोड़ का ज़बाफ़ा हो गया है। इसी तरह मैं स्टॉफ़ के ऊपर होने वाला खर्च बढ़ा है। पिछली बार वह ६० ७२ था और अब की बार वह ६४ ६६ हो गया है। इसके मुकाबले में जो आमदनी का ख़ाता है, जोकि भाड़े की शकल में नीसरे दर्जे से प्राप्त होता है वह पिछले साल १०५ ७२ था और अब की बार १०२ ८३ हो रहा है। मैं समझता हूँ रेलवे का महकमा एक बिज़िनस कर्सन है। जब हम लोग सवाल उठाते हैं कि कोई नई रेल की लाइने बिछाई जाये या जो रेलवे लाइंस हटाई जा चुकी हैं उनको फिर दुबारा खोला जाए तो

हमें जवाब मिलता है कि यह तो हिसाब किताब की बात है लेकिन जब हिसाब किताब हमारे सामने आता है तो उससे तो कुछ ऐसा लगता है शायद रेलवे का महकमा हिसाब किताब से नहीं चलता है।

मैं मानता हूँ कि डीज़ल के ऊपर श्री मोरारज देसाई ने जो टैक्स लगाया है, उससे श्री जगजीवन राम जी की रेलें कम्युब नहीं हो सकती हैं। रेलों को कम्युब करने के लिए यह जरूरी है कि रेलों में गुण हो। यह एक बड़ा सवाल है जो हमारे सामने है और बड़ा जोरदार और ग्रहमिर्ण भरा यह सवाल है कि क्या मैंने मोटर का मुकाबला कर सकती है या नहीं कर सकती है। मैं मानता हूँ कि अगर रेलें मोटर का मुकाबला कर सकती हैं तो ही रेलें मोटर के मुकाबले में आगे बढ़ सकेंगी वरना आगे जितने भी मान आयेगे रेलों के घाटे के ही आगे और घाटा बढ़ता ही जाएगा। वरना यह आमदनी और खर्च का सवाल है इस वार्षिक हर मान रेलवे मंत्रालय। ऊपर लोग दिन दुनी टीका टिप्पणी करेंगे। मैं समझता हूँ इसको रोकने लिये यह जरूरी बात है कि डीज़ल का खर्च घटाई जाय। रोहतक में दिल्ली तक ६५ लिये, २२ घंटे मिनट ३० बाद व्रमे आती है और वे दिल्ली दो घंटे १० मिनट पहुंचा देती हैं वहां से जा रेल आती है वह ढाई घंटे में कम में नहीं पहुंचाती है और आती भी कुछ ऐसे वक्त में है, चलती भी ऐसे वक्त पर है कि ग्राम तौर पर लोगों, लिये आरामदेह साबित नहीं होती है। इसलिए यह जरूरी है कि इस रास्ते पर डीज़ल कारे चलाई जायें। आगे जाना ही है कि दिल्ली की ग्रहमयत बढ़नी ही चनी जा रही है। आज बिल मंत्रालय मानता है कि अगर कम्पैमेट्री एलाउंस बम्बई और मद्रास में लिये जरूरी है तो दिल्ली में लिये भी जरूरी है। लेकिन ग्रबीब बात है कि रेलवे मंत्रालय अभी तक नहीं मान पाया है कि दिल्ली की ग्रहमयत बढ़ गई है।

श्री अमजीब राव : फाइनेंस मिनिस्टर जी
नहीं मानती है ।
12 hrs.

श्री० रणबीर सिंह : मानती है । कम्पेन्सेट्री
एलाउंस जो टी० ए० की शक्ल में मिलता है
वह त.नों शहरों में बराबर मिलता है ।
जब से देश भाषाद हुआ है, दिल्ली के अन्दर
आबादी बढ़ती जाती है । मकान बनने की
रफ्तार जो है वह आबादी के साथ नहीं चली,
यह मानना होगा, हालांकि मकान बहुत
ज्यादा बने । दिल्ली के अन्दर जो भी आता
है वह अपने साथ राशन नहीं लाता है, दूध
नहीं लाता है, मक्खन नहीं लाता है, जो भी
रोजाना की आवश्यकता की चीजें होती हैं
उनको अपने साथ ले कर नहीं आता । यही पर
उसका प्रबन्ध करना होता है । कुदरती
बात है कि दिल्ली की अर्थमिशन को बढ़ाने के
लिये रेलवे मंत्रालय को बहुत सहयोग देना
होगा और जो सहूलियतें कलकत्ता और बम्बई
में रोजाना की सवारियों को मिली हुई हैं
उन्हें यहां भी देना होगा । कलकत्ते
में जो रोजाना की सवारियां आती हैं उनको
१६ सिगल टिकट के ऊपर पूरे महीने का
पास मिल जाता है लेकिन यहां पर २४ सिगल
टिकटों पर महीने का पास मिलता है । इस-
साथ ही एक और अजीब बात है कि अगर कोई
नौन महीने के लिये इकट्ठा पास लेना चाहे
तो उस को २० सिगल टिकटों का ही किराया
देना होता है । आप जानते हैं कि जो रोजाना ५
आने वाले हैं वे या तो दुध लाने वाले हैं या
मछली लाने वाले हैं या फिर कोई ५०, १०० या
१५० रु० मासिक पाने वाले मुलाजिम हैं ।
उन के लिये मुमकिन नहीं है कि वे तीन महीने
का किराया पहले से ही दे सकें । कई दफा
उनको एक महीने का किराया देना भी मुमकिन
होता है । मैं कहता हू कि कोई भी नारीख
रखी जा सकती है, अगर उस तीन महीने
पहले से वे लगातार आ रहे हैं और पास लेते
रहे हैं तो उन को वह सहूलियत क्यों न दी
जाये ? अगर आप १६ टिकट नहीं कर सकते
तो आप को उनके लिये २० टिकट तो कर ही

देना चाहिये । दिल्ली में आप को रहते हुए
११ या १२ साल तो हो ही गये हैं । अगर दिल्ली
के साथ कोई सास दियायत नहीं करते हैं तो
कम से कम जो सुलूक आप दूसरे शहरों के
साथ करते हैं वह तो दिल्ली के साथ करें ।
जिस तरह से आप कलकत्ते में १६ टिकटों पर
पास दे देते हैं उसी तरह से दिल्ली के अन्दर भी
दे । बम्बई पहुंचने के लिये बिजली से गाड़िया
चलती हैं, अब कलकत्ते में भी वे चलाई जा
रही हैं, वे काफी तेज चलती हैं । दिल्ली के
अन्दर भी बिजली की गाड़िया आप को
चलानी होगी । मुझे यह देख कर ताज्जुब
होता है कि रेलों की आमदनी को बढ़ाने के
लिये आपको जितनी लाइनों की आवश्यकता
है उनको आप बिजली की क्यों नहीं बनाते
हैं । अगर आप बिजली की गाड़िया चलायेंगे
तो उसमें रेलवे की आम आमदनी में इजाफा
करेंगे । अजीब हानत है कि रेल की आमदनी को
बढ़ाने के लिये बिजली की गाड़ी चलाने के लिये
इस माल जो भी खर्च किया गया है वह जो
इस मदन ने मजूर किया था उसमें भी
६ ८६ करोड़ रु० कम है । मैं मानता हू कि
अगर हम रेलवे को जिनेम के ढग में चलाना
हैं तो इन चीजों पर ज्यादा खर्च किया जाना
चाहिये । जो आगे की, भविष्य की एकानमी
है रेलवे मंत्रालय को आइन्दा सही लाइनों पर
हम को आगे बढ़ाना चाहिये । मैं यह भी मानता
हू कि जितनी ही रेल बढ़ेगा उतना ही फायदा
का खर्च बढ़ेगा और पंजाब के अन्दर कहीं
बिहार में कहीं उड़ीसा में, कहीं बंगाल में
कोयला आयेगा तो कुदरती बात है कि महंगा
होता जायेगा । अगर इस मामले को हमें ठीक
ढग में हल करना है तो एक न एक दिन उत्तर
भारत में हम को बिजली से चलने वाली रेल
शुरू करनी होगी । इसके लिये जरूरी है कि
भाखरा डैम का जो दूसरा पावरहाउस बनना
है उसको जल्दी से जल्दी बनवाया जाय ।
जा पहला पावरहाउस है उसकी बिजली
तकरीबन सारे दिल्ली शहर में ही खत्म हो
जायेगी, कुछ राजस्थान चली जायेगी और जो
बहा पर खाद का कारखाना बना है उसके

[श्री० रणवीर सिंह]

अन्दर इस्तेमाल होगी। वह न तो रेलवे के लिये बचेगी न पंजाब के आदिमियों के लिये और न ही दिल्ली के देहात के लिये। मैं इस चीज को मानता हूँ कि दिल्ली के देहात के आदिमियों का या पंजाब के देहात आदिमियों का सवाल रेलवे मंत्रालय के सामने नहीं हो सकता है, हालांकि वह भी एक बहुत जरूरी ध्येय है क्योंकि जब वहां के लोगों की आमदनी बढ़ेगी तभी तो वे रेलों में बैठेंगे, लेकिन यह जरूरी है कि हम रेल के इन्तजाम को इस तरह से धारो बढ़ायें जिससे कि खर्च कम हो और आमदनी ज्यादा बढ़े। इसके लिए मैं यह भी मानता हूँ कि जो भाखरा डैम का दूसरा पावर-हाउस है उसका बनना बहुत जरूरी है। उसका जल्दी से जल्दी बनना रेलवे के हित की बात है, इसलिए मैं चाहूंगा कि श्री जगजीवन राम जी खास तौर पर प्लैनिंग कमिशन को बतावें कि भाखरा डैम का जो दूसरा पावरहाउस है वह सेकेन्ड फाइव इयर प्लान में ही बने।

श्री जगजीवन राम आप को आवाज में पहुंचा दूंगा।

श्री० रणवीर सिंह मेहरबानी है।

इस के अलावा जो दूसरी बात मैं चाहता हूँ वह यह कि सवारी गाड़ी के जो थर्ड क्लास के डब्बे हैं उनकी तादाद बढ़ाई जाये। जो बड़े दर्जा के डब्बे हैं उनसे मुक्तिकल में १३ करोड़ ६० की आमदनी है जबकि थर्ड क्लास के डब्बों से १०० करोड़ ६० से ज्यादा की आमदनी है। यह ठीक है कि उन गाड़ियों में पार्लियामेंट के मेम्बर भी बैठते हैं, ऊंचे क्लास के डब्बों में, मिनिस्टर साहबान और रेलवे महकमे के दूसरे अधिकारन बैठते हैं। दूसरे महकमे के अधिकारन भी बैठते हैं, लेकिन अगर आपको आमदनी बढ़ाना है तो जरूरी बात है कि थर्ड क्लास की तरफ आपका ज्यादा ध्यान करना चाहिये और वही डब्बे ज्यादा से ज्यादा बनाये जायें। आप आज दिल्ली के

धारी तरफ चले जाइये, हालत यह है कि अगर आप को थर्ड पकड़े हुए जाने की जगह रेल में मिल जाये तो बड़ी म्यामत है। ऐसी हालत में मोटर वाले धाराम से ले जाते हैं, उन्होंने बड़ी अच्छी गड़ियां बनवा ली हैं। कौन नहीं चाहेगा कि वह गड़ी पर धाराम से बैठ कर चले। आप ने गड़ियां नहीं लगवाई हैं, आप ने किराया कम कर रक्खा है उनके मुकाबले में, लेकिन आप उनको कम से कम बैठने के लिये तो जगह दीजिये। इसके लिये बहुत जरूरी है कि गाड़ियों में थर्ड क्लास के डब्बों को बढ़ाया जाय।

इसके अलावा, चूँकि रेलवे की आमदनी को बढ़ाना है, मेरी यह भी राय है कि जो आप की पहली पालिसी के अनुसार कितने मील का फासला दो स्टेशनों के बीच में हो, उसमें भी तब्दीली होनी चाहिये। दो तीन मील पर आप को छोटे छोटे स्टेशन, हास्टम या प्लेन स्टेशन बनाने चाहिये।

श्री जगजीवन राम तीन मील के ऊपर।

श्री० रणवीर सिंह तीन मील के ऊपर ठीक है। लेकिन मैंने देखा है कि एक जगह पर जहां पर अभी हमारे प्राइम मिनिस्टर साहब गये थे और उन्होंने एक कोधापरेटि शुगर फेक्टरी का इनामुरेट किया, वहां पर ११, ११ मील के बीच में कोई स्टेशन नहीं है। एक स्टेशन बाजपुर है, उसके और एक धाम के स्टेशन गूलरमोज के बीच का फासला ११ मील है।

रेलवे उपमंत्री (श्री शाहनवाज खां) :
शायद वहां पर आबादी कम होगी ?

श्री० रणवीर सिंह - जनरल साहब, आप जानते हैं, आपका जाती तजुर्बा है, यमुना खादर के अन्दर बहुत बड़ी आबादी नहीं थी, वहां बड़े खतरनाक जानवर थे लेकिन आप जैसे बहादुरी ने वहां पर नेह

धीरे गन्ना पैदा किया है। वैसे ही आप के सक्ती इधर पहुँचे हैं जिन्होंने कि आबादी को बढ़ाया है और वहाँ के स्टेशनों से, जहाँ पर कभी बाहर से आना आता रहा होगा, आज लाखों मन आना बाहर जाता है और रेलवे की आमदनी बढ़ी है। आज हालत यह है कि जहाँ तक रेलवे का ताल्लुक है पहले बहा २४ घंटे में आदमी चल कर दिल्ली से पटना करता था आज ११ साल हो गये हैं, लेकिन आज भी बाजपुर आदमी दिल्ली से २४ घंटे में ही पहुँचता है। इस चीज का हमें बवलना होगा ? हमें सोचना होगा कि जहाँ पर शूगर फैक्ट्री है, वहाँ पर ऐसा इन्तजाम किया जाय कि ज्यादा गन्ना लद सके। मेरा जो हल्का है वह रोहतक है, वहाँ पर भी एक कोषापरेटिव शूगर फैक्ट्री लगी हुई है। वहाँ पर एक नई गोहाना साइन बनी। लेकिन २० मील पर जा कर ही ऐसी सहायित देना जिस से गन्ना लद कर आ सके, यह ठीक नहीं है। बिना बीच में दो स्टेशन बनें हैं उन पर गन्ना लादने के लिये कोई सहायित नहीं है। मैं चाहता कि हर तीन मील के अन्दर जैसा कि आप भी चाहते हैं, कम से कम गन्ना लादने की सहायित दें ताकि शूगर फैक्ट्रियों को काम बन्द न करना पड़े। जो शूगर फैक्ट्री हमारे रोहतक की है, २७ तारीख को इसलिये बन्द हो गई कि वहाँ गन्ना नहीं आता। क्योंकि दूर से गन्ना लाने में खर्चा ज्यादा पड़ता है और वह फैक्ट्री भी लोगों में जो बचत इकट्ठा कर के बनाई थी वह भी खराब हो रही है और रेलवे की आमदनी भी कम हो रही है तो मैं चाहता हूँ कि ३, ३ मील पर जैसे कि आप ने कहा कि फ्लैग स्टेशन्स और हास्ट्स बनाये जायेंगे, तो मैं चाहता हूँ कि उन को धमल में लाया जाय।

उपर हमारे हल्के में सक्ती, जीब और पार्नापत तक वहाँ कोई सड़क नहीं है और रेलगाड़ियाँ भी वहाँ पर कम चलती हैं और वहाँ पर अगर कोई बीजल कार छोड़ी जाय

तो मेरी समझ में वह बिल्कुल लाभ की बात रहेगी।

इसके अलावा जैसे कि आपने कहा कि बहा पर ३, ३ मील के फासले पर एक फ्लैग स्टेशन और हास्ट हो तो मैं समझता हूँ कि अगर वह पालिपी आप अपनायेंगे तो रेलवेज की आमदनी बढ़ेगी।

श्री गणपति राम (जौनपुर रजिस्ट्रार अनुसूचित जातियाँ) अध्यक्ष महोदय, मैं भी बोलना चाहता हूँ और कई दिन से मैं बराबर बड़ा हो रहा हूँ।

अध्यक्ष महोदय ठीक है, मैं देखूँगा।

Shri Bishwanath Roy (Salempur): Sir, my name was called. By mistake I was out just for three or four minutes when called.

Mr. Speaker: When he is here I must call him?

Shri Bishwanath Roy: For work very necessary, I was out for a few minutes. (Interruptions)

Mr. Speaker: Does Krishnan Nair want to speak?

Shri C. K. Nair (Outer Delhi): Yes, Sir

Dr. Melkote (Raichur): Sir, I have been travelling fairly frequently and extensively many parts of the country and what I have seen heartens me about the work the railways have been doing. I must congratulate them for the extensive efforts they have been making everywhere since it is only when one travels widely and sees for himself, what is being done that one could see the attempts that Ministry has been making. Many speakers have complained of many lapses on the part of the Ministry. The time at my disposal being short, I would like to deal with only a few aspects of these questions.

Mr. Achar from Mysore-Mangalore referred to the speed of trains, particularly in the South and also referred to the speed on the Continent. I have had the fortune of travelling from Edinburgh to London in the train Elizebethana—a distance of about 450

[Dr. Melkote]

miles This was covered not by electric traction but by the ordinary steam train. The train start at 10.30 in the morning and at 4.30 in the evening it steams into the London station. It travels at a speed of about 80 miles on an average throughout. Recently, I met one of the labour leaders from England and he told me that the average speed now had gone upto about a hundred miles and that even the speed of the goods train had very much increased. It is quite obvious that to expect that speed in India under the present conditions is rather difficult. There are a number of things that have got to be attended to before we could attain big speed but even so I personally feel that the GT Express and other expresses could be speeded up to the convenience of the passengers.

If there should be greater efficiency in the railways, apart from other things, there should be contentment of the workers. Here I would like to bring to the notice of the hon. Minister several difficulties that are in existence which the workers are facing. On 19th February 1957, I understand, there was an order which stated that 37½ per cent of the lower cadre would be promoted and this was the decision given by the anomalies committee. It is nearly two years and more and the matter remains where it was. Nothing has been done so far.

Shri Jagjivan Ram: Nothing has been done?

Dr. Melkote: That is what I understand. I feel that this matter is of great importance. Two years is a big enough period and many of the senior members would retire without any benefit or being promoted to the higher ranks. I feel that the Minister should look into this matter and see where the defect lies.

Secondly, the railway is an industry but the rules and regulations are not on line with the rules that ought to be pursued in an industrial undertaking. I do not want to go into the details in this connection because there are other points which I would like

to stress. But if the Minister so desires, I would like to meet him and explain to him what I have found. The rules are not on trade union lines. I just wanted to draw his attention to the matter.

We are trying to increase the living standard of the people and the worker, the cost of living index has risen so high that whatever little benefit the worker obtains is offset by the increase in the cost of living and the salary and other conveniences that one gets such as medical aid, housing and welfare schemes and other things, do not conform to what one should actually expect if an efficient worker has got to give good service. It is, therefore, felt that apart from the increase in salary that they are demanding and are expecting other amenities in the shape of free houses for the workers and also mobile medical vans to go to the houses of workers so that they may not waste their time in attending the dispensary should be provided for simple ailments.

The third thing is the security of service. I understand that the rules are not being properly applied and due to that a number of cases have gone to the court and the eighty per cent of the cases have been decided in favour of the workers. If it is a fact it is necessary for the Ministry to look into this and see where the difficulty in their application lies. That should be rectified to the extent that is possible.

Fourthly, with regard to the pension rules, that has come into vogue the majority of the retired workers have not received their pensions yet. It is more than two years now but why is this delay? What should be done with regard to this? It is also a matter which the Railway Ministry has got to look into.

It is said that the rules of promotion say that workers who are in salary scale upto Rs. 200-300 need not be selected but ought to be promoted according to seniority and fitness. Even thus such a selection does take place in a number of cases and due

to that delays occur. I understand even in Delhi, in the commercial section, there are nearly about 300 vacancies. If these are not filled, there would naturally be delay due to which the workers are asked to work more than 10 or 12 hours but they are not paid overtime wages. It has got to be looked into. If selection is not necessary, some other procedures for promotion ought to be adopted which would help promoters obtain satisfaction and also bring in rapidly more men into the field and thus curtail the hours of work that a person has got to put in.

Then there is the question of direct recruitment. If people with service and experience are recruited, many of the accidents may be avoided and the efficiency of the worker may go up. But new recruits are brought in and they are not experienced in manning the departments and so a number of accidents occur. One of the causes for the accidents is said to be due to the new recruits that are coming into the field and if an opportunity is given to the experienced old hands and if they are promoted, many of these accidents may be prevented.

With regard to the railway service commissions, I have to say that there are a number of vacancies and they are growing in different places. They have not been filled up even for two or three years. This should be replaced or some procedure should be adopted which will give a fillip to this recruitment. This is a matter which the Railway Ministry should also look into.

With regard to the parcel clerks, Sir, it is said that they have to deal with one of the most important departments of the Railways which brings in a good deal of money. They have to work overtime and work in places which are dingy. They sit in small rooms where a number of parcels and other things come in. They cannot delay things. They have to see that the parcels are sent in time, otherwise many of the things may deteriorate or may be held up. To permit them to remain in the station yard would also be difficult. The result is that very

often these parcels go without a proper inspection being carried out since the numerous parcels are too large in number to count even. All this is due to lack of sufficient number of men put on the job. These workers have to work for more than 12 to 14 hours. They are not given houses near the station to live. Since others take advantage of these quarters. This is a matter of sore discontent among the workers. This also has to be looked into.

With regard to waiters, those people who have to wait in the first class, second class and third class waiting rooms, a number of travellers go in there with their luggage. Sometimes some articles get lost. Though there is a notification to the effect that the railway employees there are not responsible, oftentimes the police take the railway employees to courts and harass them very much. They feel very disappointed over the way in which the Railway Board has been dealing with them in not supporting their case. This is a matter which ought to be looked into, and the unnecessary harassment that is taking place must also be removed.

13.22 hrs.

[MR. DEPUTY-SPEAKER in the Chair.]

With regard to booking clerks, it is said that they have to work for about eight hours. It takes more than two hours to count the number of tickets and pay off the money that is collected. Quite often they have got to stay on for another three to four hours. I do not know whether the total number of hours could not be curtailed so that including the time taken in handing-over charge they are required to work for only eight hours. That will also help in increasing the employment potential in the Railways.

These are various matters, Sir, with regard to service that I wanted to bring to the notice of the Railway Minister. Many of these things may be a little exaggerated. I have not been able to go into them. I got this information only very recently. But quite a number of them are genuine, because I have actually seen the places

[Dr. Melkote]

of work and the type of work they are doing. I feel the Railway Ministry ought to give greater attention to the welfare of the workers so that they may feel satisfied and be able to give a good account of themselves.

Sir, I have nothing more to add.

Shri C. K. Nair: Mr. Deputy-Speaker, Sir, I want to bring only four points to the notice of the Railway Minister. One is about the ring line to be created for Delhi. Everyone knows that perhaps there is no city in the world which is growing in population, traffic. . .

Shri Jagjivan Ram: And so haphazardly.

Shri C. K. Nair: Haphazardly too. A committee has been set up to find out a solution to all these things. The first thing that they are going to do is to have a Master Plan for Delhi. I think no Master Plan could be perfect without a ring railway line for Delhi. Therefore, my first appeal is to have that line as soon as possible. It should also be electrified. Then I think much of the troubles with regard to traffic in Delhi will be solved.

The second point is about diesel trains to be run from the nearabout towns to Delhi. After all, the major portion of the traffic in trains towards Delhi is from the neighbouring towns such as Meerut, Rohtak, Sonapat, Panipat, Rewari and Mathura. From all these five centres we can easily run diesel engines. I am sure that can easily overcome the competition from road traffic. Therefore, this is an important point. After all, I think the income from taxation on diesel oil is not perhaps so much. I think that could be gained from Delhi alone because the traffic is very great. The great traffic that pour into Delhi is not from long distances at all—from Madras, Bombay or other places. They are proportionately very few compared to people coming from short distance places. If the Railway Ministry makes a study of this problem and take into account the number of buses that run from these five places to Delhi, it will be found that it is more

profitable and also useful to run diesel engines to Delhi from these five places.

My third point is about over-bridges. The condition at Sarai-Rohilla and Subzi Mandi, where the traffic is very great, is very bad. It is really a great pity that the Railway Ministry has not thought about overbridges at these places till now. Of course, at Mathura Road they have done a marvellous thing, a good thing. That also was done because of the tragedy that took place four years ago at the Tilpat air show. I think it would have cost a few lakhs of rupees, no doubt; but the same arrangement can be provided at these three places—Sarai Rohilla, Patel Nagar and Subzi Mandi. This is a crying need of the city of Delhi. One will be surprised to learn how much traffic is held up in the heart of the city. Therefore, this should be specially looked into.

I am sorry that in reply to a question, perhaps sometime ago, in this House it was stated that land was not available for these over-bridges. It is absolutely wrong. Perhaps, in these areas it is the Railway Department which owns more land than any other single institution or even private bodies. Therefore, it is not at all difficult to have over-bridges.

The fourth point I want to bring to the notice of the hon. Minister is about the lowering of the bridge at Rohtak Road over the Najafgarh Nalla. You all know about the Najafgarh Nalla, the notorious nalla which has not only affected the health of the people of Delhi and the water-supply of Delhi, but has also caused great damage to the villages bordering that nalla on account of the excess of storm water that is flowing into it. We have been agitating for a long time and as a result of it, fortunately, two years ago they have started clearing this nalla down below and six miles have been cleared. The second phase of the re-conditioning of the nalla, that is widening and deepening the nalla, will be done this year. But I am told that there is an objection from the

Railway Department, that it could not be done unless the bridge over this nalla at Rohtak Road is lowered. This is going to cause great inconvenience to the people both rural and urban. Therefore, I would appeal to the hon. Minister to make an investigation about the veracity of this objection that was raised by the Railway Ministry at the eleventh hour. The people are prepared to co-operate in this work. The Central Water and Power Commission is also prepared to finish the work quickly. Of course, the second phase of work may take some two more years to reach the source of the nalla—the Najafgarh Jheel—which is about 31 miles from the Jumna. All this has to be desilted. Perhaps it has not been desilted for the last one century. That means there is a lot of alluvium to be desilted from this channel which will help very much in having an easy flow of storm-water to the Jumna. This Najafgarh Nalla especially is almost the lifeline of all the drainage systems of Delhi, Rohtak and Gurgaon—these three areas. All the waters flow into it and it had been reported by a special top-level committee of engineers appointed by the Prime Minister to look into this problem. The question about the re-conditioning of the Najafgarh Nalla was also included in its terms of reference. According to the report of that Committee and their findings, it is found that they have already started desilting two or three systems of drainage. That means there is going to be a further 50 per cent more of water coming into it for retarding its flow in the next monsoon. Even last year, without it, the trouble was so great and I am afraid if it becomes like that again, it is going to play a great havoc in the villages and also perhaps for the entire rural population. Therefore, this matter should be treated as a top priority. Either we should withdraw the objection that was raised or we should undertake the deepening of the bottom level of the bridge as early as possible.

These are the four points which I wanted to bring to the notice of the hon. Minister.

Shri Narasimhan (Krishnagiri): Mr. Deputy-Speaker, Sir, it is my bounden duty as well as my sad privilege, when I speak during the discussion on the railway budget and the demands for grants, to bring to the notice of the Railway Minister a particular matter. It is the Salem-Bangalore line about which the hon. Minister is quite aware.

Mr. Deputy-Speaker: That has been noted now. He need not say anything on it.

Shri Narasimhan: Mere noting would not do. Acting is necessary. Noting should be followed by acting.

Mr. Deputy-Speaker: Does the hon. Member want that that acting should be done here?

Shri Jagjivan Ram: He has started acting!

Shri Narasimhan: It is not a dramatic act, but a pathetic tragic act. As a matter of fact, the whole thing has been a tragedy. Yesterday, I wanted to speak, when the demand under the Railway Board was being discussed, because I wanted to compare how in the olden days, the autocratic days, 50 years ago, roughly speaking, the British administrators were functioning and how, today, the administrators in the democracy are functioning. I wanted to compare and contrast these two pictures 50 years ago, there was a severe famine in the country and my part of the country was also affected by the famine, and that was in the area adjoining Rayalaseema area from which our Speaker hails. The British administration then thought that something was necessary and so gave 100 miles of railway line as a famine relief act. Those 100 miles of railway lines were unfortunately removed during the world war, and we could only blame the British statesmen and the British Government for it, for it was practically under the pressure of the British Government that those 100 miles of railway line in my district, in portions of my district, were removed. It was not as

[Shri Narasimhan]

if that line traversed throughout that district, but they lay in a particular area. All these 100 miles of line were suddenly removed. In spite of my repeated reminders, I am yet to have a favourable and sympathetic answer to the question. It has almost become something like a *shraddha* for me to come and deplore over the past. According to the Hindu custom, as some hon. Members might be aware, one has to go on doing *shraddha* and when it becomes difficult, one has to go to Gaya to do a sort of permanent ceremony and be relieved of the mental agony. Anyhow, I hope the Railway Minister will not force me to that severe kind of ceremony.

Shri Jagjivan Ram: You are not entitled to go to Gaya yet.

Shri Narasimhan: In this connection, just as I imagine that I am evoking some strands of sympathy from the Railway Minister, the same kind of sympathy was evoked while I was placing the same case before his predecessor, and I want to quote it for the benefit of the whole House.

Shri T. B. Vittal Rao: You quoted it the other day.

Shri Narasimhan: It was during the Question Hour, under great strain and pressure and obstruction from the Chair, that I had to rush through it. I had to go at top speed but here I will now go through it at goods train speed. During the reply to the general debate on 26th February 1953 Shri Lal Bahadur Shastri said as follows:

"Hon. Members have specially made a reference to the restoration of certain dismantled lines. As hon. Members have seen from my speech, out of these 12 lines, four have already been completed and seven are in hand and work on the 12th and last one will be commenced during the next year. The Central Board of Transport also decided that the consideration of only eight more dismantled lines should be reviewed. After the work of the first

twelve lines has been completed, Morappur-Hosur, Tirupathur-Krishnagiri,—

that is the line I am speaking about—

Akbarur-Tanda and Madhoganj-Audhapur lines come under the second category. Their case for restoration will be put up before the Central Board of Transport when the work on the lines already in hand has been completed."

Shri Lal Bahadur Shastri went on to say:

"Mr. Narasimhan would perhaps like me to say something about the Morappur-Hosur line. But the Central Board decided in their meeting held in August 1950 that the line should not be restored as narrow gauge but that its alignment should not be abandoned. They wanted the cost of restoring it as a metre gauge line and extending it from Hosur to Bangalore should be worked out. The cost of this restoration and extension will be about Rupees 17 crores."

Had it been done it should have been cheaper than now, and now it may cost more.

"The case was put up to the Central Board of Transport for consideration at their 1951 meeting when it was decided that the assets of the Morappur-Hosur narrow gauge line should be retained and consideration of the question of ordering traffic and engineering survey for the metre-gauge link between Bangalore and Salem postponed. So it has only been postponed. I think he should not feel that the whole thing is hopeless. Probably he may get this line when the further engineering surveys have been carried out."

This was what he was saying then, sympathetically.

Shri Jagjivan Ram: Not a very hopeful announcement.

Shri Narasimhan: He said that I should not feel that the whole thing is hopeless and that we may get this line. It was a kind of sympathetic listening that was given to my appeal.

Mr. Deputy-Speaker: Has the attitude of the hon Minister changed now?

Shri Narasimhan: No I want to remind him about it

Shri Jagjivan Ram: That continues

Shri Narasimhan: He did not stop there. There has been a slight change for the better now. **Shri Lal Bahadur Shastri** had said, "when further engineering surveys have been carried out" I am glad that the engineering survey has now been completed. Therefore, the Ministry has progressed one step further. So, that is the previous history of this case.

I want to say one more thing. We have been planning. This point must be carefully remembered. The particular point that I am going to say now is this. The railway dismantled lines are not just useless wastes. When a line is constructed, a lot of engineering works is done and a lot of expenditure is incurred. So, it is a kind of asset. It is like a building. Supposing one storm comes, when the roofs and other things are thrown away, you do not leave the building there as it is. It is not dead property. Similarly, you should really utilize that property instead of allowing such valuable investment made on the railways to disappear completely and go to waste. If you allow the existing things to go waste, that will be bad economy. While emphasis may be laid no doubt on new lines, it is very surprising that the existing assets are completely ignored and allowed to decay and then new lines are started. This kind of financial approach during the planning era when we are short of resources is a thing which I am not able to understand. This is where I really expect proper advice from the Railway Board to the Government.

That is all I wanted to say. I would appeal to the hon Railway Minister to

consider this fact and also realize that there are various other advantages in having the railway line to which I referred, apart from doing justice to this particular area, for, my area is there only though an accident of geography. If that line is restored, a lot of Neiveli lignite can go to Bangalore which is very near Bangalore is a big city next to Madras. There, the carbonised briquettes will be in great demand at an early date. It would not be surprising if the Railway Administration uses this lignite also for their traction purposes. Therefore, this is a point which they should consider. The Neiveli lignite could be transported through the metre-gauge right up to the northernmost part of India, say, Punjab, right from Cuddalore. If the railway engineers learn to use the lignite for traction purposes, surely it will be of very great benefit to the railways.

Regarding the police security organisation about which we passed a law I understand that so far the rules have not been laid before the House. We are hustled into passing some legislation but further action is not taken. I really do not understand why it should be so.

Mr. Deputy-Speaker: He can bring it to the notice of the Subordinate Legislation Committee.

Shri Narasimhan: It was also brought to the notice of the Subordinate Legislation Committee.

Shri T. B. Vittal Rao: Is not what we say in the House taken cognizance of by the Subordinate Legislation Committee?

Mr. Deputy-Speaker: It will be attended to more precisely if it is brought to the notice of the committee. He might have some other complaints also. So, if that is brought to the notice of the Committee, the Committee will pursue that.

Shri Jagjivan Ram: We will be placing the rules before the House during this session.

Shri Narasimhan: I have one small request to make. There are certain in-door games like chess and billiards. Actually I understand that some players in billiards have won world championship. If not in cricket, we have at least this thing for taking credit. I suggest that when such players go about, some concessions may be given to them.

Having had a full say about my own requirements, I may be permitted to represent the case of Vindhya Pradesh. I am referring to the Satna—Rewa—Govindgarh line. I have been to Vindhya Pradesh and I have seen the beautiful Khajuraho sculptures. They also have diamond works and I understand now they have bauxite also there.

Mr. Deputy-Speaker: Which line should be given preference—his own or his friend's?

Shri Narasimhan: Both will have to be considered

Shri Jagjivan Ram: Diamond should be given preference.

Shri Narasimhan: I commend both the lines to the Minister for his sympathetic consideration

Shri Tridib Kumar Chaudhuri (Berhampore) **Mr. Deputy-Speaker,** for the past two days, this House has been turned into a House of woes, everybody pouring a long catalogue of grievances and I am naturally a little bit hesitant to add my lists to the list already submitted. I have sought your permission nevertheless to participate in this debate only in order to focus attention of the House and of the hon Minister to the utter lack of pre-planning and proper attention in regard to the two trunk lines which serve the Gangetic West Bengal today, I mean the Barharwa-Azim-ganj-Katwa loop line and the Sealdah-Lalgola section of the Eastern Railway. If you look to the map of the Eastern Railway, you would find that the BAK loop line is one of the three major lines on the Eastern Railway

and with a little care and without much expenditure, this line would serve as an alternative trunk line for carrying passenger and goods traffic from North Bihar, Assam and North India in general to the port of Calcutta.

Unfortunately, this line got breached at one place called Dhulia Ganga due to erosion of the river Ganga in 1953. Since then, although the construction of a small diversion line would have again repaired the breach and through traffic could be resumed, somehow or other, this has not been done. A preliminary survey was undertaken, but it seems the Railway administration is in two minds about it. There has been a proposal of an eight-mile diversion route and an alternative proposal of a 25 mile diversion route. I had the opportunity of raising this matter by way of interpellations on the floor of the House during the last session and I was told by the hon Deputy Minister, Shri Ramaswamy, that the construction of the longer diversion route awaited the decision of the Irrigation and Power Ministry on the Farraka canal, because it was proposed that this alternative diversion route would extend along the right bank of the proposed Farraka canal.

It was the argument of the hon. Deputy Minister that they i.e. the Railway Ministry had referred the matter to the Ministry concerned and they did not have any idea about the alignment of the proposed canal. Both the hon Minister for Irrigation and Power and the hon Deputy Minister, at a conference we had lately with them informed me definitely that they have given the full alignment of the Farraka canal to the Railway Ministry. If that is so, I would like to know when the final location survey for this alternative diversion route would be held. Let it not be supposed that this is just a local line . . .

Shri Jagjivan Ram: We are pursuing the question of Farraka barrage

itself and this scheme is linked with the Farraka barrage. Let us hope that the question of Farraka barrage will be finalised soon.

Shri Tridib Kumar Chaudhuri: I would like to know how the construction of this alternative diversion route hinges upon the construction of the Farraka canal, because the line would be on the right bank. Nowhere the line would be required to cross the proposed canal. So, the construction of the diversion line can be taken up a little bit earlier. This is not a local line. The entire traffic from Assam, North Bihar and North India, passes along three routes—the grand chord line, the main line and the Sahibganj route. The BAK loop line had been functioning in that capacity, but in the meantime, the breach occurred and through traffic was interfered with. As I have said, without involving any huge expenditure, with a little expenditure, this line will resume carrying passenger and goods traffic.

The Railway Minister was lamenting the other day about the competition they were facing from road transport. I may tell him that right from Calcutta up to Siliguri in Assam, by the National Highway No. 34, which moves alongside the two main lines I have just mentioned—the BAK loop line and the Sealdah—Lalgola line—tea, jute, foodgrains and even Government goods traffic are carried, because there is no through traffic on the BAK loop line. I hope the hon. Minister would give due attention to this matter. Incidentally, my district also, although it does not fall within my constituency, would be benefited by this, out that is not the only consideration.

Then I come to the condition of the BAK loop in below Nimitita that is the station above which the breach has occurred. Upto it there is through traffic from Howrah. This Nimitita

station is situated at a distance of 180 miles from Howrah. You will be surprised to learn that there is not a single fast train on this line. It takes more than ten hours to reach Nimitita from Howrah. I have made enquiries as to the conditions there. There is no inter-locking and the telecommunication is almost ante-diluvian. There has been no track renewal for years. This line was constructed somewhere in the year of Grace 1911. Some replacements have certainly taken place since then, but the railway administration are afraid of running any fast train in this line.

Shri Jagjivan Ram: There is no speed restriction on that section.

Shri Tridib Kumar Chaudhuri: Anyway, I would like the Eastern Railway Administration to consider this matter and see whether they can provide at least one fast train on this line up and down Calcutta.

Then I come to the question of the Sealdah-Lalgola line. There also I find that although one fast train has been provided from Sealdah to Lalgola, the timing has been determined in a very inconvenient manner. It is not really a fast train. Some stops have been done away with and that is how apparently the total line taken has been made a little quicker. So, I would like the hon. Minister and also the Railway Board to consider whether they can provide a proper fast train on this line also, because on the left bank of the river Hooghly a good deal of traffic in goods and passenger is carried by this line which serves three districts. I hope the hon. Minister would take that fact also into due consideration.

श्री जगजिवन राम : उपाध्यक्ष महोदय, सबसे पहले मैं माननीय रेलवे मंत्री महोदय तथा उनके मंत्रालय को बन्धवाद देना चाहूंगा कि उनके बजाने में रेलवे विभाग बड़ी प्रगति-शीलता से काम कर रहा है। साथ ही मे

[श्री गणपति राम]

रेलवे मन्त्रालय का इसके लिए ध्यानी है कि इतने दिनों के अंदर मैं मैंने जो भी जनता की शिकायत के रूप में पत्र भेजे उनका मुझे तत्परता के साथ समुचित उत्तर मिला है।

अब मैं अपनी कास्टीडियुएनी की कुछ दिक्कतों को माननीय रेलवे मंत्री महोदय के सामने रखना चाहता हूँ। सुल्तानपुर-जफराबाद रेलवे लाइन पर जौनपुर कचहरी स्टेशन से धारो जो रेलवे क्रॉसिंग है वह केवल दस फीट चौड़ा है। उस पर इस कारण दो दो एक्सीडेंट हो चुके हैं। एक बार एक धादमी का हाथ कट गया, एक बार एक बस टकरा गयी और एक बार एक धादमी मर गया। मेरी प्रार्थना है कि इस गेट को चौड़ा कर दिया जाये।

दूसरी मेरी मांग यह है कि जौनपुर से इलाहाबाद रेलवे लाइन पर मडियाहूँ भौरी के बीच हुई बसुई नदी पर एक पुल है। जब नदी में बाढ़ आ जाती है तो लोग इसी पुल पर से होकर पार जाते हैं। इस पुल पर से जाने में साल में एक दो धादमी इस पर से गिर कर मर जाते हैं। मेरा सुझाव है कि अगर इस पर स्टील के शीट बिछा दिये जायें तो ये दुर्घटनाएँ न हों।

श्री जगजीवन राम स्टेट गवर्नमेंट से लिखवाइये।

श्री गणपति राम मेरी तीसरी मांग यह है कि जौनपुर स्टेशन पर थर्ड क्लास के मुसाफिरो के लिये बेंचिंग हाल बनना चाहिए। जौनपुर एक जंक्शन है। दो साल पहले मैंने रेल मन्त्रालय से यह मांग की थी तो मुझे उत्तर दिया गया कि वहाँ पर पालाना बनवा दिया गया है, एक बेच बना दी गयी है आदि। पर यह मांग पूरी नहीं की गयी। मेरी मांग है वहाँ पर तीसरे दर्जे के मुसाफिरो के लिए पैसिजर हाल बनना चाहिए।

श्री जगजीवन राम क्या वहाँ पैसिजर हाल नहीं है।

श्री गणपति राम जी नहीं। मेरी चौथी मांग यह है कि परतापगढ़ जंघई ओ बाइगेज लाइन है उस पर बावसाहपुर एक रेलवे स्टेशन है। वह एक बहुत बड़ा कस्बा है और वहाँ गल्ले की मड़ी है और वहाँ से काफी माल बाहर जाता है। वहाँ की जनता की मांग है कि वहाँ पर एक मुसाफिरखाना होना चाहिए। उस स्टेशन पर दो प्लेटफार्म हैं और जब गाड़ियाँ खड़ी होती हैं तो मुसाफिरो को गाड़ियों के नीचे से होकर जाना पड़ता है। इसलिये वहाँ पर एक ओवर ब्रिज की जरूरत है। उसको भी माननीय रेलवे मंत्री बनाने की कृपा करें।

मेरी पाचवी मांग यह है कि जफराबाद जंक्शन पर जहाँ कि बनारस से, सुल्तानपुर से, इलाहाबाद से और जौनपुर से लाइनें आकर मिलती हैं कोई मुसाफिरखाना नहीं है। मैंने इसके लिये कई बार मांग की है। वहाँ पर एक मुसाफिर खाना बनना चाहिए।

मेरी अगली मांग यह है कि अमृतसर हावड़ा मेल का परतापगढ़ और बनारस के बीच में बहुत लम्बा रन है। उस ६० मील की दूरी में वह गाड़ी कहीं नहीं रुकती। मेरा निवेदन है कि उसको जंघई में रोका जाये जो कि परतापगढ़ से ३० या ३५ मील है और बनारस से ६० मील के लगभग है। वहाँ की जनता को अगर लखनऊ जाना हो तो जौनपुर होकर जाना होता है या बनारस जाना पड़ता है। अगर कोई जंघई में इस गाड़ी का स्टॉपेज हो जाये तो लोगों को सुविधा हो जायेगी। पहले मैंने लिखा था तो दो महीने तक एक्सपैरीमेंट के तौर पर गाड़ी को वहाँ रोका गया था लेकिन बाद में वह रिपोर्ट दी गयी कि काफी मुसाफिर नहीं आते इसलिये फिर स्टॉपेज नहीं रखा था। लेकिन दो महीने तो गाड़ी में प्रचार में ही लग जाते हैं। जब लोगों को मालूम होगा तभी तो वे इस सुविधा का लाभ उठा सकेंगे। मेरा निवेदन है कि इस गाड़ी को जंघई पर रोका जाये।

मेरी भगली माग यह है कि एक ब्रांच लाइन साहगंज से जंघई बाधा झुट्टन, मिली - कीछा, मछली शहर, बादशाहपुर खोली जाये। हमने पहले भी इस लाइन के लिए प्रार्थना की थी और रेलवे मंत्रालय ने वायदा किया था कि सर्वे करायेगे। लेकिन मैंने इसका बिजुट दूसरी योजना में नहीं देखा। इसलिये मेरी प्रार्थना है कि अगर इस योजना में इस लाइन को न बनाया जा सके तो कम से कम इसका सर्वे तो करा लिया जाये ताकि भगनी योजना में उसको लिया जा सके।

अब मैं आप से टिकटलैस ट्रेवलिंग के बारे में कुछ कहना चाहता हूँ। मुझे कई बार जंघई से इलाहाबाद आने का मौका मिला है। मैंने देखा है कि इन लाइन पर बहुत से स्कूलों के विद्यार्थी गाड़ी में चढ़ आते हैं और पहले तथा दूसरे दर्जों में घुस आते हैं और मुसाफिरो को बैटन कठिन हो जाता है। इसके अलावा सीटों का कपड़ा फाड़ ले जाना तो साधारण भी बात हो गयी है। तो इसको रोका जाना चाहिए।

श्री जगजीवन राम मैंने रोका जाये।

श्री गणपति राम दूसरे करछना से इलाहाबाद लाइन पर मैंने देखा है कि कुछ गड्डे लोग गडामा और लाठी आदि लेकर बिना टिकट गाड़ी में चढ़ आते हैं और टी० टी० ई० उनको रोक नहीं सकते। मैंने उनमें रोकने को कहा तो उन्होंने कहा कि क्या हम इनमें अपनी हत्या करावे। मैं चाहता हूँ कि ऐसे लोगों के लिए कोई स्पेशल इन्तिजाम होना चाहिए। ताकि टिकटलैस ट्रेवलिंग बन्द हो और पहले और दूसरे दर्जों के मुसाफिरो की जान बच सके।

अब मैं आप से यह कहना चाहता हूँ कि रेलवे विभाग जो इजिन फैक्टरी मधुबनी में बनाना चाहता है और जिसका उद्घाटन राष्ट्रपति जी ने दो साल पहले किया था, उसका काम बहुत धीरे-धीरे चल रहा है।

पता नहीं कि रेलवे मंत्रालय उसकी तरफ से उदासीन क्यों है।

श्री जगजीवन राम इसलिए कि हमको वहाँ पूरी जमीन नहीं मिली है। इसी कारण हमने काम ठीला कर दिया।

श्री गणपति राम मैं इसके लिए धन्यवाद देता हूँ।

उपाध्यक्ष महोदय काम ठीला करने के लिए धन्यवाद दे रहे हैं।

श्री गणपति राम आप कोई ऐसा उपाय सोचें कि उस फैक्टरी का निर्माण जल्दी से जल्दी हो सके।

14 hrs

श्री जगजीवन राम हमने चीफ मिनिस्टर को लिखा है।

श्री गणपति राम अब मैं हरिजनो की नौकरियों के सम्बन्ध में कुछ कहना चाहता हूँ आज से ६ माल पहले लोक-सभा के अन्दर हमन माग की थी कि सन् १९५० से जब से कि कास्टीट्यूशन लागू हुआ है अब तक कितने हरिजनो को क्लास १, २, ३ और ४ में नौकर रखा गया, किननो का प्रमोशन हुआ आदि। सन् १९५२ में हम को एक बुकलेट मिला था। उसके बाद से आज तक कोई इस विषय का बुकलेट हमको नहीं मिला मेरी प्रार्थना है कि हम को ऐसा बुकलेट दिया जाय करे जिसमें इस तरह की सारी जानकारी हो कि कितने हरिजनो को लिया गया, कितनो को नहीं लिया गया, कितनो को प्रमोशन दिया गया, कितनी बैंकसीज हुई आदि। साथ ही मैं यह भी कहना चाहता हूँ कि हरिजनो को सीनियोरिटी और मैरिट होते हुए भी प्रमोशन नहीं दिया गया और उनको दूसरे सुपरसीड कर गये। मैंने एक ऐसे केस के बारे में जो कि डी० एस० लखनऊ के यहा का था रेलवे

[श्री गणपति राम]

विमान को लिखा था लेकिन उसका कोई समुचित उत्तर नहीं मिला है। इसी तरह की कुछ शिकायतें इलाहाबाद के एकाउण्ट्स आफिस की भी हैं। इस की तरफ भी ध्यान दिया जाना चाहिए।

एक बात मैं और कहना चाहता हूँ। आपका एक थोक प्रोव स्कूल मसूरी में चलता है। यह एक कौने में है और वहाँ पर साधारणतया रेलवे कर्मचारियों के लड़के नहीं जा पाते। मैंने सुना है कि वहाँ पर एंग्लो इंडियन विद्यार्थी और कुछ इंडियन विद्यार्थी पढ़ते हैं। वहाँ का वातावरण कुछ ऐसा है कि सुनने में आया है कि वहाँ पर एंग्लो इंडियन टीचर्स और इंडियन टीचर्स में कुछ भेद बरता जाता है। वहाँ के हैडमास्टर की नियुक्ति होनी थी। उसके लिए कोई एजुकेशनिस्ट नहीं लिया गया बल्कि उस जगह रेलवे के एक आफिशियल को रखा गया जो कि गिटायर हो चुके थे और जिनका एजुकेशन से कोई सम्बन्ध नहीं रहा था।

श्री ज.बी.बन राम : शायद आप की जानकारी गलत है।

श्री गणपति राम : अगर जानकारी में कोई गलती हो, तो उसको सुधार लिया जाये, तो अच्छा ही है।

श्री शाहनवाज खां : जो जानकारी है, वह बहुत आउट ऑफ डेट है।

श्री गणपति राम : वहाँ के इंडियन टीचर्स के प्रमोशन के मामले में भी इंसाफ नहीं हो रहा है। उनको सुपरएनुएट कर दिया गया है।

श्री शाहनवाज खां : सुपरएनुएट या सुपरसीड ?

श्री गणपति राम : उन को सुपरसीड कर दिया गया है। इस बारे में आपका ध्यान जाना जरूरी है।

उपाध्यक्ष महोदय : अब ध्यान बल की तरफ होना चाहिये।

श्री गणपति राम : मैं आपको धन्यवाद देना चाहूँगा कि आपने मुझे समय दिया।

श्री बालकृष्ण वासनिफ (भंडारा-रमित-अनुसूचित जातियाँ) : डिप्टी स्पीकर साहब, अभी कुछ देर पहले इस सदन में रेल-गाड़ियों की स्पीड को ज्यादा बढ़ाने के सम्बन्ध में चिन्तित किया गया। जहाँ तक मैंने देखा है, रेल गाड़ियों की स्पीड अधिक होने की अपेक्षा कम हो रही है और जो समय था, उस को बदला जा रहा है। मिसाल के तौर पर मैं जी० टी० के सम्बन्ध में कट्टा कि वह दिल्ली में पहले से एक घंटा देर में पहुंच रही है और मेरा क्याल है कि ये बातें इस लिए हो रही हैं कि पहले ही गाड़ियों के चलने में ज्यादा समय दे कर रेलवे एडमिनिस्ट्रेशन की एफिशेन्सी प्रकट की जाये। जो गाड़ी पहले बाइस घंटे में नागपुर से दिल्ली पहुंचती थी, उस को पहले ही तेईस घंटे कर दिया जाये फिर उस समय का हवाला दे कर कि अब गाड़ियां लेट नहीं चलती रेलवे एडमिनिस्ट्रेशन की एफिशेन्सी बताई जाये, ऐसा मुझे लगता है।

अक्सर रेल गाड़ी में प्रवास करने का हम लोगों का मौका मिलता है और मैं इस बात को देखता हूँ कि जब हम जनता या किमी दूसरी गाड़ी में लोअर क्लास में चलते हैं, तो माजूम होता है कि इन गाड़ियों के डिब्बों को स्वच्छ रखने का कोई प्रयत्न नहीं होता है। जब हम फ्रस्ट क्लास में प्रवास करते हैं, तो उस डिब्बे को साफ करने के लिए स्टेशन स्टेशन पर काफ़ी लोग आते हैं और जब भी बुलाया जाता है, तो वे आ जाते हैं। परन्तु जब जनता में या पैसेंजर में थर्ड क्लास में प्रवास होता है, तो हम देखते हैं कि नागपुर से दिल्ली तक एक भी आदमी डिब्बे को साफ़

करने के लिए नहीं आता है और उस डिब्बे में इतनी गन्धगी होती है कि सप्ताह में नहीं आता कि वहाँ किस प्रकार से बैठा जाये ।

पीने के पानी का भी प्रबन्ध स्टेशनो पर नहीं होता है । एक स्टेशन पर मैंने यह देखा कि जब हम ने पानी के लए स्टेशन मास्टर से पूछा, क्योंकि स्टेशन के प्लैटफार्म पर पानी की कोई व्यवस्था नहीं थी, तो उन्होंने अपने कमरे के एक विभाग की ओर भ्रगुली-निर्देश कर दिया । वहाँ जो पत्र बर्तन रखे थे, वे सब खाली थे । एक बाल्टी में जो पानी रखा हुआ था, वह इतना गन्द था कि उस पानी को पीने की हिम्मत नहीं हुई । जी लोग बहुत प्यासे थे, उन्होंने उम पानी को इस्तेमाल किया ।

खाने की व्यवस्था के बारे में वहाँ पर बहुत लोगो ने कहा है । भोपाल स्टेशन के बारे में मैंने कम्प्लेंट की थी । वहाँ पर खाने के लिए एक भजीब सा भनाज दिया जाता है, जिस से आदमी बीमार न पड़े, तो और क्या हो । एक बार मैं जी० टी० ने भोपाल जा रहा था । वहाँ पर जो फूड दिया गया, उस को इस्तेमाल करने के बाद सचमुच ही मेरी स्वय की तबियत खराब हो गई थी, यह मेरा अपना अनुभव है । इस तरह ध्यान देना चाहिए ।

जहाँ तक पैमेजर एमिनिटीज का सम्बन्ध है, उस की बातें तो हम बहुत करने हैं और बहुत सा पैसा भी उस के लिए बजट में रखते हैं, परन्तु हम को देखना चाहिए कि ये एमिनिटीज ठीक तरह से पैमेंजर्ज तक पहुँचे ।

इस के बाद मैं कुछ बातें नागपुर के बारे में कहना चाहता हूँ । आप जानते हैं । कि नागपुर एक बड़ा महत्वपूर्ण शहर है शहर के बीच भंडारा रोड से कामटी रोड को जाने वाला पांचपावली रोड नामक रास्ता है । उस पर दो क्रॉसिन्ग आ जाते हैं और हम ने

यह देखा है कि वहाँ पर कोई एक्सिडेंट्स हो गए हैं और कोई लोगों की मृत्यु भी उन म हुई है । वहाँ के लोगों ने काफ़ी बार इस बात की माग की कि वहाँ पर ओवर-ब्रिज या अंडर-ब्रिज, जो कुछ भी हो सकता है, बनाया जाय । वहाँ पर बहुत सी रेल गाड़ियाँ चलती हैं । इस लिए दिन में कई बार वह रास्ता बन्द होता है । यदि कोई व्यक्ति बीमार हो, तो उस को ले जाने वाली एम्बुलेंस कार को भी पंद्रह पंद्रह मिनट ठहरना पड़ता है और बड़ी मुश्किल का सामना करना पड़ता है । मैं माग करता हूँ कि रेलवे मन्त्रालय इस बात को देखे कि उस रोड पर जो रेलवे क्रॉसिन्ग है, उन पर अंडर-ब्रिज या ओवर-ब्रिज बनाया जाय ।

भंडारा रेलवे स्टेशन के बारे में मैं कहना चाहता हूँ कि द्रुग से ले कर कामटी तक डबल लाइन करने का प्रयत्न चल रहा है और काम शुरू हो गया है । जो काम कुछ दिनों पहले अत्यन्त तेज़ी में हो रहा था, मेरा ख्याल है कि कुछ दिनों से उस में कुछ मन्दी भी आ गई है । मैं चाहता हूँ और भंडारा के लोग इस बात को चाहते हैं कि यह जो दूसरी लाइन तैयार हो रही है, उस के तैयार होते होते ही उस लाइन को डाइवर्ट कर के भंडारा ले लिया जाय । भंडारा डिस्ट्रिक्ट प्लेस है । यही नहीं, वह उद्योग का एक अत्यन्त महत्वपूर्ण स्थान है । यदि रेलवे लाइन वहाँ से डाइवर्ट कर के ले जाई जाती है, तो उद्योग की दृष्टि से एक महत्वपूर्ण काम हो सकता है और इस में उस क्षेत्र का विकास बढ़ सकता है । मैं रेलवे मन्त्रालय से अपेक्षा करूँगा कि वह इस पर विचार करे । मेरा ख्याल है कि इस का सरवे हो गया है शायद यह कहा जा सकता है कि यह इकानोमिकली ठीक नहीं होगा, परन्तु जहाँ तक मैं समझता हूँ, इस लाइन का बड़ा महत्व होगा और उस के आजू-बाजू इन्डस्ट्रीज बढ़ेंगी और कारखाने खुलने की सम्भावना है । यदि हम इन बातों को देखते हैं, तो यह लाइन डाइवर्ट कर के ले जाना

[श्री बालकृष्ण बंसिक]

और भंडारा प्रापर में स्टेशन का निर्माण करना अत्यन्त आवश्यक है।

तिरोडा स्टेशन के लोगो ने बैगन्ज के लिए काफी दिनों से माग की है और काफी पत्र और दरखास्तें भेजी हैं परन्तु उन पर कुछ खास विचार नहीं हुआ है। वहां के भनाज के व्यापारियों को भनाज दूसरी तरफ भेजने के लिए इन बैगन्ज की बहुत जरूरत होती है और एक दिन में कम से कम दो बैगन्ज वहां पर मिलना अत्यन्त आवश्यक है।

गोदिया स्टेशन तो गांव में है लेकिन भंडारा राड और तुमसर रोड स्टेशन गांव से छ मील और तीन मील दूर हैं। जो पैसंजर स्टेशन पर जाता है और वहां देखता है कि ट्रेन लेंट है तो उस को काफी समय तक स्टेशन पर बैठना पड़ता है। अगर वहां टेलीफोन की व्यवस्था की जाय तो वहां एम्बुवायरी की जा सकती है कि ट्रेन समय पर आ रही है या लेंट आ रही और कितनी लेंट आ रही है और इस प्रकार ठीक समय पर वहां पहुंचा जा सकता है। मैं चाहूंगा कि इन जगहों पर टेलीफोन की व्यवस्था की जाय। जगह जगह इन्फ्रामिट्री आ गई है परन्तु बहुत से स्टेशन एम हैं नागपुर-गोदिया लाइन पर जहां इन्फ्रामिट्री की लाइन नब्बदीक होने के बावजूद स्टेशन पर उन का प्रबन्ध नहीं किया गया है।

नागपुर और नागभीर की जा लाइने हैं वहां दिन में एक गाड़ी चलता है। उसी प्रकार गोदिया-वाडसा लाइन पर भी दिन में एक गाड़ी चलती है और उस का समय भी अच्छी सा है। वहां के लोगो ने काफी दिनों से माग की है कि वहां पर दूसरी गाडिया चलाई जायें। रेलवे मंत्रालय द्वारा इन लाइनों पर दूसरी गाडिया चलाने के बारे में विचार किया जाये।

विषय में बारम्बार कुछ लाइन की दूसरे महाबुड के समय उखाड़ दिया गया था। वह तीस मील लम्बी लाइन होगी। रेलवे मंत्रालय उसको फिर बनाने के सम्बन्ध में विचार करे। उस विभाग की उत्पत्ति दृष्टि से यह लाइन अत्यन्त आवश्यक होगी।

उसी प्रकार से अमरावती-नरखेड़ लाइन का सर्वे हो गया है और इस लिए उस लाइन को भी हाथ में लिया जायें।

अन्त में एक महत्वपूर्ण बात नागपुर रेलवे स्टेशन के बारे में कहना चाहता हू। वहां पर लाइसेन्स पोर्टर्ज की अपेक्षा अनलाइसेन्स पोर्टर्ज काफी हैं। इस का मतलब यह है कि बाहर के लोग स्टेशन पर आ जाते हैं और पोर्टर का काम करने लग जाते हैं। इस का परिणाम यह हुआ है कि नागपुर स्टेशन पर चोरिया बढ गई है। इस के अतिरिक्त लाइसेन्स पोर्टर्ज और बाहर के लोगो में मागपीट और लड़ाई झगडा भी होता है। अनलाइसेन्स लोगो को रोकने का प्रबन्ध रेलवे अधिकारियों ने नहीं किया है। मैंने स्वयं कई बार इस बारे में बाम-बीन की है। मैंने जहां तक मुना है और देखा है इन अनलाइसेन्स पोर्टर्ज को—इन उडको को इस लिए स्टेशन पर आने दिया जाना है कि वे रेलवे के कर्मचारियों के घर का काम करने हैं—खाना वगैरह खाते हैं और दूसरा काम करने हैं। इसी लिए उन लोगो को रोकने के लिए कोई कदम नहीं उठाया जाता है। मैं चाहूंगा कि अनलाइसेन्स पोर्टर्ज को जो कि एक प्रकार से न्युसेन्स हो गए हैं, रोक दिया जाय और इन महाल को हल किया जाय।

इन शब्दों के साथ मैं अपने भाषण का समाप्त करता हू।

श्री बिश्नूनाथ राय माननीय उपाध्यक्ष जी, आप को इस लिए धन्यवाद देना चाहता हू कि कई दिनों के परिश्रम के बाद आज मुझे बोलने का अवसर मिल रहा है। मैं एक

ऐसे क्षेत्र से आता हूँ, जो हिन्दुस्तान में काफ़ी पिछड़ा हुआ है.....

श्री सुरेश नाथ द्विवेदी (केन्द्रपाठा) :
यू० पी० ?

श्री विश्वनाथ राय . . . और
उस क्षेत्र में रेलवे लाइन भी ऐसी है, जो
कि हिन्दुस्तान में सब से पिछड़ी हुई है और
वह है पूर्वोत्तर रेलवे ।

श्री सुरेश नाथ द्विवेदी : माननीय
सदस्य उत्तर प्रदेश से आ गये हैं ?

श्री विश्वनाथ राय जी हाँ। वह
हिन्दुस्तान का एक गरीब इलाका है। वहाँ
पर सब से घनी आबादी है। वह गरीब है
लेकिन राजनीति में आगे है वही ही दरिद्र वहाँ
की रेलवे-पूर्वोत्तर रेलवे है। उस की विशेषता
यह है कि बंगाली में, जो कि वहाँ का मुख्य
स्थान है काठ गोदाम जाने में करीब ६२ मील
की यात्रा करनी पड़ती है और उस ६२ मील
के लिए करीब साढ़े छ. घंटे लगते हैं जो व्यक्ति
दोपहर के बाद मवा तीन बजे चलता है, वह
करीब दस बजे काठ गोदाम पहुँचना है।

वैसी ही दमरी लाइन भटनी में बरहज
के लिए है। बरहज एक ऐसा स्थान है, जहाँ
चीनी का बहुत बड़ा पेंद्र था और जहाँ इस
समय फिर जूट की उन्नति हो रही है। वहाँ
पर जो लाइन बनी है, वह बहुत पुरानी तो
है ही। वहाँ पर एक्सीडेंट्स इतिफाक से
नहीं हो रहे हैं, उस के लिए चाहे रेलवे को
धन्यवाद दी जाए और चाहे इंजनों को। लेकिन
वहाँ जो सुविधा थी, तीन ट्रेन जाने की और
तीन ट्रेन आने की, उस के बारे में सुना गया
है कि एक ट्रेन उस में बन्द होने वाली है।
हमारी यह जो सुविधा थी, उस को और कम
किया जा रहा है।

भटनी अक्शन स्टेशन है और वह काफी
महत्वपूर्ण स्थान है। वहाँ शूगर फैक्टरी है,
बाजार भी छोटा मोटा है। बनारस और

इलाहाबाद इत्यादि तीर्थ-स्थानों को जान
के लिए उत्तरी बिहार के कई जिलों के लोग
बहा जाते हैं और उत्तर प्रदेश के लोग तो
जाते ही हैं। उस स्थान पर जहाँ पर
बड़ी तादाद में यात्री बाहर में आते हैं, बिभिन्न
जिलों से आते हैं, चारों तरफ रेलवे लाइन है
किन्तु फिर भी क्रॉस करने के लिए कोई प्रच्छा
माग्न नहीं है, लाइन क्रॉस करने का ठीक
साधन नहीं है। इसका नतीजा यह होता है
कि प्रायः वहाँ पर दुर्घटनाएँ हो जाती हैं,
एक्सीडेंट हो जाते हैं। कई सालों में मैं यह बात
कहता आ रहा हूँ लेकिन न जाने रेलवे
मंत्रालय हमने बाग़ में क्यों उदामीन बैठा है।
वहाँ लोगों को मरते हुए देखा गया है। फिर
भी लोगों के पाम सिवाय रेल क्रॉस करने के
कोई चारा नहीं है। रेलवे एक्ट के मुताबिक
रेलवे लाइन को क्रॉस करना गैर कानूनी
घोषित किया गया है लेकिन वहाँ पर लोगों
का विश्वास होकर रेलवे ने इन क्रम का न.
पड़ता है क्योंकि उनको प्लेटफार्म पर आकर
टिकट लेने पड़ते हैं। उनका यह कह करके
भी पकड़ लिया जाता है कि उनके पाम टिकट
नहीं है। उन बेचारों की इस तरह की कोई
गलती नहीं होती है लेकिन वे पकड़े अवश्य
जाते हैं। इस और मंत्रालय का कई बार
ध्यान आकर्षित किया गया है और कहा गया
है कि लोगों का कार्ड दोप नहीं है लेकिन रेलवे
मंत्रालय उदामीन बैठा हुआ है। इस वास्ते
मैं चाहता हूँ कि या तो वहाँ पर एक ओवर-ब्रिज
बने या जा ब्रिज आफम है वह दूसरी साइड
में करी और ले जाया जाए।

माथ ही माथ यह भी कहना चाहता
हूँ कि वह ऐसा स्थान है जहाँ पर छोटी मोटी
सुविधायें देने से काम नहीं चल सकता है।
वहाँ पर भीड़ दिन प्रति-दिन बढ़ती जा रही है।
वहाँ पर शूगर फैक्टरी के बलू हो जाने के
कारण आवागमन दिन प्रति-दिन बढ़ता जा
रहा है। मैं अधिक सुविधायें देने की माग
नहीं करता हूँ। मैं तो केवल इतना ही चाहता
हूँ कि अभी तक जो वहाँ के लोगों को सुविधायें
दी जाती रही हैं और जो बन्द कर दी गई

[श्री बिम्बनाथ राय]

है, वही उनको दी जाती रहें उनका ही प्रबन्ध कर दिया जाय। बहा के लोगों को एक सुविधा मिली हुई थी उनको माल डोने के लिए बैगस मिल जाते थे। अब उनकी तादाद कम की जा रही है या वे बन्द कर दिये गये हैं। दो तीन रोज पहले बोलते हुए माननीय रेलवे मंत्री महोदय ने बताया था कि मीटर गेज के लिए बैगस भी कठिनाई कुछ कम हो गई है। उसी वक्त मैंने उसकी चर्चा की थी और कहा था कि यह कठिनाई दूर होने की बात हमारी समझ में नहीं आई है और मैं तो समझता हूँ कि वह और भी बढ़ गई है। मैं यह बात खास तौर पर गन्ना उत्पादकों के सम्बन्ध में कह सकता हूँ। ननखार, भाट पार तथा सलीमपुर में पहले बैगस मिल जाते थे। वहा पर से क्षुर फैंक्ट्रियों के लिए गन्ना लद कर जाता था। क्षुर फैंक्ट्रियाँ देवरिया में और भटनी में भी। नूनखार, भाट पार और सलीमपुर में आज से नहीं कम से कम बीस बरस पहले से गन्ने के लदान के लिए बैगस दिये जाते थे और उस वक्त एक दो नहीं करीब करीब १०, १२ या १५ बैगस भी रोज बहा से लदकर जाते थे। अब इनकी सप्लाई बन्द कर दी गई है। ऐसी हालत में जो माननीय मंत्री महोदय ने यह कहा कि बैगस की पोजिशन अच्छी हो गई है।

श्री जगज्जनन राय : क्या बान हो गई है, काटा नहीं है ?

श्री बिम्बनाथ राय : रेलवे वालों ने क्षुर फैंक्ट्री वालों को तथा यूनियस को कहा है कि बैगस की दिक्कत है, इसलिए हथ बहा नहीं दे रहे हैं। मैंने तीन स्टेशन की बात कही है। मैं चाहता हूँ कि आप इस और ध्यान दें। इससे रेलवे को भी नुकसान हुआ है। मैं समझता हूँ कि दस, पंद्रह नहीं इन तीनों स्थानों के लिए और भी ज्यादा बैगस की जरूरत पड़ सकती

है और बहा से रेलों की भाव भी बढ़ सकती है यह तभी हो सकता है जब इन तीनों स्थानों को सुविधा दी जाए। इस वक्त रेलों की आमदनी मारी गई है। आपकी तरफ से कहा जाता है कि ट्रांसपोर्ट वालों की तरफ से गड़बड़ी पैदा की जाती है लेकिन जब इस तरह की बात हो तो मैं समझता हूँ गड़बड़ी हुए बिना नहीं रह सकती है।

अब मैं भाटपार की बात करना चाहता हूँ। वह मरवा साइड, छपरा साइड और गोरखपुर साइड में जाने के लिए बीच में काफी महत्वपूर्ण बाजार है। उन स्थानों पर पहुंचने के लिए यह जरूरी है कि भाटपार में गाड़ी लोगों की सुविधानुसार मिले और समय पर चले ताकि लोग छपरा, देवरिया इत्यादि स्थानों पर आसानी से जा सकें। साल डेढ़ साल के अन्दर एक लोकल ट्रेन चालू की गई है—सिवानाई छपरा में गोरखपुर तक। अगर वह छूट जाती है तो लोगों को करीब बारह बजे जो ट्रेन मिलनी है वह ट्रेन ऐसी है जिस का भटनी में कनेक्शन नहीं होता है। इस तरह में चाहे किमी को पश्चिम जाना हो चाहे पूर्व जाना हो, काफी असुविधा का सामना करना पड़ता है और बड़ी परेशानी होती है।

अब मैं तुरतीपुर के बारे में कुछ कहना चाहता हूँ। यह स्टेशन इलाहाबाद—भटनी लाइन पर है। यह ऐसा स्टेशन है जहां पर अगर पानी बरसे या जाड़ा हो तो भी दस आदमियों के लिए बैठने के लिए छाया का कोई इतिजाम नहीं है। बुकिंग भी वहा पर नहीं है। वहा पर लोग भी आते हैं उनको बड़ी असुविधा का सामना करना पड़ता है। स्वयं भागलपुर एक बहुत अच्छा बाजार था लेकिन अब वह टूट रहा है। भागलपुर तुरतीपुर के पास है। तुरतीपुर के लिये बुकिंग का प्रबन्ध

व होने के कारण लोगों की बड़ी सुविधा होती है। उनको इससे बड़ी कठिनाई होती है। उनकी यह परेशानी बाढ़ के दिनों में और भी बढ़ जाती है। उन दिनों में सिवाय रेल के और किसी तरह से माल आ जा नहीं सकता है। भागलपुर के जो रोजगारी हैं वे तुरतीपुर से सामान भी मंगाना चाहते हैं लेकिन उनको बुकिंग की सुविधा नहीं है। इस वास्ते यात्रियों की दृष्टि से ही नहीं बल्कि भास पास के निवासियों की सुविधा के लिए भी यह आवश्यक है कि वहा से सामान मंगाने की सुविधा उनको दी जाए। आपके लिए यह एक मामूली सी बात है। यदि आप उनको यह सुविधा दें तो आपको हानि नहीं होगी, लाभ ही हो सकता है। वहा पर छोटा सा गुड्स शेंड बनाने से आपका काम चल सकता है। साथ ही साथ वहा छोटा मोटा पम्प और शौचालय भी होना आवश्यक है। मैं यह तो नहीं कहता कि वहा कोई विश्रामालय आप बनाये लेकिन हा मुसाफिरखाना वहा अवश्य होना चाहिए जिससे लोग यह समझे कि तम लोग भी आज के युग में रह रहे हैं और रेलो में हम भी उमी तरह से लाभ उठा रहे हैं जिस तरह से दूसरे लोग उठाते हैं।

पूर्वोत्तर रेलवे में कई स्टेशन आज भी ऐसे हैं जहा पर सिगनल नहीं है। जब इसके बारे में मवाल किया जाता है तो उत्तर मिलता है कि वे फ्लैग स्टेशन हैं। मैं जानना चाहता हू कि फ्लैग स्टेशन रखने की ही क्या जरूरत है। मैं समझता हू कि उनमें भी सुधार की आवश्यकता है। आपको भले ही इसकी आवश्यकता न मालूम होती हो लेकिन यात्री लोग, जो बाहर से आते हैं, दूर के स्थानों से आते हैं, जब यह देख लेते हैं कि सिगनल हो चुका है तो वे समय पर पहुंचने की कोशिश करते हैं और समझते हैं कि उनको समय पर पहुंचना चाहिये। लोगों को फायदा पहुंचाने की दृष्टि से यह आवश्यक है कि सारे हिन्दुस्तान

में वहां भी सिगनल नहीं हैं वहां पर सिगनल लगा दिये जायें।

आप खर्चा बचाने की बात करते हैं। मैं आपके सामने एक मिसाल रखना चाहता हूँ। सालकुआं और गोकुलनगर स्टेशन काठगोदाम लाइन पर है। इन स्टेशनों के बीच में आपने इस स्थान से कि वहां तराई का इलाका बहुत बड़ गया है, वहां पर प्रदेश का सब से बड़ा स्टेट फार्म है और वहां पर रूरल यूनिवर्सिटी भी कामय हो रही है, एक नया स्टेशन बनाना शुरू हुआ। मिट्टी का काम हुआ और करीब ५०-६० हजार रुपया खर्च हुआ। कितने रुपये खर्च किये यह मैं बिल्कुल ठीक ठीक नहीं जानता हूँ किन्तु यह मालूम है कि बीच में काम को रोक दिया गया है और अब शायद यह विचार हो रहा है कि वहा से एक डेढ़ मील हट कर एक दूसरे स्थान पर स्टेशन बनाया जाय। मेरी समझ में नहीं आता कि एक डेढ़ मील दूर हट कर स्टेशन अब बनाने से क्या लाभ होगा। कुछ काम वहा पर हो चुका है। जो रुपया खर्च हो चुका है वह बेकार हो जायेगा। इस तरह से रुपया खर्च करना कहाँ उचित है, इस पर मैं चाहता हूँ स्वयं रेल मंत्रालय विचार कर ले।

श्री जगजोबन राय : आप लोग भी दबाव डालते हैं।

श्री विश्व नाथ राय : इस बात को आप अच्छी तरह से जानते हैं।

अन्त में मैं यह कहना चाहता हूँ कि हमारे क्षेत्र में जो गरीब क्षेत्र हैं लेकिन राजनीतिक दृष्टिकोण से काफी आगे बढ़ा हुआ है, भटनी स्टेशन पर एक ठेका दिया गया है, उसके बारे में काफी रोप है। जब आपसे सवाल किया गया कि कंटेरिंग या बैडिंग के बारे में आपकी नीति क्या है तो आपकी तरफ से कहा गया कि जहां पर लाभदायक

[श्री बि.बनाय राय]

हो या जहाँ पर भीड़ ज्यादा होती है वहाँ पर डिपार्टमेंटल बैजिंग या क्रेटरिंग चलाया जाएगा। इस तरह से सरकार ने घोषित किया कि जो पुराने लोग इसको चला रहे हैं, उनसे लाइसेंस वापस ले लिये जायें। उधर बं बन्द हुए और इधर डिपार्टमेंट की तरफ से कहा गया कि वह खुद इसको चलायेगा। इसके बाद फिर एलान हुआ कि नहीं इसे किसी व्यक्ति या फर्म को देना है और इसके लिए भ्रवेंदन पत्र मागे गये। भ्रवेंदन पत्र गये। इसी बीच में कई लोगो ने जिन में ससद् सदस्य भी शामिल थे अपनी राय जाहिर की कि अगर किसी व्यक्ति को ठेका दिया जाना है तो बजाय इसके कि एक ही फर्म को या एक ही व्यक्ति को बहुत से ठेके दे दिये जायें कई व्यक्तियों को दिये जायें ताकि यह किसी की मानोपली न रहे किसी स्टेशन पर किसी व्यक्ति अथवा फर्म की मानोपली न रहे। इसका जवाब हमें यह मिला कि स्वयं डिपार्टमेंट की तरफ से इसको चलाया जाएगा। आठ नौ ससद् सदस्य इस बात को जानते हैं। इस जवाब के कुछ ही हफ्तों के अन्दर यह फैसला हो गया कि यह ठेका रम ब्रोडलैंड नामक एक फर्म का दिया जाय जो भटनी जिला देवरिया की है। उस फर्म का बड़ा पर अस्तित्व ही नहीं था। यह मैं निजी जानकारी के आधार पर कह रहा हूँ क्योंकि वह मेरा कार्य क्षेत्र है। उसके नाम पर कोई दूसरा व्यक्ति ही काम कर रहा है। वह गरीब आदमी है। मैं जो कहना चाहता हूँ वह यह है कि जब ससद् सदस्यों को यह बताया दिया जाता है कि डिपार्टमेंट चलायेगा और उसके बाद तुरन्त ही इसको एक प्राइवेट फर्म को दे दिया जाता है और वह भी एक ठेकी फर्म को जिसका अस्तित्व ही नहीं है और जिस का अस्तित्व अब कायम करने की कागिष की जा रही है, यह सब ठीक नहीं है। तो मैं इतना ही कहना चाहता हूँ कि इस तरह से कार्य नहीं होना चाहिये और ससद् सदस्यों को

अन्वकार में नहीं रखा जाना चाहिये। जो सत्य बात हो वही कही जानी चाहिये और किसी को भी अन्वकार में रक्खना अनुचित है।

Shri N. B. Maiti (Ghatal): Mr. Deputy-Speaker, Sir, I thank you for your kindly having allowed me to speak a few words on the Railway Budget

I congratulate, first of all, the Railway Ministry and the Railway Administration for the manner in which they are carrying on their work. Of course, there are flaws and other things that have got to be done more properly so far as amenities to passengers are concerned. The Railway concern is a big thing and because it is very big and was being dealt with in a piecemeal manner during the British regime, I think they could bestow closer attention on the several aspects of the Railway Administration

Now all the lines have been brought under one Ministry and there cannot but be difficulties. And, in the circumstances in which the Ministry is working, I have no hesitation in condoning certain things that, I think, in course of time would be better done

Shri Surendranath Dwivedy: Is that the subject-matter of this cut motion?

Shri N. B. Maiti: I am coming to the relevant matter. I shall come to it just now. In the South-Eastern Railway we have got certain difficulties which I wish to point out and which I hope the hon. Minister would kindly note down and see to their removal

Am I to come forward, Sir?

Mr. Deputy-Speaker: He is quite audible, he may continue

Shri N. B. Maiti: I do not know whether the hon. Deputy Minister could hear me

The Deputy Minister of Railways (Shri S. V. Ramaswamy): I have got paper and pencil and I am noting down the points.

An Hon. Member: You have only condoned him.

Shri N. B. Maiti: My point is this Purulia which was in Bihar and has now come to West Bengal has no connection so far as the West Bengal headquarters is concerned. It takes more than 12½ hours to come to Howrah from Purulia. It should be seen whether some fast passenger could not be run there so that the whole day or the whole night that is being used up now could be shortened. That is my first proposal.

The second point is this. Bankura which is near Midnapore—between Midnapore and Purulia—has also no connection with Howrah. If a person wants to come from Bankura town to Howrah it takes about 9½ hours. Therefore, people go by the road, and they do not take to the train. The hon. Minister was complaining about road competition. Here is a case where people have to go by road because it takes 9½ hours to go from Bankura to Howrah whereas by taking advantage of the bus routes they can go within 3 or 4 hours to Calcutta. My second proposal is as to whether that state of affairs cannot be remedied. I would request the hon. Minister to see whether in place of the Gomoh passenger that is now running there we cannot have it converted into a fast passenger or some additional fast passenger might not be given for that route.

Thirdly, the connection between Khargpur station and Howrah is rather intermittent. There are certain stated periods of time when they are not connected. I would ask whether some Panchkura locals may not be extended up to Khargpur and called Khargpur locals. From Panchkura to Howrah there are several locals. Some of these locals may be extend-

ed, so that people coming from Howrah and from certain parts of South Bihar and from certain parts of West Bengal might take advantage of the frequency of travel.

The fourth point that I would put before the hon. Minister is this. Just now there is no straight connection between Vishnupur, a sub-divisional town of Howrah and also a sub-division, and Howrah. People there go by the road route which is rather quick and costs less. There is a great demand from the Vishnupur areas that a line should be constructed from Vishnupur to Howrah so that passenger traffic or goods traffic—because it is nearer to Jharia coalfield—could be carried on speedily from there.

I need not say anything more. I thank you, Sir, for giving me time.

Shri U. L. Patil (Dhulia): Mr. Deputy-Speaker, Sir, I am thankful to the Railway Ministry for taking up the Diwa-Dasgaon line. There is also a demand from the Bombay State that a new railway line from Manmad—Malgaon—Dhulia joining Nardhana on the Western Railway should be taken up. On this particular route Malgaon is the industrial centre and nearabout Malgaon there is a sugar factory. Malgaon produces much of handloom and powerloom cloth. I would request the Railway Minister to consider this proposal in the Third Five Year Plan at least.

My experience so far as branch lines are concerned is that these branch lines are neglected altogether. Dhulia-Chalisgaon branch line is so neglected that it affects us in various ways. The recorded percentage of punctuality on this branch line is hardly two. It has often been reported by the station masters of Dhulia and Chalisgaon that the engines that are on the line are not workable and that they have been overworked. No new engines have been supplied so

[Shri U. L. Patil]

far. It has been said that this particular type of engine is not manufactured. May I submit that the diesel engines that are found nowadays on Railways will be best suited for this track?

From the amenities point of view also these branch lines have been neglected. Dhulia is a terminus in the Dhulia-Chalisgaon branch line. But there is no shed or platform with the result that the passengers and the station staff have also to suffer. There has been a demand that some new stations should be taken up on this particular branch line. There were representations to the Railway Ministry and the local authorities have also passed resolutions and submitted them to the authorities. Some new station should be opened between Borvir and Dhulia—a distance of about 11-12 miles.

In the same way on the Western Railway, there is also a demand for a new station between Nardhana and Shmalkhed. It is a long-standing demand and no reply has been given to the local authorities or to the applications by the general manager or the Railway Ministry. In so far as these branch lines are concerned the demand by the people has not been looked into. There is always late-running on this Dhulia-Chalisgaon branch line and people miss the connections for going to Bombay or Delhi with the result that there has been a demand by the people since the last eight or nine years that there should be a composite bogey from Dhulia to Bombay.

It is true that a new deal has been given to the employees and has been worked out but some staff have not been fairly dealt with by the new deal. To quote an example, I will take up the case of the station masters. It is true that the station masters have been given a new scale of Rs 100-185 in the place of the old scale of Rs 64-170. But there are senior station-

masters who had served for 15-30 years and had reached even Rs 170 or Rs 180. They did not get any advantage. In the same way, there is a great unrest among the commercial clerks, and clerks, especially on the Northern Railway. Their cases are not being considered properly in spite of the fact that various representations have been made to the Railway Ministry so far. There is also a demand for an overbridge at Ambarnath which is a fast developing industrial centre. That suburb of Bombay has been overcrowded and there is a demand for an underbridge or an over-bridge. Nothing has been done. It was accepted by the Railway Ministry that a bogey from Talegaon-Bombay should be attached to the Poona Mail from Poona to Bombay for the passengers of Talegaon. But experience shows that the bogey is always occupied by passengers from Poona with the result that this facility which has been extended to the Talegaon people could not be taken advantage of. My submission is that the Railway Ministry should give necessary instructions to the Poona station authorities that that particular bogey should not be occupied by the passengers at Poona.

Then the prestige train, the Deccan Queen between Bombay and Poona formerly halted at Karjat on both ways. Very recently it appears that it is not stopping at Karjat while proceeding to Bombay from Poona. My submission is that there should be a stoppage there as before.

Shri Punnoose (Ambalapuzha) Mr. Deputy-Speaker, I want to bring to the notice of the hon. Minister one or two aspects of the railways. Yesterday, replying to the debate on Demand No. 1, I heard the Railway Minister saying that the Railway Ministry had very little to say about the priorities and it was the Planning Commission which had to decide whether a particular line should be taken up or not.

Whole areas come up and complain. They demand the redressal of their grievances. When they do so and say that they are neglected, I fear it is not for the Ministry to say that they have nothing to do with it. The Ministry has to decide. It is quite possible that the Planning Commission gives priority. But there is another aspect also. A line can be had from another point of view. It is quite possible for the Ministry concerned to tell the Planning Commission that this is a sub-continent and there are areas which are neglected and backward with regard to the railways and not developed. In the interest of the development of our country, certain lines have to be immediately laid. Now, we can take the case of Kerala for instance. The area is a little more than 14,000 sq miles, practically 15,000 sq miles. We have got a railway mileage of 467. I would ask the Ministry to see which other State has got such a low percentage of mileage with regard to its area. We have been speaking about this time and again in this House. We have told the Planning Commission. At the time of opening of new industries we are told how can an industry be started there, there are not sufficient transport facilities, there are no railway lines, etc. When we ask for a railway line we are told: you have to give priority to industrialised areas. What kind of logic is this? You have to change this logic and certain lines have to be taken up immediately. I want a definite promise from the Railway Minister that due regard will be given to the claims of Kerala. There are whole areas completely neglected. For instance, the coastal line of Kerala, the area from Ernakulam to Quilon has been the area that began to be commercialised for the first time. For instance, Alleppey is one of our oldest towns and the centre of commercial activity. With the opening of the Ernakulam-Quilon link there in Central Travancore, Kottayam commerce is shifting from this coastal area with the result that it is bringing

ruin to lakhs of people. That is the most densely populated area of Kerala, perhaps the most densely populated area in India. That area is suffering because of the lack of railway link. Alleppey is the centre of our coir industry. The whole district has to get its life. So, we have been asking for a railway line connecting Ernakulam to Quilon through Alleppey. It is not a long line but only about 45—60 miles at the most. The State Government has given it top priority and the predecessor to the Railway Minister had definitely told us that he would keep this question in mind and will give it top priority. I want this line to be taken up at the earliest possible moment and I would request him not to wait for the initiative from the Planning Commission but to take it upon himself and tell the Planning Commission that it is an absolutely necessary line and so it has to be taken up.

Then, Sir, there are lines which can bring life to vast areas. For example, there is the extension of the Nilambur line to Wyanad, which can bring life to whole area there. We hear about scarcity of sleepers. If this line is opened up Railways can get sleepers at a very cheap rate and also in plenty. It would be a very economical line. I would like the Railway Ministry to take up this question also.

Shri S. V. Ramaswamy: This line only for the sake of sleepers?

Shri Punnoose: No, no. The thing is that you should not sleep over the question. The line will be useful to the whole State in several ways. It will be useful even to the Railways. It is a plantation area. A pulp factory is going to be started there.

Sir, I am glad that the Railway Minister has come. I hope the hon. Deputy Minister will give him a correct report of what I have said.

Shri Jagjivan Ram: In any case your claim will be considered.

Shri Punnoose: I said, Sir, that a new line has been laid connecting Ernakulam to Quilon through the centre of old Travancore-Cochin. It is a metre gauge line. There was a controversy over that line. I argued here at length for a broad gauge line. Then I was told that the line was made metre gauge because they thought of electrifying that line, and that electrification of a metre gauge line is much less costly. I believed that. But the line has been laid. Kerala is noted for its cheap power. I do not know why electrification of that line cannot be taken up.

Sir, when we ask the Planning Commission to take up hydro-electric projects, we are told that we have got plenty of electricity and there is no demand for it. When we ask for the Idiki project which will give 50,000 kws. we are told that we are not in urgent need of electricity, and it is delayed on that account. I do not know what the Railway Minister is going to tell me about electrifying this line. I doubt whether he will tell us that there is no electricity. We should get out of this sort of vicious circle. I want the Railway Minister to support and guide us out of this vicious circle. He should give us some lines and also electrify some of our lines.

There is another point. We have no coal. Transshipment of coal to that area makes it much more costlier than what it will cost if we use power. Therefore, even from the point of view of economy, electrification of lines in Kerala is an urgent necessity, and I wish it is given top priority.

With regard to passenger amenities, I am glad, that when the Railway Minister graced us with his presence a few months back he took the trouble of inspecting our lines and see the condition for himself. Many of our platforms are not protected from rains. Kerala has heavy rains. Therefore, the platforms there have got to be protected.

Then, I do not understand how all these old bogies are chosen out for us. Look at the Cochin Express, one of our "royal expresses". It is so exclusively made up of old wagons and old bogies . . .

Mr. Deputy-Speaker: It is commensurate with the status of that royalty.

Shri Punnoose: We have rejected that sort of royalty.

Mr. Deputy-Speaker: Then he should not have any complaint about it.

Shri Punnoose: Sir, very recently a bogie has been attached to the Cochin Express meant for Salem. I congratulate the Ministry for that, because it relieves some amount of congestion in the other bogies bound for Cochin and the passengers there can get a little more space as the passengers for Salem can get into that bogie. I am glad about it.

An Hon. Member: Because the hon. Deputy Minister is from Salem.

Shri Jagjivan Ram: You have got some new ones.

Shri Punnoose: I am sure, Sir, I am safe here, but I expect much more from the Railway Ministry, especially with my hon. friend, Shri Ramaswamy, there in the Ministry. He must remember Cochin and all those areas which is much bigger than Salem, I hope.

With regard to the Ernakulam-Cochin line, at the moment there is only one first class compartment in that. That is always a very congested compartment. There also only old bogies are used. We have to change them. Also, it was pointed out by my hon. friend, Shri Kodiyan, that a passenger who gets into the train at Ernakulam does not get a glass of water till he reaches Quilon. I do not know why we should not open

a refreshment room in Ernakulam and also make arrangements for food etc.

Mr. Deputy-Speaker: The following are the 191 selected cut motions to Demands Nos. 2 to 20 in respect of Railways which may be moved subject to their being otherwise admissible:

Demand No.	No. of Cut Motion
2.	19, 20, 21, 22, 63, 64, 65, 73, 157, 158, 159, 168, 169, 170, 171, 271, 272, 273, 354, 355, 356, 554, 555.
4.	23, 24, 25, 26, 30, 66, 67, 68, 74, 75, 76, 77, 78, 92, 101, 102, 103, 104, 105, 106, 224, 225, 226, 314, 315, 328, 329, 330, 331, 332, 333, 387, 397, 398, 424, 425, 428, 534, 535, 542, 543, 544, 545, 546, 547, 548, 549, 550, 556, 557, 558, 559, 587, 588, 589, 590, 599, 616, 617
5.	93, 94, 522, 523, 560, 600, 601, 618
6	81, 95, 388, 389, 390, 391, 399, 524, 602, 603
7.	82, 96.
8.	31, 107, 143, 551.
9	32, 227, 228, 229, 230, 415, 525, 604.
10.	34, 35, 36, 37, 231, 232, 400, 401, 430, 536.
12.	114
13	38.
14.	392.
15	39, 42, 45, 46, 47, 48, 49, 50, 51, 52, 53, 83, 84, 85, 86, 233, 234, 357, 402, 403, 404, 416, 417, 418, 419, 420, 520, 526, 537, 552, 553, 561, 562, 625
16.	97, 316, 317, 318, 319, 320, 358, 405, 626.
17	54, 55, 378, 379, 393, 406, 407, 408
18	56, 87, 108, 235, 321, 322, 323, 527, 538, 539, 540, 563, 564

Traffic survey in Katpadi-Vellore. Conjeevaram in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100."

Traffic survey in Tirunelveli-Cape Comorin in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Delay in final implementation of the result of survey in Dindigul-Kudalur section of Madurai Division in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Traffic survey in Trivandrum-Cape Comorin in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Fixing a quota for Howrah Station for reservation of berths

Shri Halder: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100."

Failure to take adequate measures to eradicate corruption in Sealdah Division

Shri Halder: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

Slow speed of Upper India Express, resulting in inconvenience to the passengers

Shri Halder: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Corruption and mal-practices prevail in the printing department of Howrah and Fairlie place

Shri Halder: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Recognition of the Unions in the various zones

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Delay in appointing out-agent of North East Frontier Railway in Tripura.

Shri Dasaratha Deb: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs. 100."

Non-payment of compensation to the passengers wounded in Sonarpur rail accident.

Shri Halder: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

Exemption from fees for the children of Railway employees studying in the Railway schools at Bitragunta Gooty and Pakala.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Protection of railway employees from anti-social elements.

Shri Halder: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Failure of the railway administration to provide adequate defence measures at Badrapur, Assam—North-east Frontier Railway station—for railway workers at that station, subjected at present to Pakistan firings across the border in the closest proximity.

Shri Hem Barua: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs 100."

Failure of the North-east Frontier Railway administration to provide adequate amenities to the employees in respect of housing, education, medical aid etc.

Shri Hem Barua: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs 100."

Unsatisfactory treatment towards patients in the Railway Hospital, Lallaguda, Central Railway.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Open Line Works—(Revenue)—Labour Welfare be reduced by Rs. 100."

Need for a station at Ramavaram between Bhadrachellam Road and Colliery siding on the Central Railway

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Need to take up construction of Ramagundam-Nizambad link, Central Railway.

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Construction of a new railway line connecting Paradip Port with the Iron ore mines situated in Sukinda in Orissa

Shri Panigrahi: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Deplorable condition of the existing railway line from Rupsa to Banginiposi on the South Eastern Railway.

Shri Panigrahi: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Deplorable condition of the existing railway link from Palasa to Paralakhemundi

Shri Panigrahi: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Urgency of the construction of railway lines from Kalkali Ghat to Dharamnagar—Tripura

Shri Dasaratha Deb: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Urgency of the completion of survey work in the Second Plan for the construction of railway lines from Dharamnagar to Sabroom—Tripura

Shri Dasaratha Deb: I beg to move:

"That the demand under the head Construction of New Lines—

Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Delay in construction of broad gauge line to serve the area previously served by Barasat-Basirhat Light Railway

Shri Halder: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Failure of the Government to open new lines in the Assam sector of the North East Frontier Railway as also to Tripura.

Shri Hem Barua: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Inadequate provision for electrification of Tambaram to Villupuram—main line—in Southern Railway

Shri Tangamani: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Failure to allocate funds for opening railway lines in Tripura

Shri Dasaratha Deb: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Delay in construction of an under-bridge near Cuttack Railway level crossing with a view to connecting the Cuttack City with the National Highway.

Shri Panigrahi: I beg to move:

"That the demand under the head Open Lines Works—Replacements be reduced by Rs. 100."

Delay in constructing a platform on the new capital side at Bhubaneswar in Orissa.

Shri Panigrahi: I beg to move:

"That the demand under the head Open Lines Works—Replacements be reduced by Rs. 100."

Lack of facilities for passengers at Puri, Janakadeipur and Sakshigopal railway stations in South Eastern Railway.

Shri Panigrahi: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs 100"

Failure to undertake traffic survey in Madurai-Molur Karaikkudi in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Failure to undertake traffic survey in Virudhunagar - Aruppukottai in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100."

Lack of facilities for railway staff in 'India 1958' Exhibition.

Shri Tangamani: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Attitude of the administration of Southern Railway to written representations.

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Re-fixation of wages of Fitters and Assistant Fitters in signal and telecommunication department of the Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Failure to promote Assistant Fitters of Signal tele-communication Department to vacancies in Fitter posts in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Delay in completing Engineering and Traffic Survey of Bangalore-Salem in Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100"

Necessity of decentralising the railway administration.

Shri Kodiyar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100."

Failure of the Railway administration to fill up the quota reserved for Scheduled Castes and Scheduled Tribes for the various posts in the railways.

Shri Kodiyar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Victimisation of railway employees for genuine trade Union activities.

Shri Kodiyar: I beg to move:

"That the demand under the head Ordinary Working Expenses—

es—Administration be reduced by Rs. 100 "

Recognition of railway Employees' Unions in the various zones

Shri Kadiyan: I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Need for opening a new railway Division for Kerala with Headquarters at Olavakode

Shri Kadiyan: I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Discrimination in the payment of Hrakud construction (compensatory) allowances to staff in South-Eastern Railway

Shri Supakar: I beg to move

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100 "

Problem of and expenditure incurred on fuel consumption by railways

Shri Bimal Ghose. I beg to move

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs 100 "

Need for constructing a new railway line in Kerala connecting Quilon with Ernakulam via Alleppy.

Shri Kadiyan: I beg to move

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100 "

Need for constructing the Tellicherry—Mysore Railway line during the Second Plan period

Shri Kadiyan: I beg to move

"That the demand under the head Construction of New Lines—

Capital and Depreciation Reserve Fund be reduced by Rs 100 "

Question of ignoring Kerala State in the matter of construction of new Lines

Shri Punnoose: I beg to move

"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 in Kerala from Ernakulam to Quilon via Alleppey.

Shri Punnoose: I beg to move

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100 "

Inadequate measures for improving passenger amenities

Shri Kadiyan: I beg to move

"That the demand under the head Open Line Works—Development Fund be reduced by Rs 100 "

Failure to pay attention to repeated written complaints from Members of Parliament regarding repairs to carriages

Shri Naushir Bharucha. I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Failure to keep down costs of repairs and maintenance

Shri Naushir Bharucha I beg to move

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100 "

Failure to pay attention to requirements and convenience of passengers in designing fittings of coaches

Shri Naushir Bharucha: I beg to move

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100 "

Failure to develop adequate electrical power for traction, resulting in retardation of electrification of tracks

Shri Naushir Bharucha. I beg to move

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100 "

Failure to economise in the consumption of fuel

Shri Naushir Bharucha I beg to move

"That the demand under the head Ordinary Working Expenses—Operation (Fuel) be reduced by Rs 100 "

Failure to take up D na-Dasgaon project energetically

Shri Naushir Bharucha. I beg to move

"That the demand under the head Open Line Work—Additions be reduced by Rs 100 "

Failure to promote senior train examiners in Central and Western Railways

Shri Tangamani: I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Filling up posts of train examiners of grades Rs 150-225, and Rs. 200-300 in South Eastern Railway

Shri Tangamani: I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

es—Administration be reduced by Rs. 100 "

Delay in revising scales of platform foremen and inspectors working in the grade of Rs 150-225 in the Southern Railway as per Railway Board's orders

Shri Tangamani: I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Failure to promote suitably wheel tapers and gaugers of ex-SI. of Southern Railway

Shri Tangamani: I beg to move.

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Grievances and complaints of staff of Trich nopoly Jn in Southern Railway

Shri Tangamani: I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Reduction of commercial clerks in the Southern Railway

Shri Tangamani: I beg to move

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Failure to provide enough space in Express Trains for mangoes despatched from outstation Nagercoil in Southern Railway

Shri Tangamani: I beg to move

"That the demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs 100 "

Need to continue the supply of ice and aerated water in most of the trains.

Shri Tangamani: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

Contribution by railways to general revenue

Shri Bimal Ghose: I beg to move:

"That the demand under the head Dividend payable to General Revenues be reduced to Re 1"

Delay in opening out agency at Thranangalam to connect Salem in Southern Railway

Shri Tangamani: I beg to move

"That the demand under the head Ordinary Working Expenses—Operation other than Staff and Fuel be reduced by Rs 100"

Delay in carrying out the final location survey of the proposed Tildanga-Farakka-Khajuriaghat- Malda line of the N E Frontier Railway.

Shri Tridib Kumar Chaudhuri: I beg to move

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Failure to take any decision on the alternative route between Tildanga and Nimtita which has been surveyed already

Shri Tridib Kumar Chaudhuri: I beg to move.

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Failure to carry out the final location survey for connecting Balurghat, the headquarters of the West Dinajpur District in West Bengal with Raigunje of the N.E. Frontier Railway.

Shri Tridib Kumar Chaudhuri: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100"

Construction of Juh railway station in Kanpur

Shri Jagdish Awasthi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Construction of over-bridge at Govindnagar, Kanpur.

Shri Jagdish Awasthi: I beg to move.

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Running of local trains in Kanpur City

Shri Jagdish Awasthi: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Construction of halt stations at Pirajor and Binaur between Kanpur and Jhansi in Central Railway and Dhaul Salar in North Eastern Railway.

Shri Jagdish Awasthi: I beg to move

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100."

Need to raise the pay scale of the Apprentice Train Examiners in North-Eastern and South-Eastern Railways.

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100 "

Need to provide employment for Apprentice Train Examiners who have commenced training before 25th January, 1958

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Demotion of 24 persons who acted as Assistant Commercial Inspectors in the Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Need to have restaurant car throughout the journey in the Grand Trunk Express.

Shri Tangamani: I beg to move.

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs 100 "

Need to increase festival allowance of Rs. 75 or one month's wage to Rs. 120 or one month's wage in the Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs 100 "

Desirability of reducing the number of units to private caterers.

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs 100."

Desirability of increasing departmental catering throughout the Railways.

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs 100 "

Need for providing houses to employees in the Indian Railway Refreshments in Madurai, Coimbatore, Trichy and Madras

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs 100 "

Need for starting a holiday home in the South

Shri Tangamani: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs 100 "

Failure to take up construction of new lines in Southern Railway

Shri Tangamani: I beg to move.

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100 "

Failure to take up construction of new lines in the Ex-South Indian Railway of the Southern Railway.

Shri Tangamani: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Delay in electrifying stations when electricity is available in the neighbourhood.

Shri Tangamani: I beg to move.

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100"

Construction of waiting rooms on stations between Kanpur and Araul Railway Stations on North-Eastern Railway

Shri Jagdish Awasthi: I beg to move.

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100"

Failure to run another passenger tram between Kanpur and Jhansi Railway stations of Central Railway.

Shri Jagdish Awasthi: I beg to move.

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Failure to make arrangements for lighting of Gas Handas at Hamirpur Railway Station of Central Railway

Shri Jagdish Awasthi: I beg to move.

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Working of the Olavakkot Divisional Headquarters.

Shri Kodiyam: I beg to move.

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

Late running of trains especially on the Southern Railway.

Shri Kodiyam: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

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Need to construct an over-bridge on the platform of the railway station at Alwaye.

Shri Kodiyam: I beg to move:

"That the demand under the head Open Line Works—Additions be reduced by Rs. 100"

Need for establishing a metre gauge coach factory in Kerala.

Shri Kodiyam: I beg to move.

"That the demand under the head Open Line Works—Additions be reduced by Rs 100."

Necessity of providing platform coverings on those railway stations in Kerala which are not covered as yet.

Shri Kodiyam: I beg to move:

"That the demand under the head Open Line Works—Additions be reduced by Rs 100"

Need for more storage facilities in the railway goods sheds in Kerala.

Shri Kodiyam: I beg to move:

"That the demand under the head Open Line Works—Additions be reduced by Rs 100"

Need to construct over-bridges at level crossings near Shoranur, Calicut, Cannanore, Ernakulam Town, Ernakulam Jn and Quilon stations.

Shri Kodiyam: I beg to move.

"That the demand under the head Open Line Works—Additions be reduced by Rs 100"

Need to provide more space in the non-vegetarian refreshment rooms at Shoranur and Calicut.

Shri Kodiyam: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs 100"

Need to open a restaurant at Ernakulam Jn. to provide meals and light refreshments.

Shri Kadiyan: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs 100."

Need for providing more accommodation in the waiting rooms for third class passengers.

Shri Kadiyan: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs 100"

Failure to take energetic steps for minimising incidence of accidents on Railways.

Shri Naushir Bharucha: I beg to move.

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Question of Running Staff being forced to over-work under threats of suspension or disciplinary action

Shri Naushir Bharucha: I beg to move.

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Increased work-load on staff in charge of 'Block' working

Shri Naushir Bharucha: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Failure to provide adequate rest period to Running Staff on out station duty.

Shri Naushir Bharucha: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

es—Administration be reduced by Rs. 100."

Failure to take timely measures to instal safety devices, resulting in accidents

Shri Naushir Bharucha: I beg to move.

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Failure to allot Railway Quarters to staff promptly, allowing such quarters to remain vacant

Shri Naushir Bharucha: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

Need to introduce a Janata Express from Madras to Cochin Harbour terminus

Shri Kadiyan: I beg to move.

"That the demand under the head Miscellaneous Expenditure be reduced by Rs. 100"

Need to provide more accommodation in the Ernakulam-Trivandrum trains including upper classes

Shri Kadiyan: I beg to move.

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Need to give priority to landless Harijans in leasing out 'B' class lands of the Railways

Shri Kadiyan: I beg to move:

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100"

Need to survey the possibilities of electrification of Railway lines in Kerala.

Shri Kodiyam: I beg to move.

"That the demand under the head construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100"

Need for doubling the Cochin Harbour-Shoranur line to meet the increasing traffic.

Shri Kodiyam: I beg to move

"That the demand under the head Open Line Works—Additions be reduced by Rs 100"

Need for construction of Platform at Shindkhada, Western Railway

Shri Assar: I beg to move.

"That the demand under the head Open Line Works—Replacements be reduced by Rs 100"

Need for construction of new station between Shindkheda and Nardhana Stations Western Railway

Shri Assar: I beg to move:

"That the demand under the head Open Line Works—Replacements be reduced by Rs 100"

Failure to give adequate protection to lady passengers and other passengers also

Shri Assar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

Stoppage of city allowances to the Railway employees at Sabramati Station

Shri Assar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100"

Discrimination towards commercial clerks in the selection for higher post and claim tracers posts

Shri Assar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100"

Grievances of commercial clerks on the Northern, Central and Western Railways

Shri Assar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff by reduced by Rs 100"

Grievances of Station Masters and Assistant Station Masters of all Railways.

Shri Assar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100"

Need to provide stoppage for Deccan Queen at Karjat Station

Shri Assar: I beg to move:

"That the demand under the head Open Line Works—(Revenue)—Other Than Labour welfare be reduced by Rs 100"

Need for construction of a new station between Dhulia and Barnhar, Central Railway

Shri Assar: I beg to move.

"That the demand under the head Open Line Works—Replacements be reduced by Rs 100"

Failure to stop corruption on all the Railways

Shri Assar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

Need for extending Railway travel concession to nationally-organised indoor games like chess.

Shri Supakar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

Payment of compensatory allowances to station staff at Rourkela

Shri Supakar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs 100"

Failure to provide adequate amenities such as housing, education, medical aid to commercial clerks and other employees

Shri Assar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs 100"

Failure to give protection from anti-social elements to Railway employees

Shri Assar: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs 100"

Need for construction of new line connecting Manmad, Malegaon, Dhulia, Narohana

Shri Assar: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100"

Urgency of construction of Dindgaon Line

Shri Assar: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100"

Failure to take up survey of Konkan Line

Shri Assar: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100."

Import of sleepers from abroad

Shri Supakar: I beg to move:

"That the demand under the head Open Line Work—Additions be reduced by Rs 10."

Need for construction of over-bridge at Shakur Basti Station

Shri Assar: I beg to move:

"That the demand under the head Open Line Works—Replacements be reduced by Rs 100"

Need for construction of shed at Dhulia Railway Station

Shri Assar: I beg to move:

"That the demand under the head Open Line Works—Replacements be reduced by Rs 100"

Failure to construct over-bridge at Ambarnath Station

Shri Assar: I beg to move:

"That the demand under the head Open Line Works—Replacements be reduced by Rs 100"

Need to have restaurant car throughout in Delhi Express tram starting from Delhi to Ahmedabad and vice versa

Shri M. B. Thakore: I beg to move

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs 100"

Construction of rail link from Kakoshi to Sidhpur or Chhapi on Western Railway

Shri M. B. Thakore: I beg to move:

"That the demand under the head Construction of New Lines—

Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Construction of rail link to join Sami either from Harij or Bahucharaji on Western Railway

Shri M. B. Thakore: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100"

Construction of rail links from Taranga Hill to Timba or Varetha

Shri M. B. Thakore: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Construction of rail link from Kakoshi to Deesa

Shri M. B. Thakore: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100"

Construction of new rail link from Vijapur via Valam, Unjha, Bahsana to Radhanpur

Shri M. B. Thakore: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100"

Readjustment of posts in higher grade of Train Examiners on the Central Railway

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100."

Wages paid to extra labour gang between Vijayawada and Madras, Southern Railway

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the

head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Question of granting Central Pay Commission Scales to the gangmen engaged for maintenance works

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Reduction in the number of quarters for 1959-60

Shri T. B. Vittal Rao: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs 100."

Necessity to start construction of a railway line from Coimbatore-Satyamangalam-Chamarajanagar

Shrimati Parvathi Krishnan: I beg to move.

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100."

Inadequate maintenance of signal and telecommunication on South Eastern Railway resulting in unpunctuality of trains

Shri P. G. Deb: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100"

Need for two retiring rooms at Bamra Railway station on South Eastern Railway

Shri P. G. Deb: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

Need to turn the Parcel Express running from Calcutta to Nagpur into a regular Express train.

Shri P. G. Deb: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

Need for electrifying all the railway stations from Sambalpur Road station to Jharsuguda

Shri P. G. Deb: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100"

Need to give priority to the construction of Rourkela-Talcher via Barkote (Orissa) line in the South Eastern Zone.

Shri P. G. Deb: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100."

Need to shift the railway crossing existing on the Northern side of the Purulia station, South Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Open Lines Works—Development Fund be reduced by Rs. 100."

Lack of provision for more staff quarters and re-modelling of old quarters in Purulia Station, South Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Need for granting recognition to Eastern Railway Accounts Staff Association by the Railway authorities

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Lack of educational facilities for residents of Loco settlement in Purulia, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Labour Welfare be reduced by Rs. 100."

Delay in taking up construction of Salem-Hosur-Bangalore line

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100."

Need to reconstruct the existing foot-over-bridge in the Purulia Station South Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Open line Works—Development Fund be reduced by Rs. 100."

Supply of unhygienic and unfiltered water to the passengers and railway settlement in Purulia, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

Need to construct an over-bridge connecting the Loco and Traffic Settlements in Purulia, South Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100."

Need to raise the pay scale of the Travelling Ticket Examiners in railways

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Need to provide housing accommodation for Travelling Ticket Examiners in railways

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100"

Need to treat the staff working in checking department as running staff

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Failure to construct over-bridge at Sidhpur railway station on Western Railway

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Failure to rehabilitate the employees of the ex-railway caterers on the Western Railway.

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Need to introduce Indian type of latrines in bogies on the railways

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Need to introduce shower bath system in all the trains especially in Gujrat Mail

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Need to stop all local trains at newly opened station of Shobhasan on Western Railway

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Need to reduce monthly collections by Travelling Ticket Examiners from Rs. 500 to Rs. 100 or less on Western Railway

Shri M. B. Thakore: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Delay in the introduction of interlocking system of signalling at stations along Grand Trunk route

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operation other than staff and Fuel be reduced by Rs 100 "

Necessity of doubling track from Arkonam to Coimbatore on South-West broad gauge section of Southern Railway

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100 "

Necessity of constructing a new line from Kalkalighat to Dharmanagar

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs 100 "

Delay in completing traffic survey of Katpady-Vellore-Kancheepuram link

Shri Sampath: I beg to move

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100 "

Delay in completing the engineering and traffic survey of the Salem-Bangalore link

Shri Sampath: I beg to move

"That the demand under the head Miscellaneous Expenditure be reduced by Rs 100 "

Failure to promote wheel tapers and gaugers of ex-S. I. Railway of Southern Railway

Shri Sampath: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Need to decentralise the railway Administration by creating smaller zones

Shri Sampath: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Failure to fill up the seats reserved for Scheduled Castes and Scheduled Tribes for various posts

Shri Sampath: I beg to move.

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Need to create proper avenues for promotion of the ticket checking staff

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs 100 "

Failure to replace the defective locomotives assigned to Southern Railway in large number

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs 100 "

Need to construct a new railway line from Salem to Tiruchy via Rasi-puram, Namakkal and Musiri

Shri Sampath: I beg to move:

"That the demand under the head Construction of New Lines—

Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Need for constructing a new line from Karur to Dindugal via Chinna Dharapuram

Shri Sampath: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100"

Need to continue the supply of ice and aerated water in most of the trains

Shri Sampath: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100"

Failure to construct new platforms and take up improvement works at Madras Central station.

Shri Sampath: I beg to move:

"That the demand under the head Open Line Works—Development Fund be reduced by Rs. 100"

Question of re-fixation of pay and seniority of the ex-service men observed in the Locoshed, Purulia, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Need to carry out job analysis of the duties of Supervising Pointsmen and Pointsmen of Nimdi and Barahabhum Stations under Adhra District, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Question of promotion of Pointsmen to Shuntmen in the Adra District, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Irregularities in the recruitment of casual labour under Public Works Department, in Chandil-Adra District, South-Eastern Railway

Shri B. Das Gupta: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Indiscriminate transfer of staff

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Delay in supply of stores to Carriage, Loco and Wagon Sheds

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

Increase in workload in Carriage, Loco and Wagon Sheds

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100"

Grievances of the operating staff

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100"

Delay in payment of over-time allowances

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Ordinary Working Expenses—Operating Staff be reduced by Rs. 100."

Delay in settlement of Provident Fund claims

Shrimati Parvathi Krishnan: I beg to move:

"That the demand under the head Ordinary Working Expenses—Miscellaneous Expenses be reduced by Rs. 100."

Need for change of the D. A. rules of Railways, 1948

Shri P. G. Deb: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100"

Necessity of introducing at least two years training for technical staff of the Railways before appointment to a job

Shri P. G. Deb: I beg to move:

"That the demand under the head Ordinary Working Expenses—Administration be reduced by Rs. 100."

Need of a refreshment room at Shahdol between Bilaspur and Bhopal in the South Eastern Railway

Shri P. G. Deb: I beg to move:

"That the demand under the head Ordinary Working Expenses—Repairs and Maintenance be reduced by Rs. 100."

Need to construct a railway line from Benspari to Barua via Kolda in the South Eastern Railway

Shri P. G. Deb: I beg to move:

"That the demand under the head Construction of New Lines—Capital and Depreciation Reserve Fund be reduced by Rs. 100."

Need to meet immediate demands of coaches by inviting tenders from contractors

Shri P. G. Deb: I beg to move:

"That the demand under the head Open line Works—Additions be reduced by Rs. 100."

Mr. Deputy-Speaker: These cut motions are now before the House.

Shri Naushir Bharucha: Mr. Deputy-Speaker, Sir, I desire to invite the attention of the House to the increase in the incidence of railway accidents, and I propose to analyse the causes, and find out to what extent the human element is responsible for it and to what extent neglect of the administration itself.

Sir, the remarks which I make relate largely to the Central Railway, Bombay Division, where some accidents recently took place. There is a large number of causes why accidents take place, apart from the so-called failure of human element. The first is defective repairs to locomotives, coaching stock as well as permanent way. It would appear that in this respect the National Railway Mazdoor Union, Running Staff Branch, Bombay Division, drew pointed attention of the hon. Railway Minister, but it appears that still energetic action is not being taken.

In the first place, those repairs which are booked by drivers are not attended to promptly, partly on the ground that necessary stores are not available—being in short supply—and partly on account of defective workmanship. Later on, when there

is an accident the blame might be attributed to failure of human element. The point is this. If you are spending so much on our repair workshop, it is necessary that this aspect of the question should be looked into. I do not know whether a special check is imposed on this that the repairs booked by the drivers must be particularly attended to.

Secondly, there is increased workload on the running staff. This is important, because in Bombay the drivers are forced to work anything up to 16 to 18 hours a day under the threat of suspension or disciplinary action being taken against them. It is a very important point. When we talk of failure of human element, we cannot over-work the human element and then complain of its failure. You cannot then say that if anything happens the blame will lie on the Running Staff. 80 to 100 hours over-time per month is not something unusual. I would ask the hon. Minister, if he is asked to over-work like this and, some slip occurs, would he blame himself or would he blame the over-work? It is necessary this aspect must be looked into very carefully. I repeat, Sir, this is the complaint of a responsible body like the National Railway Mazdoor Union. The running staff is made to work as much as 16 to 18 hours under threat of disciplinary action or suspension. If they refuse to go on duty, then, probably, explanation is demanded and action is taken against them. At least the threat of action is there.

I am told, Sir, that the hours of recess have been properly fixed by so many awards but they are not being followed in actual practice. Do not blame the human element afterwards.

Then, in the matter of "Block" working, there is increased workload on the staff in charge of "Block" working. That is to say, they are required to perform additional duties which normally fall to the lot of

commercial clerks and coaching clerks. I think the time has come when there must be a complete division of personnel employed on block working and those employed on the commercial side. It may be true that in some places where the commercial traffic is not heavy, it may not be economical to do so. But in Bombay division, I cannot imagine that there can be any case where this "Block" working staff can be given additional duties. This is another point which requires to be looked into. Block working is an extremely responsible job, and the attention of the man must be kept concentrated on "Block" working alone and not anything else.

15 hrs.

If an accident occurs, we say that there has been a failure of human element. The hon. Minister should remember that the human element has its responsibilities but also its limitations, and these are some of the reasons, not given by me, but by experienced Union men who have been for years and years connected with the actual working of the railways.

In the matter of outstation rests, there is an unrealistic approach to the needs of the running staff. That is because the hours are so arranged that the period of rest given is such that it is neither useful nor can be taken advantage of. For instance, if the driver has got work for four hours and if he is given outstation rest for four hours and if he has again to go to work for another period of four hours, the rest is of little use. Or, if, after working his normal hours he has a rest for four hours, away from his home, even then, that type of rest is completely useless to him. It is as bad as being on duty. Therefore, the question of outstation rests requires to be looked into.

One important point for which I shall blame the Railway Administration is that accidents are fairly often due to the fact that the Administra-

[Shri Naushir Bharucha]

tion fail to provide in time safety devices and action is taken only after an accident has occurred. I can enumerate instances. The inter-locking gates were not properly installed until after the accident of May, 1953. Platform repeaters are not provided. If the platform is in a curve the guard cannot see some signals, and in that case, a repeater is kept on the platform. When a platform repeater was very necessary, it was not placed in spite of attention having been drawn of the Administration to the need of such a platform repeater signal, which was installed only after an accident took place in June, 1954.

Then again, there is the question of not shifting signals to the correct places in spite of the fact that the drivers have repeatedly drawn the attention of the authorities to this fact. The thing was not remedied until the accident at Dockyard Road Station occurred in September, 1955. The vacuum gauges in drivers' cabs were not provided until after the Sewri accident of 2nd June, 1957.

Wipers on look-out glasses and automatic control signals were not devised until after the accident at Diva on the 24th June, 1958. It seems that the Railway Administration becomes wiser and energetic only after a serious accident takes place and there is considerable commotion in the press about it.

These are the things which require to be looked into before-hand. It is not as if the Government is not getting sufficient warning of these. They do get warnings, but in spite of that, the Administration, for one reason or another, does not take up the suggestions.

Another point is this. The code under which the drivers run the trains, particularly, the local trains in Bombay city, requires examination. That code requires drivers and guards to take certain actions in conditions of emergency. But the code was framed years ago, when the

traffic was not even-fourth of what it is now. New intermediate stations have cropped up, but really, the working of the code is an impossibility. The other day, the hon. Minister said that if all the rules laid down are complied with, there will be no railway accident. The point is, if we try to comply with one rule, then automatically there is a break of another rule. I had occasion to study this in one case where I am suing the Railway Administration for damages, and when I had studied this code to some extent, I found that the whole thing is in a mess. The code is outmoded and it has to be carried out at a time when the traffic has become so very intensive. The code is out-moded; then the hon. Minister says that the human element fails but they will not carry out a revision of the code. I am sure if the hon. Railway Minister were a railway driver, he would find it impossible to comply with those rules himself. A committee is necessary to examine all these rules.

I give the drivers credit. Under these conditions, they are working still.

Mr. Deputy-Speaker: One can have that knowledge even without having been a driver. The hon. Member has that knowledge!

Shri Naushir Bharucha: I was rather wonderstruck at the way in which the drivers pick up their signals out of a bunch of signals. The signals look just like Diwali lights. One does not know which is which, but still, the drivers carry on. Under such conditions, it is very necessary that these aspects are looked into. The average calibre of the people who are entrusted with the charge as pointsmen, etc. is such that it is humanly impossible to expect them to comply with so many self-conflicting rules. Therefore, I submit that it is no use the hon. Minister complaining that there are so many accidents and they are due to human failure. Why is it that the

human element fails? I want that the causes for the failure of the human element should be looked into, because there is also psychological aspect about this, apart from the physical and the human aspects

श्री चंद्रम रेव (चम्बा) उपाध्यक्ष महोदय, सत्य और वास्तविकता का निरीक्षण, परीक्षा और मार्गदर्शन और पथ प्रदर्शन इस माननीय सदन का कर्तव्य है केवल दोष दर्शन से ही गुजारा नहीं हो सकता और न ही केवल भाड बन कर और प्रशंसा के पुल बांध देने से काम चल सकता है।

इस माननीय सदन में कुछ लोगों ने बजट के धारम्भ में पूरे जोर के साथ कहा कि बजट को पढ़ने और सुनने के बाद सब में निराशा फैल गई, कर्मचारियों में भी, सदन में भी और जनता में भी। मैं हैगन हुआ यह बात मुन करके क्योंकि १९५०-५१ में हमारी पूँजी ८९८ १५ करोड़ थी जा कि आज १०२८ ९८ करोड़ हो गई है। मार्ग ४२७६ ८८ मील मन् १९५० में था जो कि अब ३४८८८ ८७ मील हो गया है। इसी तरह जहा आय मन् १९५०-५३ में २७० ०८ करोड़ थी आज मन् १९५३-५८ में वह ३८० ९९ करोड़ हो गई है और मन् १९५८-५९ में ३९५ ०३ करोड़ हो गई है। अब इन मांगे आकड़ों की मीज़दगी में यह कहना कि निराशा छा गई है वा तब में वास्तविकता में मुह फेरना है या मय से इन्कार करना है या जैसे कि नीतिशास्त्र में कहा भी है

“उलूको यदि न पश्यति दिनकरे सूर्यस्य कि दूषणम्”।

बाहर से जो हम अपनी रेलवेज के लिए खरूरी सामान मगाते हैं जैसे रेल के डिब्बे या इंजन आदि, उनकी तरफ हमारे रेलवे अंचालय का पूरा ध्यान गया हुआ है।

इसके साथ ही साथ मैं यह देखना हूँ कि मार्गों के सम्बन्ध में, नये पुलों के निर्माण में, मार्गों के नवीकरण की ओर भी रेलवे मंत्रालय का ध्यान आकृष्ट हुआ है और कुछ नये मार्गों का निर्माण भी हो रहा है। मैं तो ऐसा सोचना हूँ कि हमारे माननीय रेलवे मंत्री अपने मामले सम्पूर्ण भारतवर्ष का चित्र रखने हैं और चारों ओर उनकी दृष्टि जाती है और उनके दिल में मांगे देश की रेलवे की सुविधा प्रदान करने का ध्यान रहता है। किन्तु मालूम नहीं दुर्भाग्य से पहाड़ों के ऊपर जिनसे उनकी भी बहुत प्यार है, उनकी दृष्टि क्यों नहीं गयी। मौ साल पहले शिमला तक सड़क गयी थी, और आज तक एक डब भी वहाँ में आगे नहीं बढ़ी है। यह ठीक है कि अंग्रेजों का राज्य एक पुलिस राज्य था, इन्जिनाम का राज्य था। उनके सिवा उनके मामले और कोई बड़ी बात नहीं थी, और शिमला उनकी एक गेजगाह थी लेकिन आज तो यह राज्य जनकल्याणवादी राज्य है। खाम तौर कर मद्रास में लागू मन आन फल लवड़ी और औपचिया मार्केट में जाती है लेकिन उन पर भाडा इतना पड जाता है कि गरीब जनता की जेब में कुछ नहीं जा पाता। अंग्रेज के राज्य में उस तरह का कुछ सबेँ हुआ था लेकिन अब अपने राज्य में कोई भी बात नहीं हुई बल्कि शिमले का जा भाडा है वह भी दूसरी जगहों से तीन गुना ज्यादा है। एक गुना मंत्री जी ने कम कर दिया है। इसको मैं समझ सकता हूँ कि रेलवे एक कर्मशियल विभाग है लेकिन साथ ही साथ यह नहीं भूलना चाहिए कि यह जनता के कल्याण का भी विभाग है। हिमाचल में अगर महामू में लोहे की कई खानें हैं जो पहले चलती थी। उनका आज भी चलाया जा सकता है। लेकिन आज जब हम उनको चालू करने में कोशिश करना चाहते हैं तो सबसे पहली बात यह सामने आती है कि ट्रांसपोर्ट नहीं है। तो मैं माननीय मंत्री महोदय की सेवा में मन्त्र निवेदन करूँगा कि इस तरफ भी वह ध्यान दें क्योंकि सबसे

[श्री. पद्म देव]

बड़ी स्ट्रेटज, तो लोगों की गरीबी को दूर करना है, केवल देश पर हमला करने वाले शत्रुओं को मारना ही आज की स्ट्रेटजी नहीं है। आज के जमाने में गरीबी सबसे बड़ा शत्रु है।

इसी तरह से पठान कोट से भागे सड़क जितनी बनी थी उतनी ही बनी है। अगर यह और थोड़ी भागे उतरे तक चली जाये तो चम्बा बगीरह के इलाके के लोगों को बहुत फायदा पहुँच सकता है।

तीसरे जोगेन्द्र नगर तक जो सड़क डिक्सनेक्ट हो चुकी थी वह चालू हो गई है। मची महोदय को मालूम है कि मंडी में सफ़ेद नमक भी निकलना शुरू हो गया है। पहले वहाँ काला नमक निकलता था। वहाँ नमक की नदिया बहती है। कास्टिक सोडा के सम्बन्ध में भारत सरकार से बान-चीत भी की थी। लेकिन सबसे बड़ा सबाल यातायात का है। हमको वहाँ से पानी जोगेन्द्र नगर नालिया बनाकर लाना होगा क्योंकि यातायात की मुविजा नहीं है। आज वहाँ यातायात के साधन बनाने से बहुत फायदा उठाया जा सकता है। अश्विन तो मनाली तक रेल जानी चाहिए ताकि वहाँ के फन और घान् मंडी तक आ सके।

राजवन पोटा तहमील में मीमेट का कारखाना बन सकता है। लेकिन जब जांच पड़ताल की जानी है तो वही यातायात के साधनों का सबाल उठता है। जगाधरी में नौ दस मील तक अगर रेलवे हो जाये तो उस इलाके के गरीबों को बहुत फायदा पहुँच सकता है। और वहाँ मीमेट भी बन सकेगा। इसके अलावा वहाँ पर लोग बहुत गन्ना पैदा करते हैं। वहाँ पर खडसारी की एक फैक्टरी भी बनायी गयी थी। लेकिन वहाँ जो गन्ना होता है वह उसके लिये काफी नहीं होता था और बाहर से गन्ना मंगाने का सवाल था।

इसलिये शायद वह खत्म हो गयी होगी या सिसक रही होगी। इसी तरह से किन्तपुर से मंडी की धोर घास लाइन बना सकते हैं। आपके सामने तो सारे देश का नक्शा है। मेरा निवेदन है कि इन पहाड़ी इलाकों की तरफ आप ध्यान दें तो उनकी उन्नति हो सकेगी।

यहाँ कहा गया है कि हम बाहर के माल पर बहुत निर्भर कर रहे हैं, आत्मनिर्भर होने पर ध्यान नहीं देते, और यह भी कहा गया कि तनखाहें घटायी जायें। इसके तो मैं हफ में नहीं हूँ। लेकिन मैं समझता हूँ कि शायद रेलवे बोर्ड को इस बात का ख्याल हो कि हमारे मिनिस्टर कम तनखाह लेते हैं, प्राइम मिनिस्टर कम तनखाह लेते हैं और हमारे देश के राष्ट्रपति कम तनखाह लेते हैं। यह तो ठीक है कि जो लोग बाहर से आये हैं वे नौ जितना मांगेंगे देना होगा लेकिन जो लोग इस देश के हैं और जो इस देश को ऊँचा ले जाना चाहते हैं उनके सामने एक चपरासी को तो ७० रुपये मिले और उनका तीन चार पाँच हजार में भी गुजाग न हो यह कहाँ तक ठीक है। आज के जमाने में यह कुछ जर्म की भी बात नजर आती है। क्या उनके दिल में देश के लिये दर्द नहीं है। मैं समझता हूँ कि एक चपरासी और एक क्लर्क भी भूखा मर सकता है अगर वह देखे कि उसमें ऊपर वाले भी भूखे मरने को तैयार हैं। तो जैसा कि मैं ने पहले धर्ज किया था आज सवाल यह नहीं है कि कोई आदमी करण्ट क्यों है, लेकिन आज तो बड़ी डाह यह है कि एक आदमी करण्ट से बहुत आगे बढ़ गया और मैं वहाँ तक नहीं पहुँच पाया। आज हालत यह है कि एक तो जितनी तनखाह मिलती है दूसरे की उसमें इतनी ज्यादा मिलती है कि वह उसका ख्याल भी नहीं कर सकता। तो आज डाह इस बात की है कि मुझे इतना कम क्यों मिलता है। करना हिन्दुस्तान तो ऐसा देश है कि वहाँ के आदमी भूखे मरना स्वीकार

कर लेंगे। अगर उनको मालूम हो कि ऊपर वाले भी वेस के लिये बीमा करने को तैयार हैं। यह तो ठीक है कि कुछ भ्रष्ट रहेगा लेकिन ऐसा तो नहीं होना चाहिये कि एक को तो खाना हजम करने के लिये चूरन खाना पड़े और दूसरे को अपने पेट की अग्नि शान्त करने के लिये पेट पर पत्थर बाधना पड़े।

लेकिन इसके साथ साथ मैं यह भी कहूँगा कि रेलवे विभाग ने बहुत अच्छा काम भी किया है। इस विभाग में ११,११,०२६ लोगों को रोजगार मिल रहा है। यह ठीक है कि जितना इन लोगों के लिये इन्तिजाम होना चाहिये अच्छे मकानों का, अच्छे खाने पीने आदि का उतना नहीं है, जितना बच्चों को शिक्षा के लिये इन्तिजाम होना चाहिये उतना नहीं है। लेकिन फिर भी रेलवे विभाग ने अपने कई कर्मचारियों के लिये बहुत कुछ किया है। उनके बच्चों के खेलकूद का इन्तिजाम किया है, पढ़ाई का, चिकित्सा आदि का जो इन्तिजाम किया वह विचारणीय है।

मुझे इस बात की बड़ी खुशी है कि ग्राज कोम्प्रापरेटिव सोसाइटीज का भी काम बहुत आगे बढ़ रहा है। इस वक्त कोम्प्रापरेटिव सोसाइटीजों के ११ लाख रेखवे के कर्मचारियों में से आधे के करीब मेम्बर हैं और कोम्प्रापरेटिव सोसाइटी का कॅपिटल ६१३ ३१ लाख रुपये है। तो मेरे कहने का मतलब है कि जहाँ कुछ खराबिय हैं वहाँ बहुत भी अच्छाईयाँ भी हैं।

श्री पूलचर दूबे (फर्रुखाबाद) उपाध्यक्ष महोदय, मैं माननीय रेलवे मंत्री को जो बजट उन्होंने पेश किया है उसके लिये बधाई देता हूँ। मेरे इलाके में बहुत से स्टेशनों के प्लेटफार्म ढक दिये गये हैं उसके लिये मैं उनको धन्यवाद देता हूँ। परन्तु एक अजीब बात यह मालूम होती है कि ग्राज हम लोग दूसरी पंचवर्षीय योजना के तीसरे साल में हैं और वह साल ३१ मार्च को खत्म होने वाला है, पर देखने में यह आता है कि ग्रामदनी तो कम हो रही है और खर्च बढ़ रहा है। ग्रामदनी में साढ़े चार करोड़ की कमी हो

गयी तो खर्च में ५ करोड़ बढ़ गया। दूसरी पंचवर्षीय योजना के तीसरे साल में होना तो यह चाहिये था कि यातायात बढ़ने के साथ साथ रेलवे का ग्रामदनी भी बढ़ी। ग्रानरेबल मिनिस्टर ने फरमाया है कि ग्रामदनी न बढ़ने की वजह यह हुई कि ट्रकों से माल कम आने-जाने लगा। उन्होंने बताया कि सन् १९५५-५६ में हम ने ११४ मिलियन टन माल उठाया था, सन् १९५६-५७ में १२४ मिलियन टन उठाया, और सन् १९५७-५८ में यह नौबत आई कि जहाँ १२ मिलियन टन का इजाफा होना चाहिये था वहाँ कुछ ५ मिलियन टन का ही इजाफा हुआ और मिलियन टन की कमी होगी। इसकी वजह यह बताया जाती है कि बहुत सा माल तो ट्रक ले जाते हैं और गल्ले की यातायात कम हो गयी है। जहाँ तक ट्रकों का तात्सुक है यह बात कम समझ में आती है कि उनकी वजह से घाटा हुआ है। क्योंकि जहाँ १४४ मिलियन टन का मामला था वहाँ कुल सात मिलियन टन की कमी हुई है। यह तो बहुत थोड़ा हिस्सा कम हुआ। प्रश्न यह है कि इतना कम होने का, ट्रकों में माल ज्यादा जाने का और ज्यादा किराये वाला माल जाने का कारण क्या है और इसका इलाज क्या है इसका यह तो इलाज नहीं है कि हम रोड ट्रांसपोर्ट को किसी भी तरह का जरा सा भी धक्का पहुँचाया या उसको बन्द कर दें क्योंकि ट्रकों से भी लाखों लोगो की परवरिश होती है, उनको काम मिलता है। अगर आप उन सब लोगो को काम नहीं दे सकते हैं तो मैं समझता हूँ कि ट्रकों पर जरा सा भी किसी तरह का प्रतिबन्ध लगाना बड़ी गलत बात होगी। जो किताब रेलवे विभाग द्वारा हममें बाँटी गई है उसको देखने से पता चलता है कि साढ़े तीन करोड़ रुपये के करीब रेलवे को कम्पेंसेशन के तौर पर देना पड़ता है उस माल का जो लो जाता है। इसके अलावा और भी करोड़ों रुपये का माल होना है जिसका कोई मुद्दाबजा नहीं देना पड़ता है, जिसके बारे में

[श्री मू. न. च. व. वृ. व.]

कोई मुकदमे दायर नहीं होते हैं। मेरा खयाल तो यह है कि चाहे वह पब्लिक का माल हो और चाहे खोये हुए माल का रेलवे को मुआवजा देना पड़ता हो, हर हालत में नेशनल लास है, कौम का नुकसान है। इस पर हमें किसी न किसी प्रकार की रोक लगानी ही चाहिये।

इसके सम्बन्ध में मैं एक सुझाव देना चाहता हूँ। मैं चाहता हूँ माननीय मंत्री महोदय उस पर विचार कर लें। मैं चाहता हूँ कि हम लायजन आफिसर्स की नियुक्ति करें और वे उन स्थानों पर रहें जहाँ से ज्यादा माल लादा जाता है। उनका काम यह हो कि जिन व्यापारियों का माल जाता है उनके पास जा कर उनको हर प्रकार की सुविधाये देने का प्रयत्न करें। इस प्रकार कं. मू. बि. रा. दे. ने का प्रयत्न करने के लिये रेल फर्मचारियों या लायजन आफिसर्स की नियुक्तिया की गई तो इसके कई लाभ होंगे। पहला लाभ तो यह होगा कि आपको माल ज्यादा मिल सकेगा और दूसरा यह कि आज जो रिक्वैट चलती है वह बन्द हो जायेगी और आपका काम भी अच्छी तरह से चल सकेगा। इसमें लोगों की जो तकलीफें हैं या जिन कठिनाइयों का उनको सामना करना पड़ता है वे भी दूर हो जायेंगे और ट्रक्स का मुकाबला भी आप कर सकेंगे। मैं चाहता हूँ मंत्री महोदय इस पर गौर कर लें और हो सके तो लायजन आफिसर्स नियुक्त करें।

अब मैं एक रेलवे लाइन के बारे में सुझाव देना चाहता हूँ। जिनने भी रेलवे मिनिस्टर बने हैं उनके मामले हमेशा मैं ने उसके बारे में मांग की है लेकिन सभी इसको किसी न किसी बहाने टालते आ रहे हैं। मैं ने हमेशा चाहा है कि फर्रुखाबाद से शाहजहानपुर को मिलाने के लिये एक रेलवे लाइन बनाई जाये लेकिन हर एक की तरफ से कहा जाता रहा है कि पैसे की कमी है। मसल में नहीं आता है कि यह पैसे की कमी का सवाल क्यों पैदा होता है। एक तरफ

तो आप फर्रुखाबाद से कानपुर तक रेलवे लाइन की डबल कर रहे हैं और पार साब उस पर काम की शुरुआत हो गया है। इस लाइन पर अगर पांच छः लाख रुपये की मील भी खर्च आये तो १२० मील के इस टुकड़े पर साठ आठ करोड़ के करीब खर्च आयेगा। इस दुहरी लाइन को बनाने की जरूरत यह बताई जाती है कि जो इकहरी लाइन है उस पर जितना माल हम ले जाना चाहें या हमें ले जाना चाहिये वह नहीं ले जा सकते हैं। मैं आपको एक सुझाव देना चाहता हूँ। भुगलसराय से लखनऊ को तीन लाइनें जाती हैं। आप जितना माल फर्रुखाबाद से कानपुर वाली लाइन पर ले जा सकें, जितनी बैग्स जा सकें, उतनी बैग्स तो इस रास्ते से भेजें और बाकी भुगलसराय से लखनऊ भेज सकते हैं जहाँ से लखनऊ तक तीन लाइनें जाती हैं। लखनऊ से शाहजहानपुर और आगे तक के लिये डबल लाइन अपने आप मौजूद है इस वास्ते कोई टुक नजर नहीं आता है कि आप उसको डबल लाइन बनायें। उम्मी रुपये में आप शाहजहानपुर और फर्रुखाबाद तक की लाइन बना सकते हैं और इन दोनों को मिला सकते हैं।

मैं आपको यह भी बनलाना चाहता हूँ कि यह सिर्फ लाइन बनाने की ही बात नहीं है। फर्रुखाबाद के पास दो नदिया बहती हैं और ये उमी जिले में है। एक तो गंगा है और दूसरी राम गंगा। ये दोनों एक दूसरे से सात आठ मील के फायदे पर हैं। इनमें हर साल बाढ़ आती है जिस की वजह से जो करीब सौ मील का रकबा है, उसको नुकसान पहुँचना है। मैं समझता हूँ यह रकबा हमारा मील का है और इस सब रकबे को नुकसान पहुँचता है। इस बाढ़ के कारण जो फसलें हैं वे मारी जाती हैं। १९५३-५४ के नुकसान का मैं ने डिस्ट्रिक्ट मैजिस्ट्रेट से जब पूछा जा पूछा तो मुझे बताया गया कि नुकसान करीब १६ लाख का हर साल हुआ है और इस

नुकसान का अन्धाबा उन्होंने एक रुपया की किसी भी तरह से सही मापन नहीं देता है। वेरा अन्धाबा है कि कम से कम ७५ लाख का नुकसान हर साल होना है आप करोड़ों रुपये का गल्ला घीप यह नुकसान गल्ले का होता है गल्ले की फसल तबाह हो जाती है। बाहर से मंगा रहे हैं और उसको सबसिद्धाज करके यहाँ बँच रहे हैं। लेकिन यह पर जो करोड़ों रुपये का गल्ला हर साल तबाह हो जाता है, उसकी तरफ आपका ध्यान नहीं जाता है। यह जरूरी है कि उस गल्ले की हिकाजत हो। इस तरह से अगर पुल बनाने का इंतजाम हो जाता है और साथ ही साथ अगर रेलवे लाइन निकल जाती है तो वह इसका जो बहुत पिछड़ा हुआ है, जिस इलाके के लोगों को हर साल कितनी ही हानि मंहनी पड़ती है उससे वह बच सकता है और उत्पादन भी बढ़ सकता है। दूसरी लाइन करने पर आप जो खर्चा कर रहे हैं, उस रुपये का उपयोग आप इस लाइन को बनाने के लिये कर सकते हैं।

दिल्ली में आप यमुना पर एक ब्रिज बना रहे हैं और इसके बारे में कहा जाता है कि गाजियाबाद और तुगलकाबाद के बीच एक लाईन बनाई जाये और इसके लिये यमुना ब्रिज बनाना आवश्यक है। इसमें आप कहते हैं कि कुछ घंटों का फर्क पड़ सकता है माल के आने जाने में। मैं समझता हूँ कि इस तरह की स्कीम किसी भी तरह में ठीक मान्य नहीं होती है। जहाँ पर लाखों आदमियों को फायदा पहुँच सकता है, लाखों आदमियों की गरीबी का इंतजाम हो सकता है, उनकी गरीबी दूर हो सकती है, खेती का नुकसान बच सकता है, उनको तो आप हाथ में नहीं लेते हैं और इस तरह की स्कीम को हाथ में लेते हैं जिस से कुछ थोड़ा सा फर्क सामान को आने के जाने में पड़ सकता है, यह अनुचित मान्य देता है।

अन्त में मैं इतना ही कहना चाहता हूँ कि जिस लाइन को बनाने का मैं ने सुझाव दिया है, उस पर माननीय मंत्री महोदय

महानुमतिपूर्वक विचार करें और इस लाइन को बनाने की कोशिश करें।

Shri N. C. Laskar (Cachar—Reserved-Sch Castes). At the very outset, I congratulate the hon. Railway Minister for so many assurances that he had given on the floor of the House day before yesterday regarding giving scope to the Members of Parliament to put forth their demands and grievances in the informal meetings with General Managers of their respective zones, giving instructions to the General Managers for filling up the quotas in services reserved for the Scheduled Castes, scheduled Tribes and Anglo-Indians if the Railway Service Commission fails to fill up the quota and opening of new Railway line from Patherkandi to Dharmanagar.

Although my constituency is very much neglected

Mr. Deputy-Speaker: By yourself or by somebody else?

Shri N. C. Laskar: By the railways

Although my constituency is very much neglected, yet I cannot but appreciate the services rendered by the Railway Board and the considerable progress made by the railways in many fields in other parts of the country such as opening of new lines, converting metre-gauge into broad-gauge, giving more amenities to the passengers such as sleeping accommodation, electric fans in the third class coaches, progress in the indigenous production of rolling stock and so on. We are proud of the Chittaranjan Locomotive Works and the Integral Coach Factory at Perambur.

But when I look back to the condition of the railways in the State of Assam, especially in my constituency. I sometimes doubt whether the railways there are under the same Railway Ministry or the same Railway Board. I am referring to the condition of the railways in the North Eastern Frontier in Assam, especially the branch lines in my constituency—branch lines from Lunding to Badarpur in the hill section, Badar-

[Shri N. C. Laskar]

pur to Silchar, Karimganj and Lalaghat and Karimganj to Dullabchheia and Patharkandi. There is much deterioration of administrative and operational efficiency in these lines. All those defects already mentioned by the Members of Parliament on the floor of the House are in existence in those areas—late running of trains, over-crowding, lack of lighting arrangements in the night trains, non-replacement of old, dilapidated locomotives, coaches and wagons etc.

Mr Deputy-Speaker: Order, order. There are so many voices reaching me that I find it difficult to know which I have permitted and which is unauthorised.

Shri N. C. Laskar: I will now take up the railway line from Luning to Badarpur. There are so many restrictions. There are only two up and down trains. Practically this line is running through mountains and tunnels. It is an old line. There is so much overcrowding in the trains and old dilapidated locomotives, coaches and wagons are placed there. There is no replacement. Practically speaking this is the lifeline of that area. Even after eleven years of independence we have no road connection with other parts of India up till today. This is the only railway line which is giving us all the required food commodities and other things. Therefore, I draw the attention of the hon. Minister to it and request him to give some attention to keep this line intact by looking to its maintenance. Naga trouble is there and there are some target points of those people i.e. Naga hostiles on this line. I think the Railway Ministry should pay special attention for the protection of this line.

About the speed of the train, let me give one instance. It takes about three hours from Silchar to Karimganj to cover a distance of about 30 miles. Before partition, the Surma Mail took less than an hour and a half to cover this distance. We find

that we are progressing in the reverse direction. Naturally, the passengers prefer the costlier bus transport. These are the causes for the fall in passenger traffic.

In my constituency there is Badarpur Junction. Before partition, it was a first-class station. Now it has been degraded to third class station because it is considered to be on a branch line. There are six or seven trains entering and leaving this railway station every morning and evening but there is no arrangement for platforms except for one or two. I think the Railway Administration will consider to give more platforms there and at least one overbridge also.

Now I shall talk about another junction at Katakhal. There is no proper lighting arrangement at the platform. The only petromax light is in the tea stall which shows the way to the passengers at night. If the Government fail to provide electric light and other things, I request them to give some petromax lights or some kerosene lamps to that junction.

The present time-table is creating great inconvenience to the public coming from Silchar to Pandu. I do not know what necessitated the change of the former time-table. The through coach from Silchar to Pandu is attached to a train which leaves at 2.45 p.m. and after coming 19 miles only from Silchar to Badarpur the passengers have to stay there for more than three hours to catch the hill section train. According to former Time Table the through coaches used to be attached to a train which left Silchar station at 5.25. This present time-table is giving all sorts of trouble and inconvenience to the passengers.

Sometimes only four berths are kept reserved for first-class passengers from Silchar to Gauhati. There was an air service previously. Now that air service has been suspended. So, I request the Government to provide more first-class berths in the through bogies.

There is a legitimate demand for opening a new station at Sreekona between Salchapara and Arunachal stations. I would request the Government to give sympathetic consideration to that at an early date.

Something should be done to replace those old dilapidated engines, coaches and wagons left by Pakistan after partition. Some more lines from Silchar to Jirrihat and Silchar to the foot of the Mizo hills should be opened to develop the undeveloped area. It is known to all that Assam is a very backward State economically and industrially. It is due to the fact that we could not overcome the transport bottleneck. About three years back we the Members of Parliament from Assam represented to the hon Railway Minister for some new lines for the development of the undeveloped areas. The reply that we got from him was, "Where is your industry?" Then we appealed to the hon Minister of Commerce and Industry for some industries in Garo Hills and for some other underdeveloped areas because we have got enough raw materials and minerals. The reply that we got from the hon Minister of Industries was, "Where is transport?" We felt then that we were without any shelter and where we were moving. We wondered whether we were moving between the devil and the deep sea. Practically, we are in the deep sea.

We demanded an oil refinery and only after the intervention of the hon Prime Minister we got it. Now, there is a proposal for a second refinery at Barauni, but there is a fear in my mind whether we will be able to retain the refinery unless and until the hon Railway Minister comes for helping us. Therefore we put our demand for doubling the Assam Rail Link from Barauni to Amirgaon or to convert this metre gauge line into broad gauge line.

Mr. Deputy-Speaker: The hon Member should conclude now.

Shri N. C. Laskar: I thank you very much for the opportunity that you have given me for putting forward my demands.

की लच्छी रास (हमीरपुर रक्षित अनुसूचित जातियाँ) : माननीय उपाध्यक्ष महोदय, मैं सब से पहले माननीय रेलवे मंत्री को धन्यवाद देता हूँ, उन्होंने जो बजट प्रस्तुत किया है वह काफी उत्साहवर्द्धक और प्रगतिशील है। माननीय मंत्री महोदय ने पिछले वर्षों में अपने विभाग को जिस योग्यता और बुद्धिमत्ता से सम्भाला है वह विभाग की प्रगति को देखते हुए उन की कार्यकुशलता का परिचायक है।

यह सही है कि रेलवे विभाग एक बहुत बड़ा विभाग है और इतने बड़े विभाग में गड़बड़ियों का होना स्वाभाविक है, लेकिन उन गड़बड़ियों का यदि दूर किया जाये तो जनता को काफी आराम मिल सकता है। माननीय रेलवे मंत्री महोदय ने अपनी रिपोर्ट में कहा है कि भ्रष्टाचार की समस्या को सुलझाने के लिये सक्रिय प्रयत्न किया जा रहा है। मैं ने पिछले दफा अपने रेलवे बजट भाषण में कहा था कि स्टेशनों पर छोटे छोटे जो भ्रष्टाचार होते हैं, बिन्दिया छुड़ाने के सम्बन्ध में, सामान नदाने के सम्बन्ध में, उन के ऊपर कोई ध्यान नहीं दिया जाता घाम जनता का इस में बड़ा सम्पर्क रहता है और घाम जनता में बड़ा शोभ होता है इन बातों को देख कर।

मुझे यह मालूम हुआ कि जो चौकमी मगठन आपके रेलवे में हैं उन्हें हम तरह का आदेश नहीं है कि वे इस और कुछ कदम उठाये। उन्हें तो केवल बड़े बड़े केसों तकड़ने की इजाजत है। चौकमी मगठन जो आपने रक्खे हैं वे विभागीय कमचारियों के द्वारा ही मगठित किये गये हैं। जहाँ यह सही है कि विभाग के आदमी रेलवे की गड़बड़ियों में काफी बाकिफ होते हैं और उनसे लाभ हो सकता है वहाँ उनसे हानि भी हो सकती है।

मैंने पिछली दफा एक प्रश्न किया था उसके उत्तर में मुझे यह बतलाया गया था कि सन् १९५७-५८ में इस बिलियन

[श्री लक्ष्मी राय]

बिनाम में ३४३ कर्मचारी काम कर रहे हैं जिन पर कि ८३३५७३ रुपये खर्च हुये। २५८८ केस पकड़े गये जिनमें से केवल ५० पर मुकद्दमे चले और २२ सजायाब हुये, जब आपके गौर करने की बात है कि २५८८ केस पकड़े गये जिनमें से केवल २२ में ही सजायें हुई और खर्च ८३३५७३ रुपये हुये, इससे यह आभास मिलता है कि जो बिभागीय कर्मचारी हैं वे उतनी तत्परता से काम नहीं करते जितनी तत्परता से उन्हें करना चाहिये।

मैंने पिछली दफ्ता एक रिपोर्ट की थी कि बीना में कुछ क्वार्टर्स बन रहे हैं और उस सिलसिले में गड़बड़ हुई और जब उसकी जांच हुई तो वे केस सही पाये गये, उन केसों को पकड़े हुये धाज डेढ़ वर्ष होने को था रहा है लेकिन उनके सम्बन्ध में अभी तक कोई कार्यवाही नहीं हो रही है। मैं इस सम्बन्ध में रेलवे बोर्ड के चेयरमैन साहब से मिला और उनको लिख कर भी दिया लेकिन उस सम्बन्ध में क्या ऐक्शन हुआ उसका पता मुझे अब तक भी नहीं चल पाया है।

मैं मंत्री महोदय का ध्यान केन्द्रीय रेलवे बोर्ड की जो जांच एजेंसिया चलती है उनकी ओर आकर्षित करना चाहता हूँ। कुछ बड़े स्टेशनों पर पुलिस कर्मचारी तीमरे दर्जे के मुसाफिरों के साथ बड़ी गड़बड़ियां करते हैं। मैं कानपुर रेलवे स्टेशन का नमूना आपके सामने रखता हूँ। कानपुर के तीमरे दर्जे के मुसाफिरवाने वे सिपाही लोग जिनकी कि माठ गांठ बदमाशों से रहनी है, वे सिपाही लोग रात के बक्त सोते हुये मुसाफिरों के पास जाकर अपनी लकड़ी से उन्हें जगाने की कोशिश करते हैं। वे यह इतमीनान कर लेना चाहते हैं कि वास्तव में इन में से कौन सा मुसाफिर अधिक बेहोशी से सो रहा है और तुरन्त ही वे चोर को सलाह देते हैं कि फलां फलां आदमी अधिक बेहोशी से सो रहे हैं और ओर जाकर

मुपके से उसके निकट गेट जाता है और लट से उसकी जेब काट कर रकूबकर ले जाता है। जब वह शकस उठता है तो अपनी जेब काटी देख कर परेशान होता है और तब वह सिपाही महाशय उसके पास जाकर पूछते हैं कि भाई क्या हुआ और वह उनको अपनी वास्तान सुनाता है कि भाई रात में सोते हुये मेरी गांठ कट गई है। वास्तव में वह सिपाही उसके पास सहायता के लिये यह सब पूछने के लिये नहीं आता है बल्कि वह वह जानने के लिये आता है कि उसका कितना रुपया कटा है ताकि हिस्सा बटवारा करने में कोई गड़बड़ी न हो। तो यह बर्तों ऐसी चलती हैं। मैं यह ब्रज करना चाहता हूँ कि रेलवे बोर्ड की एजेंसिया जब कभी जायें तो इस बात की जांच करके देखें।

इसी तरीके से जो १०, १० और १२, १२ मील की छोटी छोटी लाइनें आपकी चल रही हैं, उन गाड़ियों पर चलने वाले गाड़ साहब ही अपने में सभी तरह के अधिकार सुरक्षित किये हुये हैं। वे ही जनरल मैनेजर हैं जहां चाहते हैं गाड़ी खड़ी कर देते हैं और जहां चाहते हैं मुसाफिर को उतार लेते हैं और वे मालगाड़ियों तक में सवारियां डोते हैं। इन छोटी लाइनों पर जैसे मेरे क्षेत्र में कौच एट लाइन में प्रक्तर देखने में आता है। मैंने इसके बारे में लिखा भी है लेकिन इन बारे में क्या हुआ मुझे उसकी कोई जानकारी नहीं दी गई। कुछ जगहों पर जंजीरें खींच जाने की घटनायें भी गृह अधिक होती हैं। कानपुर के निकट अक्बर रोजाना ही वह जंजीर खींचने की घटनायें होती रहती हैं। मैंने स्वयं देखा है कि बहा के गावों के आदमी जंजीर खींचने वालों की पूरी मदद करते हैं। जब जंजीर खींचने वाला नीचे उतर आता है तो उसकी मदद के लिये पड़ोस के गांव के तमाम आदमी नाटियां ले कर खड़े रहते हैं। ऐसी दुर्घटनायें प्रक्तर होती रहती हैं। मैं माननीय मंत्री से निवेदन करूंगा कि वे प्रांतीय सरकार से इस सम्बन्ध में सलाह करे और

विश्व बाँकों के द्वारा यह गड़बड़ियाँ होती हैं उन पर सांख्यिक जर्मनि के रूप में या धीरे जो कुछे हंग हों, उनके द्वारा इस गड़बड़ी को दूर करने की कोशिश करे ।

अब चूँकि घंटी बज चुकी है इसलिए धीरे अधिक न कह कर अपने क्षेत्र की कुछ समस्याओं की ओर मंत्री महोदय और मदन का ध्यान दिलाना चाहता हूँ । गल बर्थ मैने आरौन उर्गई रेलवे लाइन के सम्बन्ध में मंत्री महोदय का ध्यान आकृष्ट किया था । भूतपूर्व रेलवे मंत्री महोदय उस क्षेत्र में गये थे और उन्होंने वहाँ की तकलीफों को देख कर उस लाइन का सर्वे कराया । वह सर्वे हो चुका है और उसका सर्वे ऐसी स्थिति में है कि रेलवे लाइन बननी चाहिये लेकिन उस रेलवे लाइन का बनना टलता जा रहा है मैं आपसे यह निवेदन करना चाहता हूँ कि उस ओर भी आप ध्यान दें । उर्गई और जालौन में एक आउट एजेंसी भी खलनी चाहिये । कालपी पुल की मजरी हो गई है उसके लिये रुपया मजूर हो चुका है लेकिन वह पुल नहीं बन रहा है । उससे बनने में कहा स्कान्ट पड रही है और उसके रामने में क्या बाधा है मेरी समझ में नहीं आता । वह पुल काफी कमजोर हो चुका है और किन्हीं वक्त भी गड़बड़ हो सकती है ।

झाँसी और कानपुर लाइन पर एक नया स्टेशन है, लडाई के दिनों में वह बन्द कर दिया गया था, १५ मील का फासला है और मेरा निवेदन है कि वह स्टेशन पुन खालू किया जाय ।

मैंने पिछले वर्ष उर्गई झाँसी और उर्गई कानपुर के लिये डिजेल गाड़ियाँ चलाये जाने का सुझाव दिया था । वहाँ पर एक पैमेजर बाड़ी चलाये जाने की माग बहुत पहले से की जा रही है और मुझे ऐसा मालूम है कि वह स्वीकार भी हो गई है । अब अगर पूरी नई गाड़ी नहीं चला सकते तो दो डिब्बे की डीजल आटोर्न ही चला सकते हैं ।

अन्त में मैं एक बात कह कर अपनी बात समाप्त करूँगा और यह है कि मऊ से उर्गई तक एक रेलवे लाइन डाली जानी चाहिये क्योंकि वह एक महत्वपूर्ण क्षेत्र है और उसके सम्बन्ध में वहाँ की जिला कांग्रेस कमेटी और दूसरी मस्थाओं ने भी प्रस्ताव पास किये हैं । इसलिये मेरा निवेदन है कि उस पिछड़े हुये क्षेत्र में रेलवे लाइन बिछाने का काम इस पंचवर्षीय योजना में यदि नहीं पूरा किया जा सकता तो उसे अगली पंचवर्षीय योजना में शामिल कर लेना चाहिये ।

अः राम कृष्ण गुप्त (महेन्द्रगढ़) :
उपाध्यक्ष महोदय, मैं आपके जार्जिये माननीय रेलवे मंत्री के सामने चन्द तजवीजें रखना चाहता हूँ और मुझे पूरा विश्वास है कि वे उन पर विचार करेंगे ।

मेरी सब से पहली तजवीज यह है कि वेस्टर्न और नार्दर्न रेलवे के अन्दर जो मीटरगेज का हिस्सा है उसको मिला कर एक नया जोन बना दिया जाय । इसके बारे में कई दफा पहले भी कहा गया है और मैं आज भी यह बात बतलाना चाहता हूँ कि गुप्त में जब जोन की स्कीम बनाई गई थी तो भी यह फैसला किया गया था कि इस तमाम हिस्से को मिला कर एक नया जोन बना दिया जाय । बाद में मुझे मालूम नहीं कि किन बजटान की फा पर इस तजवीज को बदल दिया गया लेकिन मैं जरूर यह कह सकता हूँ कि जब से इस हिस्से को दो हिस्सों में तकसीम किया गया है, दोनों हिस्सों के अन्दर जो मीटरगेज का हिस्सा है, उसके अन्दर इनर्णफिशनी बहुत ज्यादा बढ़ गई । इसके लिये मैं दो, चार मिसालें भी पेश करना चाहता हूँ ।

गिवाड़ी जो कि एक बड़ा भारी रेलवे जक्शन है जहाँ से वेस्टर्न और नार्दर्न रेलवे की लाइनें जुदा होती हैं वहाँ जितनी भी मालवाहिका आती है वे तजवीज ४ बंटे

[श्री रासकुण्ड गुप्त]

से जम्मा खाड़ी रहती हैं और उससे काफी बचत जाया होता है क्योंकि रेलवे के रूट्स के मुताबिक यह जरूरी है कि दूसरी जोन या दूसरी रेलवे की रेलगाड़ियों को रिमीड करने से पहले बंद करना होना है और उसमें काफी बचत लग जाता है।

इसके साथ ही साथ दूसरी बात यह है कि यह दोनों हिस्से एक दूसरे के पैरालल जाते हैं और तीसरी बात यह है कि अगर कानपुर, इलाहाबाद या मुगलसराय से कोई मुसाफिर जोधपुर जाना चाहे तो सब में छोटा रास्ता उसको वेस्टर्न रेलवे के जरिये हो कर जाना पड़ेगा। मेरी समझ में यह बात नहीं आती कि एक तरफ नार्दन रेलवे का हिस्सा हो, बीच में वेस्टर्न रेलवे का हिस्सा हो और उसके बाद फिर नार्दन रेलवे का हिस्सा आ जाय। और ऐसी मिसाल आपको इन दो जोनों के सिवा और नहीं मिलेगी। इसलिये मैं यह अपील करूंगा कि नार्दन रेलवे के अन्दर जो मीटिंगेज का हिस्सा है उसको निकाल कर वेस्टर्न रेलवे के हिस्से के साथ मिला कर एक नया जोन बना दिया जाय ताकि इस हिस्से के अन्दर ठीक काम हो सके और ऐफीशेमी पैदा हो और मुसाफिरो को जो तकलीफें हैं और जो रेलवे का खर्चा ज्यादा बढ़ गया है वह भी कम हो।

दूसरी तजवीज मेरी यह है कि जितनी भी गाड़ियां अहमदाबाद को जाती हैं वे ज्यादातर जयपुर हो कर जाती हैं। रात को कोई गाड़ी ऐमी नहीं जो रीगस हा कर जाती हो। इसमें वहां के मुसाफिरो को बहुत तकलीफ होती है। इसके लिये मैंने पहले भी कई दफा लिखा लेकिन उस तरफ कोई ध्यान नहीं दिया गया। इसका एक उपाय यह हो सकता है कि जोधपुर मेल दिल्ली से रीगस होनी हुई जोधपुर जाये। ऐसा करने से ६० मील का सफर कम नै करना पड़ेगा और उसमें खर्च भी कम हो जायेगा। इसमें

भी शायद यह एकावट पैदा हो सकती है कि यह गाड़ी नार्दन रेलवे में चलायी है इसलिये यह नार्दन जोन में हो कर जाती है। इसलिये अगर ऐसा न हो सके तो मैं अभी कल्ला कि कोई नयी गाड़ी दिल्ली में चलायी जाये जो रीगस होती हुई अजमेर या फुलेरा तक जाये ताकि वहां की पब्लिक को आराम मिल सके।

तीसरी मेरी तजवीज नई रेलवे लाइनों के मुताल्लिक है। मैं समझता हू कि जगाधरी, चंडीगढ़ और लुधियाना रेलवे लाइन सब के ज्यादा जरूरी थी। लेकिन मालूम नहीं कि किन वजुहान के कारण इस रेलवे लाइन को इस साल की स्कीम में शामिल नहीं किया गया। चंडीगढ़ पंजाब की राजधानी है। उसको डेवलप करने की सब में ज्यादा जरूरत है। इसलिये मैं अपील करूंगा कि इस लाइन को भी इस साल की तजवीज में शामिल किया जाये जिसमें कि चंडीगढ़ का, जो कि राजधानी है पंजाब के दूसरे हिस्से में जाने में मुविधा पैदा हो।

इस बात का कार्रवाई जितना आया है और मंत्री जो ने भा इस बात को स्वीकार किया है कि रेलवे का गेन व कॉम्पटीशन में बहुत ज्यादा नक्सान उठाना पड़ा है। इसके बारे में मैं इनका ही कहना चाहता हू कि चंडीगढ़ में जितना भा मुसाफिर आते हैं पंजाब के बड़े बड़े शहरों में वह तमाम के तमाम जरूरियां गेन आते हैं। अगर इस रेलवे लाइन का निकाल दिया जाय तो रेलवे की आमदनी भी बहुत ज्यादा बढ़ जायेगी और मुसाफिरो का भी आराम मिलेगा और तीसरे चंडीगढ़ शहर जिसको कि हम बसाना चाहते हैं, उसकी तरक्की के लिए भी आमानी पैदा हो जायेगी।

चौथी तजवीज मेरी यह है कि रोहतक भिबानी के दरमियान भी एक नई रेलवे

साधन निकाली जाए। इस सिलसिले में केवल मैं इतना ही कहना चाहता हूँ कि अगर आप बजरिया रोड भिवानी से रोहतक जाना चाहें तो एक घंटे में पहुंच सकते हैं क्योंकि फासला ३० मील है। लेकिन अगर आप बजरिया रेल रोहतक से भिवानी जाना चाहें तो आपको ८ या ९ घंटे लगेंगे और तकरीबन १५० मील का फासला न करना पड़ेगा। भिवानी और रोहतक पंजाब के हिन्दी स्पीकिंग एरिया के दो सबसे पुराने हिस्तारिक और कल्चरल शहर हैं। इसलिये इन दोनों शहरों के दरमियान रेलवे लाइन बनना बहुत जरूरी है। इस सिलसिले में मैं यह भी कहना चाहता हूँ कि दूसरी लड़ाई शुरू होने से पहले भी इस किस्म की तजवीज थी। मंजूर हो गया था। काफी खपया भी खर्च हो गया था। लेकिन अब दोबारा इस काम का अभी तक धरू नहीं किया गया है। इसलिये मैं अपील करूंगा कि इस तरह भी जरूर ध्यान दिया जाय।

एक बान मैं थोड़ी सी डी० आर० एफ० सेक्शन के मलाजिमान के बारे में खाम बर चीकिंग स्टाफ के मुताल्लिक करना चाहता हूँ। जब से बी० बी० एड सी० आई० आर० के इस हिस्से को नार्दन रेलवे में मिलाया गया है उनके जा प्रग्रेसिड और मीनियार्गिटी वर्गों के वेगेज हैं यह छ मात माल में चल रहे हैं लेकिन बड़े दूर की बान है कि अभी तक उनका न कनफर्म किया गया और न अपग्रेड किया गया। यही नहीं बल्कि बहुतों को तो इनके पहले ही अपग्रेड कर दिया गया। इसके बारे में माननीय रेलवे मंत्री ने भी इस बान को स्वीकार किया था और उन्होंने एक मबान का जवाब देन हुय हाउस में कहा था

"Prior to regrouping of railways certain TCRCS were promoted as TTES not according to seniority but in the exigencies of service. On the finalisation of the com-

bined seniority list it was found that senior staff had been overlooked for promotion and the position was therefore regularised."

मैं तो उनके इस वायदे को दोहराना चाहता हूँ और मैं यह अपील करूंगा कि इन लोगों को प्रमोट करने से जिनके हक़ को तल्फ किया गया है, जिनको नुकसान पहुंचा है, उनके केसेज को जरूर रेगुलराइज किया जाय। और उनको मोका दिया जाय और उन का भी अपग्रेड कर दिया जाय।

अन्त में एक छोटी सी तजवीज और रखना चाहता हूँ। माननीय रेलवे मंत्री जी न भी अपने बजट भाषण में कहा था कि कोचेज की कुछ कमी है। मेरी समझ में यह बात नहीं आई। एक तरफ तो यह कहा जाता है कि कोचेज की कमी है और दूसरी तरफ हालांकि हिन्दुस्तान को आजाद हुए आठ नौ साल हो गए मैनून्स बाकायदा उमी तरह से चल रहे हैं। मैं यह अपील करूंगा कि इन मैनून्स को फस्ट या सेकंड क्लास कोचेज में कनवर्ट किया जाय ताकि लोगों को भी आराम मिले और कोचेज की कमी भी दूर हो। मुझे आशा है कि इस तरह पूरा ध्यान दिया जायगा।

Shri Bimal Ghose (Barrackpore): Since the ceiling on time is there and time permitting I would like to say a few words on the two cut motions.

Mr. Deputy-Speaker: He shall have the 15 minutes that everybody had.

Shri Bimal Ghose: You may give me two or three minutes more. One part of the coal consumption and the other concerns the payment of dividend to the general revenues.

It is known that the consumption of coal and the expenditure on coal has been increasing and the railways are quite conscious of this matter. But sometimes one gets the impression that the consciousness is reflected

[Shri Bimal Ghose]

merely in the setting up of committees and not in taking active measures to economise expenditure on coal. There was a committee set up which reported in 1953. There was a committee set up again last year but this committee did not say anything about the recommendations that were made in the earlier committees as to what are the economies effected in the expenditure as recommended by the earlier committee and if not, why not. The earlier committee had said that about 20 per cent economy could be effected of which seven per cent. was outside the railway's own competence. Six per cent. could be economised immediately and six per cent. probably later on. One would like to know as to what had happened to that and if economy was not possible, the reasons therefor. In the recent committee's report, no mention is made about that. It is unfortunate that committees after committees sit on the same subject but sometimes the later committee does not make any reference to the recommendations of the earlier committees as to what has been done.

It is true that some of the indices have improved. Gross ton miles moved has been improved in relation to coal consumed. Coal consumed per thousand gross ton miles moved also has improved. But even so, one wants to know whether further improvements could not be effected and whether the Railway Minister feels that simply because some indices have improved that is an end of the matter. He has said in his reply that the train-miles have increased less than the engine hours. Of course we explain that by the fact that there was heavier train load and congestion and more traffic density. This traffic density is also adduced as an argument for the decrease in goods train speed. That has been a matter of controversy between the Railway Minister and Members both in this House and the other year but the Railway Minister

has unfortunately not been able to carry conviction with any Member that in traffic has any direct relation to the goods train speed. In practice we find that there are zonal railways where, probably, density has increased and the speed has not fallen, where the speed has increased, the density has also increased, and vice versa. So there does not seem to be any inherent co-relation between the two, and, certainly, the way that the goods train speed is going down is a matter of great alarm.

16 hrs.

That is with regard to the immediate problem. But the future problem is even more important, particularly in relation to the availability of coal supplies and the requirements of Railways of particular grades of coal. What does this Committee, the expert Committee that was set up say? It says that everyone knows that coking coal cannot be had, the steam mills are coming up, the five million tons coking coal has to be replaced non-coking coal. But even then, as the Expert Committee says, although in theory select A and B grades may be available, in actual practice the Railways get inferior grades of coal with the result that expenditure probably would increase by about Rs 6 crores because two million tons of additional coal might be necessary if the inferior quality of coal is obtained. That ground has been adduced as one of the reasons why coal expenditure has been going up immediately the quality of coal has decreased. But, apart from the quality of coal, the Railway Minister should remember that there is quite a lot of leakage and loss and attempt should be made to plug the loophole so that the expenditure that is being incurred may be reduced.

Coming to the future problem, the suggestion that the Expert Committee makes is that coal washeries should be set up for treating non-coking coal. Now, Sir, there is one problem.

It is one thing to treat coking coal and quite a different thing to treat non-coking Indian coal, because what I understand from what literature I read—though I do not know this subject thoroughly well—is that the percentage of clean coal that we shall get out of non-coking coal shall be about 30 to 40 whereas the percentage in the case of coking coal is 50 to 60. There is another problem with regard to non-coking coal. We do not know whether we can use the middlings that will be produced by cleaning non-coking coal, and if the middlings cannot be used the cost of coal would go up to about Rs. 60 because the availability of clean coal is only one-third—if we clean 1,000 tons we shall be getting only 300 to 400 tons of clean coal.

In that context, if that is so I will ask the Railway Minister to consider whether it will be advisable to set up 5 washeries as proposed 5 washeries which will cost about Rs. 12 crores to Rs. 12½ crores and which will also take about two to three years time or whether it would not be better to try to put up thermal stations in different places, also at the places where we have got outlying coalfields, and try more and more to electrify the railways because that way probably we shall be able to reduce the cost and also carry traffic more speedily and ultimately at a cheaper rate. Although the costs to begin with will be higher, the running cost will be much lower. And, probably the future picture might be something like this. We may set up thermal stations wherever possible, construct lines and also electrify the lines. Places which are very far from collieries may be served with diesel engines and places which are very near collieries may be served with steam traction. That might give a picture of the future development of railway locomotion in this country that one should think of, because I am not quite clear in my own mind whether it would be better to set up five washeries or alternatively to have

this electrification on a larger scale. But it is said—I do not know—that the efficiency of steam traction is only five per cent and that of electric traction will be 15 per cent. That will also then be of advantage. So, I would like the Railway Minister to give due consideration to all these problems before he comes to the conclusion as to what should be done with the railways' future consumption of coal, or, alternatively what traction we should like to develop. It should be possible to come to some kind of decision on this matter. The steel plants are taking the good coal, and also the railways are taking good coal. What is left, therefore, for the industry is also to be taken into consideration. Who is thinking about the industries? The industries also need good coal. The industries should not be left with only inferior grades of coal.

I have not much time, and I shall proceed to the second point. On the second point I might only formulate my proposition without explaining anything. The question is this. The finances of the railways are in a difficult situation as can be evidenced by the fact that they cannot, from their own resources, contribute to the Development Fund. At the same time, the amount that we are paying to the depreciation fund is not adequate. Rs. 45 crores is not adequate. During the last Convention Committee of which I was a Member, I had felt—of course there is a convention in the Convention Committee not to append minutes of dissent and so I could not append a minute of dissent—that it was not quite fair to ask the railways to contribute to the general revenues without first meeting their own resources. What is happening now? There are Rs. 50 crores or more given to the general revenues. Therefore, there is no fund left either for their depreciation fund or the Development Fund. On the contrary, we take a loan from the Central Government to make up the Development Fund.

[Shri Bimal Ghose]

At the same time, quite a lot of funds are lying with the Government in the Revenue Reserve Fund and the depreciation fund. I do not know if the interest rates are the same. At least the interest rates on both should be the same, on the loans taken by the Development Fund and the deposits left with the Government.

What I mean to say is, if the railway is also a government enterprise like any other enterprise, where payment is made to the share capital, then, the company does not pay a dividend unless it can earn a profit. With the railways, what happens? The railways are forced to take a lot of low-rated traffic. If the railways were a private enterprise, probably it would not open up many lines, and it would not have taken very low-rated traffic, and it would have increased its revenue. But, since that is not so, I hope the hon. Minister will take up that problem with the Government and see that the railways' finances are placed on a better footing and that the railways are treated on a par with other government undertakings.

Mr Deputy-Speaker: I am sorry I have to disappoint some of the hon. Members. I have not been able to accommodate them.

As in previous years, Members who have not participated in the discussion of the Railway Budget at any stage and wish to invite the attention of the Minister of Railways to any specific local grievance under the Demands for Grants on Railways, may send memoranda to the Lok Sabha Secretariat before 5 P.M. on 9th March, 1959. These memoranda will be forwarded to the Minister of Railways who will in due course send replies which will be placed on the Table of the House. Each Member will be entitled to give one memorandum on one specific local grievance and the memorandum shall not exceed ten lines. In case any memorandum consists of more than one

point, the first point only will be considered.

Memoranda from Members who have taken part in the discussion shall not be entertained.

Shri Warier (Trichur): We have given cut motions. After that, are we to submit some memorandum?

Mr. Deputy-Speaker: If he has had no chance of speaking at any stage, he can say in the memorandum that so and so cut motion may be considered.

Shri Jagjivan Ram: I have listened to the speeches of the hon. Members with great care and attention. My friend, Shri Bimal Ghose, who spoke last has raised some important and fundamental questions. I do not want to go into details in regard to coal consumption in the railways, because in the reply to the general discussion on the budget, I quoted certain figures. As he himself has admitted, the performance as regards coal consumption is not so bad. I agree that there is scope for improvement, especially in the direction of preventing leakage, pilferage etc. But the most important point he has raised is, what is going to be the future pattern of traction in this country.

In view of the known shortage of high grade coal, the obvious answer will be that, gradually we will have to go in for dieselisation and electrification. But for some time to come, we will have to have all these three modes of traction side by side—electric, diesel and steam. There have been attempts at introducing dieselisation in more and more areas, but the difficulty in going in for dieselisation is that we require more foreign exchange for that. For steam traction, the foreign exchange requirement is nominal. Practically we do not require any foreign exchange for steam traction, because we are manufacturing our own loco-

motives. But diesel locomotives will require foreign exchange and over and above that, the recurring expenditure also will involve foreign exchange, because we are not producing diesel oil in the country

Shri Bimal Ghose: Mr Malaviya is coming to your help

Shri Jagjivan Ram: I am thinking of it. When we produce more and more diesel oil, foreign exchange will not be necessary for that. As I have said, we are going to undertake the manufacture of diesel engines in this country. We are already planning on the basis that we will have more and more dieselisation. Of course, the first priority will be for sections which are more congested and also for the areas where coal has to be transported from very large distances. I think in this category, Kerala will come

The same applies to electrification also. Even if the low grade coal, instead of being consumed by the railways, is used in thermal stations, we will have to establish thermal power stations and I think the foreign exchange for that will be much more, it will be necessary to set up four or five washeries. So, there are some important considerations which weigh very heavily before any decision is to be taken whether steam traction should be continued for some years or the low grade coal should be treated at washeries and used in thermal stations, so that there may be electrification. **Shri Ghose** has raised a very important question. I have also been thinking on these lines. At the same time, I will not claim I have examined this very thoroughly. But these are my first reactions to what little I have examined this question

About the railway's contribution to the general revenue I do not want to argue the case what would have been the position if the railways were a private company. Naturally, in a

private company unless you earn a profit you are not expected to declare a dividend. But here the case is just not the same. The Convention Committee went into this question and my friend was a member of that Committee and he knows the details. They laid down what amount should be diverted to the depreciation fund and what should be the basis of the railway's contribution to the general revenues. He is perhaps aware that we have increased the quantum of our contribution to the depreciation fund over what was recommended by the Convention Committee. So far as our contribution to the general revenues is concerned, we are contributing to the general revenues exactly on the basis on which the recommendation was made by the Committee. As I have said in my budget speech, and subsequently, we will be setting up the Railway Convention Committee of Parliament and if that Convention Committee makes any recommendation of course, the railways will implement that recommendation.

Shri Bimal Ghose: So far as the Convention Committee is concerned, it depends on the Railway Minister and the Finance Minister, what they agree

Shri Jagjivan Ram: Well, the Convention Committee will examine all these things in detail. Therefore, the present is not the opportune stage for the Railway Ministry to depart from the recommendations of the Convention Committee. Wherever we have departed slightly, we have done for the better, we have contributed more to the depreciation fund than what was recommended by the Convention Committee and at least that deserves some appreciation from my hon friend, **Shri Ghose**.

Shri Achar: What was the reason for the postponement of that Committee?

Shri Jagjivan Ram: I have given the reason for the postponement

[Shri Jagjivan Ram]

My friend, Shri Anthony, is not here. Today he spoke in a particular strain and whatever he has placed before us deserves consideration. He has again pleaded about Class 2 officers. It will be quite incorrect to say that there is any officer of Class 2 who has been officiating for the last ten years on the Northern Railway without being confirmed. There is not one officer like that, and his information is incorrect. There are at present 30 class 2 officers on the Northern Railway with more than 5 years officiating service. In the case of 14 of these officers, order for their confirmation has already been issued and the other cases are being examined.

Then he spoke very feelingly about selections and about confidential records. So far as confidential records are concerned, instructions are there that it should be shown to the officer concerned in case any adverse entry has been made, and he is also expected to sign. If he finds that some adverse entry has been made for which there is no justification, he has to make representation and, if necessary, personal discussion with superior officer is also done. Perhaps, he is not aware of these new rules.

In the case of selection also, it is compulsory only when there is a change from the category, that is to say, from class 4 to class 3 or from class 3 to class 2. The House will agree that it should not be done only merely on the basis of seniority. It will have to be on the basis of selection. But, again I will inform the House that so far as posts between Rs 200-300 are concerned, they are non-selection posts, except a few posts where the measure of personal responsibility involved is very large. Otherwise, all these posts go only by seniority and not by selection.

About the confidential reports also there may be difficulty. But what is the remedy, nobody suggests. It is the individual appreciation of the

officer who makes the remark in the Confidential Report about the work and ability of the officer about whom he is making the report. If there is any ground to indicate that a certain remark has been made out of indictiveness or out of certain prejudices, it has to be judged in the background of previous remarks and in the background of the remarks that follow them. Whenever I have to judge certain records I proceed on this basis, that is, if an officer has earned good remarks for six or seven years and all of a sudden he earns a bad remark and again after one or two years he earns good remarks, then some suspicion is caused. I have to relate them. I think the Service Commissions or the Selection Committees, whenever they meet, also take all these factors into consideration. But I shall say that my hon. friend, Shri Anthony, should not be sore about it.

The pension scheme has been explained in great detail to the employees. Necessary literature has been published and even officers have been detailed to explain whenever anybody comes and asks certain clarification about the pension scheme. He has suggested certain modifications. I am afraid it will not be possible because the pension scheme that we have introduced on the Railways is the same as is applicable to all other Government servants and if any change is to be effected there it will have to be done for all and not only for the Railway employees.

Then quite a number of hon. Members have spoken about the provision of waiting halls, waiting rooms, amenities on the stations, provision of level crossings or overbridges or shifting of some level crossing to another place. It will not be possible for me to deal with all these individual items here. But as the House is aware we are going to have meetings of the hon. Members of this House with the General Managers of the Zonal Railways and I think all these minor details will be considered there and a solution found for them.

About the bridges, as was stated by the hon. Deputy Minister in great detail, it will facilitate matters if hon. Members will first take up the matter with the State Governments concerned so that if a recommendation comes from them the matter could be expedited because certain financial obligations rest on the State Governments also

As I announced in the House, we are going to write to the State Governments to indicate as to how many overbridges or underbridges they are going to provide in their plan so that we also, in our Railway plan, can provide the same. It will always facilitate if hon. Members will take up that question first with the State Government because when the matter is raised here, we have to take it up with the State Governments. Perhaps, if they take it up with the State Government the matter could be expedited.

Shri Panigrahi enquired about the availability of power for the railway electrification in the Eastern and South-Eastern railways. There has been some difficulty, and every State Government has its own difficulties about the requirement and availability of power. The railways based their electrification programme on the anticipated availability of power from Rihand, Damodar Valley, Hirakud and other places. At a certain stage it was felt that perhaps the requisite quantity of power might not be available, but the Planning Commission and the Railway Board Members and the authorities concerned had a conference, and it was agreed as to what quantity we will get from which source, and we are reasonably assured that by the time our programme is finished, the power from the different sources will be available for electrification.

He also enquired whether we would be in a position to move the traffic that will offer so far as coal is con-

cerned, as also the iron ore for three of our major steel works and for export. Without going into details and quoting figures, I may assure the House that we have taken various steps to create capacity so that we can meet the requirements of all the three steel factories—Tatas, Rourkela and Durgapur—in that area, and also to meet the requirements of our exports. Even at present, we are meeting the requirements of everybody, so much so our information is that nearly a lakh tons of manganese and nearly 60,000 tons of iron ore are lying at the Calcutta port. So, the first question is of exporting the ore that is available at the port itself. So, there has been no difficulty so far as the railways are concerned, in regard to the movement of ore either for internal consumption or for export, though, at present, on the South-Eastern Railway we have some difficulty because works are going on. As hon. Members are aware, certain sections on the South-Eastern Railway are to be electrified, and the work of electrification is proceeding

Some friends have raised the question that the upgrading that was announced in February 1957 has not been implemented so far. I must admit that the scheme of upgrading which was announced in February 1957, which has been popularly known among the railwaymen as "the new deal", has not yet been fully implemented. There were difficulties, because, whenever any retrospective effect is given to a new concession, it creates difficulties, but I have been constantly chasing it personally, and the Deputy Ministers have been personally looking into as to what progress has been made. And I may inform the House that during the last three or four months the progress has been very satisfactory, and I am hoping that during the coming two or three months, the remaining cases also will be finalised, and then we can say that the scheme has been fully implemented.

[Shri Jagjivan Ram]

My hon. friend Shri C. K. Nair had raised the question of the circular railway around Delhi. The House has been told on previous occasions that we have a scheme for having a circular railway around Delhi. But the difficulty is that the railway line will have to pass through Pusa Institute and the Defence Colony, and we are having difficulties in getting the land. Unless that land is made available, it will not be possible to have a circular railway. If the alignment is diverted, perhaps, the advantages that would be derived from a circular railway will be lost.

Whenever Shri Naushir Bharucha speaks, he brings very informed and detailed things to bear upon his speech. He has done so on the present occasion also. As for accidents, there are various causes. Whenever any accident takes place, one cannot invariably say that it is only on account of the human failure. One has to analyse what the cause of the accident has been. It may be that there was some fault on the track itself. It may be that there was some fault in the locomotive itself; or it may be that there was some fault in the rolling-stock itself; or it may be that there was human failure. All these factors are there. Whenever any accident takes place—I am not competent to examine the other causes; it is for the others, that is, the experts to examine, but—I certainly go personally into this matter whether there was any human fatigue involved, how many hours the driver had put in on duty before he took charge of that tram, whether he had sufficient rest before he signed as having taken charge of that engine. In many cases, I have found that there was no occasion like that. The driver had enough rest. We have, as my hon. friend is aware, Justice Rajadhyaksha's award in regard to the hours of duty and in the case of drivers also, he has laid down what period of rest should be given at the headquarters and what period should be given at the outstations.

Shri Naushir Bharucha: It is all on paper only.

Shri Jagjivan Ram: There are cases as my hon. friend is aware, when sometimes, it happens that one driver is to come and take charge of an engine, but at the eleventh hour, he does not come, and his boy comes with a message that he is sick and not feeling well, well, the train is right on the line. So, we have to do something, and doing something means that we have to find a driver. And occasionally, this does happen. I shall not say that it does not happen. In that case, we have to persuade somebody to take charge of the engine.

Shri Naushir Bharucha: Not persuade, but threaten.

Shri Jagjivan Ram: No, there I differ from the hon. Member.

Shri Naushir Bharucha: If you would permit me, I would say that this is a charge not made by me, but this is contained in resolution passed by the Central Railways (Bombay Division) National Railway Mazdoor Union, and they say that this is a common occurrence.

Shri Jagjivan Ram: I have seen that, and I shall never agree that whatever is said by the unions is entirely correct. I have seen that, and I have examined after that also. I shall not say that there is no occasion where a driver has not been asked or requested to take charge of an engine.

An Hon. Member: He gets overtime.

Shri Jagjivan Ram: Of course, he gets overtime; but I am not much concerned about the overtime here; of course, he gets overtime, and very liberally at times, when he is out of station, even after doing ten hours' work, he gets overtime for 24 hours.

Well, that is not the main consideration here; the main consideration is whether he has got the requisite rest or not. But, as I say, there are occasions when Mr. Bharucha will agree that even if he is there to manage these things, in some case, we will have to request somebody

Shri Naushir Bharucha: In the headquarters there is shortage of drivers and that is where the trouble comes

Shri Jagjivan Ram: It does not mean shortage of drivers. I have seen cases where on a single day 6 or 7 people have, at the eleventh hour, said that they were not fit. Sometimes, I feel irritated in such cases. I can give him certain instances where if you personally look into it you will find how this is happening on a large scale. He would say that there should be something wrong somewhere. But there are instances when we are forced by circumstances to request somebody who had not had enough of rest to take charge of the engine.

Shri T. B. Vittal Rao: Why not we have this question of overtime weekly instead of having it monthly; instead of having it as 230 hours or so a month, why not have it as so many hours a week? Then the trouble won't occur at all.

Shri Jagjivan Ram: For drivers?

Shri T. B. Vittal Rao: Yes; make it weekly instead of monthly.

Shri Jagjivan Ram: It is practically after every run

Shri T. B. Vittal Rao: This trouble comes on account of the fact that you have it monthly. He works for 14 or 15 hours on one day and the next day he works for 4 or 5 hours. That is how this is being done.

Shri Jagjivan Ram: That is not the position.

About block working and commercial working, of course, wherever there is enough work for staff, then one single block-working man will not be asked to do commercial work also. This is under constant review. Whenever there is enough work for the block man he is sent to the cabin. But if there is not enough work at small stations, of course, he has to do commercial work also. But, that is under constant review.

As I have said, we will take the small points in the committee. I have dealt with broad questions. My hon. friend Shri Tridib Kumar Chaudhuri is not here. The line he was suggesting will have to be done on the canal alignment and as soon as the canal alignment is finalised, the Railway may take up the work. Perhaps, he might be aware that the question of the Farrakha barrage has also been under consideration before Government and we are very anxious about that from both points of view.

As regards Nimtita and other places that he suggested, the interlocking system is going to be introduced. Telecommunication system has been improved and track renewal work is also likely to be completed soon though there is not much to be done there. After that the speed will improve.

One other matter. Almost every section of the House and every hon. Member becomes either backward or coming from the backward areas. After hearing this debate for the construction of new railway lines, on the plea of backwardness of the area, one rather wonders whether there is any representative in this House who comes from any forward area.

Shri Bimal Ghose: Except Bihar.

Mr Deputy-Speaker: So long as that backwardness is favoured, that would be the case.

Shri Jagjivan Ram: Shri Panigrahi has given certain interesting figures. I had also last year worked out cer-

[Shri Jagjivan Ram]

tain figures And, I will ask Shri Panigrahi to work out certain more things out of those figures and relate them with the fact that this State has got so many miles of railway line and it has a total area of so many sq miles and so it has got one mile of railway line per so many sq miles of its area Then a certain State has got so many miles of railway line and its population is so many millions and so it has got one mile of railway line for so many thousands of its population If these figures are worked out, perhaps, it will be found that the areas which are more vociferous about their backwardness in this respect will find that they are not backward Perhaps they have got more than their legitimate due in this matter (Interruptions) I am not talking of any particular State I am saying that the data quoted by Shri Panigrahi be worked out this way and then they may find out which are the backward areas

Shri T. B. Vittal Rao: Shall we apply that criterion for all States?

Shri Jagjivan Ram: For all States

Mr Deputy-Speaker: How about making comparisons among the States?

Shri Jagjivan Ram: Each State has got so many miles of railway line, for so many thousands of population (Interruption) Population and area, both

Shri Achar (Mangalore) Even in a State the railway lines are concentrated in the same area while there is none in the other area

Mr. Deputy-Speaker: Let us move forward from backwardness

Shri Jagjivan Ram: Whether any State is backward or not, the anxiety of constructing new railway lines is there on various considerations In the Second Plan, the criterion laid down by the Planning Commission was that

where new industries are to be set up, where coal is to be developed, where ports are to be developed—in these places, new railway lines were related to these As I have said while replying to the general discussion, this criterion will remain But over and above that, what I personally feel is that where there are large gaps and no means of communication and there is potential mineral or forest or agricultural wealth to be exploited, it should be the earnest desire of the Ministry to provide some new railway lines in those areas I have listened to the demands of various Members from various parts of the country I will not say that I will consider them because my considering them is not enough I say that I will place it before the Planning Commission

Shri T. B. Vittal Rao: Without your recommendation they will not take it

Shri Jagjivan Ram: Of course with my recommendation and with the vehement pleadings of the Members also

I have not much to say Again I express my thankfulness to the Members of the House for all the consideration that they have shown to the Railway Ministry and for all the care that they have taken in going through the Budget and making suggestions through the cut motions We will consider them and profit by them

Mr Deputy-Speaker: I shall now put all the cut motions to the vote of the House

The cut motions were put and negatived.

Mr Deputy Speaker: The question

is

"That the respective sums not exceeding the amounts shown in the Order Paper be granted to the

President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of Demands Nos:

2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20.

The motion was adopted

[The motions for Demands for Grants which were adopted by the Lok Sabha are reproduced below—Ed.]

DEMAND NO. 2—MISCELLANEOUS EXPENDITURE

"That a sum not exceeding Rs. 1,78,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Miscellaneous Expenditure'."

DEMAND NO. 3—PAYMENTS TO WORKED LINES AND OTHERS

"That a sum not exceeding Rs. 19,77,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Payments to Worked Lines and Others'."

DEMAND NO. 4—ORDINARY WORKING EXPENSES—ADMINISTRATION

"That a sum not exceeding Rs. 35,47,21,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Administration'."

DEMAND NO. 5—ORDINARY WORKING EXPENSES—REPAIRS AND MAINTENANCE

"That a sum not exceeding Rs. 1,09,83,34,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Repairs and Maintenance'."

200 LSD—9.

DEMAND NO. 6—ORDINARY WORKING EXPENSES—OPERATING STAFF

"That a sum not exceeding Rs. 68,27,11,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operating Staff'."

DEMAND NO. 7—ORDINARY WORKING EXPENSES—OPERATION (FUEL)

"That a sum not exceeding Rs. 62,44,52,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operation (Fuel)'."

DEMAND NO. 8—ORDINARY WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

"That a sum not exceeding Rs. 20,55,79,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Operation other than staff and fuel'."

DEMAND NO. 9—ORDINARY WORKING EXPENSES—MISCELLANEOUS EXPENSES

"That a sum not exceeding Rs. 26,01,12,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Miscellaneous expenses'."

DEMAND NO. 10—ORDINARY WORKING EXPENSES LABOUR WELFARE

"That a sum not exceeding Rs. 9,24,35,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Ordinary Working Expenses—Labour Welfare'."

DEMAND No. 11—APPROPRIATION TO DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 45,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Appropriation to Depreciation Reserve Fund'"

DEMAND No. 12—DIVIDEND PAYABLE TO GENERAL REVENUES

"That a sum not exceeding Rs. 54,40,71,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Dividend Payable to General Revenues'"

DEMAND No. 13—OPEN LINE WORKS—(REVENUE)—LABOUR WELFARE

"That a sum not exceeding Rs. 1,31,83,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—(Revenue)—Labour Welfare'"

DEMAND No. 14—OPEN LINE WORKS—(REVENUE)—OTHER THAN LABOUR WELFARE

"That a sum not exceeding Rs. 13,70,53,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—(Revenue)—Other than Labour Welfare'"

DEMAND No. 15—CONSTRUCTION OF NEW LINES—CAPITAL AND DEPRECIATION RESERVE FUND

"That a sum not exceeding Rs. 45,09,38,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect

of 'Construction of New Lines—Capital and Depreciation Reserve Fund'"

DEMAND No. 16—OPEN LINE WORKS—ADDITIONS

"That a sum not exceeding Rs. 3,72,30,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—Additions'"

DEMAND No. 17—OPEN LINE WORKS—REPLACEMENTS

"That a sum not exceeding Rs. 99,49,52,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—Replacements'"

DEMAND No. 18—OPEN LINE WORKS—DEVELOPMENT FUND

"That a sum not exceeding Rs. 31,49,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Open Line Works—Development Fund'"

DEMAND No. 19—MISCELLANEOUS CHARGES—DEVELOPMENT FUND

"That a sum not exceeding Rs. 57,95,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Miscellaneous charges—Development Fund'"

DEMAND No. 20—APPROPRIATION TO DEVELOPMENT FUND

"That a sum not exceeding Rs. 21,18,74,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1960, in respect of 'Appropriation to Development Fund'"

1644 hrs.

MOTION RE AGREEMENT FOR MANUFACTURE OF STREPTOMY- CIN AND DIHYDROSTREPTOMYCIN

Shri Parulekar (Thana): Sir, I beg to move

"That this House expresses its concern at the agreement entered into by the Government of India with M/s Merck and Co, of Rahway, New Jersey, for the manufacture of Streptomycin and Dihydrostreptomycin at the Hindustan Antibiotics (Private) Ltd, and calls upon the Government to clarify the issue that the said agreement is in the best interests of the country"

The time at my disposal is short and so it will not permit me to discuss the implications of this agreement in all its aspects because this agreement is not an isolated incident nor an accident. It is part of a well-planned conspiracy to sabotage the establishment of an integrated drug industry in the State sector in order to protect the monopoly profits of the Indian big business working in very close collaboration and intimacy with the foreign firms

Sir, the hon Minister, Shri Manubhai Shah has played a very prominent role in the execution of this conspiracy for sabotage. I will confine myself, therefore, to a very restricted scope of the agreement itself, and it will be my endeavour during the time at my disposal to submit that this agreement is injurious to the interest of the country in as much as the country will have to incur the avoidable loss of Rs 1,50,00,000 during the period of agreement, secondly, it is injurious to the interest of the people in as much as Streptomycin will not be available at the lowest possible price, which it is possible to make it available, and, thirdly, it hinders progress and advance of science, of research in a field which is so vital to the well-being of the people. It

allows private enterprise, both foreign and native, to make fabulous profits at the expense of the people who consume the drugs, at the cost of the lives of those who perish because they cannot afford to buy these drugs

Sir, before I go on to deal with the terms of the agreement I would like to deal with two preliminary issues in order to enable me to establish the guilt of the hon Minister and to enable you, Sir, to judge it. It has to be borne in mind that the drug industry and the firms which deal with it make fabulous profits by fleecing the people. In support of my contention, Sir, I seek the aid of an eminent authority, Gen Sokhey, a better man than who can hardly be found in the country and whose devotion and passion for establishing a drug industry in the country which will be self-sufficient can hardly be equalled by anyone. Sir, I will read from the Economic Journal in which he has written an article. He says

"It is the practice of foreign firms to charge something like ten times the cost of production. A distinguished Professor who was on the staff of one of the leading American drug firms bears this out. He says

"I wonder how many people realise that in the pharmaceutical industry of Europe and America it is customary to charge exactly ten times the actual cost of a drug. Thus the Indian patient must support the foreign manufacturer, must pay for his lavish advertising campaigns, must pay for past, present and future research in these foreign countries, must pay for the expansion of the plants and for so many other items."

Sir, I will read out another small passage from an article which has appeared in Jyoti, a publication of the Government, in which he says what

[Shri Parulekar]

is the part played by the Indian businessmen in the drug industry. The article was published in 1956 and it refers to the figures of 1956, and things have not changed for the better. It says

"Though comparable figures for the later years are not available, because unfinished drugs are being imported as raw chemicals, it is estimated that imports have touched the figure of Rs 20 crore a year. To this the wholesale and the retail dealers add another 10 to 15 crore by way of commission, and thus drugs cost the Indian public about Rs 30 to 35 crore every year."

He has given example of a very instructive nature. In 1940 Sulpha Thiazole was imported in India at Rs 220 per pound and it was sold in the market for Rs 800 per pound then. When the Haffkine Institute produced this drug they found that it could be produced at Rs 14 per pound.

The second fact to be borne in mind is that these foreign private firms fleece the country by charging exorbitant prices for the equipment they supply wherever it is asked for and also for the know-how. In this connection also, I would like to read from the same journal, *Jyoti*, wherein it is said as follows:

"In the last 12 years I have devoted a great deal of attention to studying the problem of organization of integrated drug industry in India and was privileged to go abroad twice on behalf of our Government and once on behalf of the World Health Organization to western European countries, Canada and the USA to explore the problem. I found that the enterprise which completely controlled the drug industry were either not agreeable to collaborate at all or demanded higher royalties and commission for its collaboration."

He has also cited instances to illustrate this point of view.

Sir, when the question of establishing the penicillin factory was before the country, the cost of the plant was estimated to be 12 lakh dollars. An experienced American firm quoted the figure of 32,95,000 dollars, and when this factory was established with the aid of WHO, it was found that the cost, as was estimated earlier, turned out to be true.

I now pass on the deal with the agreement itself. A significant fact to be taken note of in this connection is that it does not provide for production of aureomycin and other antibiotics. The agreement says that a plant will be established in the Hindustan Antibiotic Factory at Pimpri which will produce only 45 tons of streptomycin. There is a reason why aureomycin is not being produced in this factory and that should be taken into consideration. There are other reasons also but the main reasons for not including aureomycin for production in this plant is that the Minister wants to leave this field free to private firms both foreign and native, to fleece the people and make fabulous profits.

I will give you a few figures. Aureomycin is imported into India. The market price of aureomycin per gram—the landed cost—is Rs 1.20. It is sold in the market for a price which varies from Rs 9-8-0 to Rs 13. The raw material required for the manufacture of one gram of aureomycin is one anna, and if it is manufactured in this country in a factory which belongs to the State, the price of one gram of aureomycin will not be more than eight annas. It is for this reason that an agreement has been entered into which provides for a plant which will produce streptomycin only and not aureomycin.

In this connection, I may incidentally mention that the first team of

Manufacture of
Streptomycin and
Dihydro streptomycin

Soviet experts who visited India submitted a scheme and offered help to set up a plant in Pimpri to produce not only streptomycin but aureomycin and other antibiotics—vitamin D-2 and B-12, the total quantity of which would be 85 tons a year

I shall cite another instance to illustrate the policy of the Minister in charge of this industry. Out of the 52 items of synthetic drugs, the Minister has given licence to private firms for producing 32 items. Most of these firms are foreign firms. And what do they do? They import the drugs, purify them, bottle them and sell the product in the market under the fake label, "Made in India". In this connection, I would like to point out that the first Soviet team of experts which visited India and submitted a scheme had suggested that a plan for producing synthetic drugs should be established in India and it should produce about 2300 tons of synthetic drugs. When that proposal was rejected by the Minister in-charge the second team came and they were asked to submit a modified scheme for production of the rest of the synthetic drugs about 20 in number, which are not much in demand in the market and which do not yield large profits, while for the production of the other 32 drugs licences have been given to private firms most of which are foreign firms and for drugs which are most in demand in the market yielding high profits. This agreement will show that it has omitted a plant for the production of aureomycin, for the reasons which I have stated.

The agreement contains a clause for payment of royalty. The agreement is very ingeniously drawn in order to conceal the fact that it provides for the payment of royalty. I am referring to clause 6(c), which says

"(c) The licences granted in paragraphs 8(a) and (b) shall be royalty free and non-exclusive, shall not carry with them the right to grant sub-licences and shall continue until the expiration of the patents concerned"

I will refer to clause 8(a) which provides for the payment of royalty under a different name. Clause 8(a) says

'8(a) In consideration of additional research, administrative and other expenses that will be incurred by Merck in providing continuous technical assistance to the company, the company shall pay Merck an amount equal to the following percentages of the net proceeds as defined in sub-paragraph (d) from sales of all streptomycin manufactured by the company

(i) 2½ per cent on such sales in India

(ii) 5 per cent on such sales in countries other than India"

The Minister may dispute that these charges are not royalties, but all the same he cannot dispute the fact that the country will have to pay about Rs 150 00 000 during a period of 10 years, during which period the agreement will be in existence as a result of this clause provided however that we do not produce more than 45 tons of streptomycin. I in the meanwhile we increase our production of streptomycin and increase the sales naturally the royalty which will have to be paid to Merck & Co will increase.

The second consequence of this clause will obviously be that the cost of production of streptomycin will be higher than what it would be if we do not pay these royalties. This point is so simple that I need not labour on it.

I will pass on to another clause in the agreement—clause 11(a), which is the most harmful and mischievous clause in the agreement itself. Clause 11(a) provides for utmost secrecy and screening of the personnel who will be employed and engaged in the manufacture of streptomycin. I will not read the clause itself because the

[Shri Parulekar]

hon. Minister has admitted this fact when he made a statement in the House on 23rd February. I will read only the few relevant lines from the statement:

"The processes, know-how and the cultures made available by Messrs Merck & Co. under the agreement to Hindustan Antibiotics Limited belong to Merck & Co. and therefore, have to be protected against any form of pilferage.....If follows that the new scientific persons to whom such processes and cultures will be entrusted will have to be a select limited small number of employees of the company, who will in turn be bound not to divulge or transfer them to unauthorised persons."

17 hrs.

It is clear that this clause provides for the utmost secrecy and screening of the personnel who will be engaged in the manufacture of streptomycin. One of the obvious conclusions will be—and I am sure he will not dispute it—that it will hinder the rapid progress of science in a field which is so vital to the human well being. I need not tell—it will only be repeating a platitude—that science advances at a faster rate in a free atmosphere, and this clause provides for secrecy. The obvious and only conclusion is that the advance of science and research in this field will be hindered.

17.01 hrs.

[SHRI MOHAMMED IMAM in the Chair]

I could like to point out another aspect of this clause, and it is this. It is a naked violation of the agreement which was entered into between Hindustan Antibiotics and the World Health Organisation when this factory was set up. To my question he has replied in the negative. It is

not so. Therefore, I would like to refer to some of the clauses of that agreement. Part I, the objectives, says:

"The World Health Organisation and the UNICEF having at the request of the Government of India given careful consideration to the necessity and desirability of establishing a plant for the manufacture of penicillin and other antibiotics...."

So, it is going to be a factory for the production of penicillin and other antibiotics. Then it goes on to define the objectives. Objective No. 3 says:

"to produce for use in India penicillin of the best quality".

Objective No. 4 says:

"to produce other antibiotics".

Objective No. 6, which is an important one, says:

"to collaborate with the international agencies from whom financial assistance has been obtained for the project, developing technical procedure mutually acceptable to the Government of India and WHO, maintaining a policy of free availability of the technical information and training facilities for further projects,"

No. 7 says:

"to develop in India an important centre of research and training in the antibiotics field".

Now I will read the relevant portion from Appendix 5. It says:

"avoiding any situation which would lead to the production centre restricting information concerning any of the technical developments. Each production centre should essentially become a training ground for other centres."

These are the terms of the agreement which was entered into with the WHO when this factory was established. This factory was established for the production of penicillin and other antibiotics. This factory was to be an open factory. This factory was to be training centre. This factory was to be one where information about production of antibiotics will not remain secret but will be available so that science may advance in the field of production of antibiotics.

Yet, I am really amazed by the audacity of the hon. Minister in charge when he says to a direct question which I asked, namely, whether, it does not violate the agreement with the WHO, "No, Sir". Of course, I will come to the way in which he gives his replies later on, but at this stage I only want to point out that these are the terms of agreement with WHO and here is an agreement which has been entered into with Merck and Company which provides for the utmost secrecy and screening of the personnel.

One must be either a fool or a knave to maintain that this agreement does not violate the terms of agreement which was entered into between the Hindustan Antibiotics and the WHO. Clause 1 deals with the production of streptomycin. It says that streptomycin will be produced in the factory with the components in the ratio of 20 per cent. streptomycin and 80 per cent. dihydrostreptomycin. I hope the hon. Minister is aware that streptomycin which is in demand in the market must contain the components in the proportion of 50 per cent. streptomycin and 50 per cent. dihydrostreptomycin. This agreement has been entered into for setting up a plant which will produce what is not required in the market and which will not be sold in the market. To change this plant will require an expenditure of another Rs. 10 lakhs. I do not know whether Merck and

Company will oblige him, in consideration of the fact that he is obliging the private sector, with a proposal that they would agree to expand this plant and change it in order to alter the proportion of the product.

There is another important thing to which I would like to draw the attention of this House. Merck and Company had undertaken the responsibility and had agreed to supply 80 per cent. of the supply of streptomycin at a price which will be 5 per cent. less than the lowest quotation. When the quotations were asked for Glaxos gave the lowest quotation and the condition by which Mercks were obliged to supply was that 80 per cent. of the streptomycin required for the country will be supplied at a price lower than that quoted by Glaxos. This condition was waived and was not implemented.

There is a third thing to which I would like to draw the attention of this House. Before this agreement was entered into with Mercks, Pfizers, an American company, had shown their interest in setting up a plant for production of streptomycin. They were asked to submit their plans and before they submitted the plans this agreement was entered into rather hurriedly. I may point out that Pfizers are the foremost manufacturers of antibiotics. Their experience is more than that of Mercks. To me this deal with Mercks, therefore, looks to be a dubious thing which requires to be probed into further.

Naturally, I owe a reply to two questions which arise out of the discussion which I have raised. One of them is whether it was absolutely inevitable for us and no other alternative was open to us but to enter into an agreement with Mercks for the production of streptomycin and accept terms which are obviously, on the face of it, against the interests of the nation and against the interests of the people. The second question is whether there was no other pro-

[Shri Parulekar]

posal available to us which was far more favourable than that offered by Mercks and which would have advanced the national interests and the interests of the people. These are the two questions which I must reply because an answer to these two questions is due from me.

If the hon. Minister, Shri Shah, had entered into this contract because it was absolutely inevitable and there was no other alternative open to him or on the ground that there was no other proposal more favourable to him, then I would not have objected to this agreement. Perhaps I would have accepted it as an inevitable thing. But the facts are to the contrary. There were alternative proposals and better ones. I have already pointed out that the Government of the USSR had offered to help in setting up a plant not only for manufacturing streptomycin but Aureomycin and other antibiotics as well in the factory at Pimpri. Shri Shah rejected that offer.

Now I will answer the other question which I have raised, whether the terms of the offer were far more favourable than the terms which he has agreed to when entering into an agreement with Merck & Co. Shri Shah knows that the terms of the Soviet offer were far more favourable; he also knows that they were in the interests of the country; he also knows that they were in the interests of the people because the drugs would have been far cheaper than they would be under this agreement. But he does not admit it, and whenever direct questions are asked, he has the knack and also the intelligence to give replies by evading things and giving irrelevant replies.

I will point out a few specimens. In this House, the hon. Member, Shri Harish Chandra Mathur asked a question, a direct question:

"Shri Harish Chandra Mathur: May I know if the settlement was concluded while the Russian team was in the country negotiating for the establishment of a similar manufacture, and may I also know whether their terms were far more favourable?"

This is the question which was asked, and I will read out the answer which he gave:

"Shri Manubhai Shah: As far as this is concerned, as the House is aware, we are contacting all the countries of the world for the different technical processes. As a matter of fact, historically speaking, this discussion with Mercks, Pfizers, Squibbs and other foreign firms of different countries was started much earlier by the Production Ministry."

You will find no answer. I will complete it.

"The Russians were also brought in. That is why we have almost finalised the Russian discussion and Dr. Nagaraja Rao and Mr. Ghei have gone to complete all the negotiations and we hope that the settlement will come through very soon."

Here is the question which had been asked, and this is the reply which was given.

I will give another specimen of his performance, this time in the Rajya Sabha. On the 2nd December, Dr. Dubey tried to cross-examine him, but he failed. No, he would not give a straight reply to a straight question. I will not read the whole of it, because it will take my time, but I will only read the relevant portion of it. This was the question:

"I am not talking of penicillin but of streptomycin. Did not the Russian people, when they came here, give you an idea?" (about cost of production).

And this is what Shri Shah says

"As far as streptomycin is concerned, we have not gone into production. We have only entered into an agreement with the American firm of Sharpe, Merck & Domme, which is going to manufacture streptomycin which is the current requirement. Therefore, it will be completely premature to anticipate what the cost will be compared to the cost of other countries."

'This is the reply which he gave. He has given model lessons in replying irrelevantly, and evading replies to questions. I only wish he had been in a witness box and I had the opportunity to cross-examine him to extract the truth from him.

Shri S. A. Dange (Bombay City—Central): Even there, he would have escaped.

Shri Parulekar: I doubt very much. That depends on his capacity and mine.

The Minister of Industry (Shri Manubhai Shah): That will be judged.

Shri Parulekar: Here he admits a fact which is damaging enough. He says that they did not take into consideration the cost of production of streptomycin.

Shri Manubhai Shah: I do not wish to interrupt, but I may say we have taken everything into consideration including the cost of production, but it is not for us always to anticipate such things.

Shri Parulekar: I am supposed to discuss on the basis of material available to me, not on the basis of the material which he has kept secret.

Whatever that may be, first of all, if this be true, and if this is the way

in which he enters into an agreement with foreign firms and foreign countries, may I ask does he realise that the logical conclusion of it is that he is not fit to occupy the post which he is occupying?

Shri Dasappa (Bangalore): I think a comment like that is premature. Let him hear the hon. Minister and then make a comment. I only say that it does not serve any good purpose to cast reflections like that.

Shri Parulekar: For the benefit of the hon. Member, I will only say that I have read all the material available, I have studied the subject, and on the basis of the study of the subject I am maintaining it, and if a fuller opportunity is given, I will substantiate every word that I say. I do not talk irresponsibly.

Shri Manubhai Shah: I hope he will withdraw many things.

Shri Achar (Mangalore): On a point of order (*Interruptions*). First hear me, and then you can say whether it is a point of order or not.

1716 hrs

[MR. DEPUTY-SPEAKER in the Chair]

Only the other day, the hon. Speaker remarked that remarks such as whether a particular Minister deserves to be in that place or not will not be in good taste and such remarks ought not to be made (*Interruptions*).

Mr. Deputy-Speaker: If only the hon. Members would allow me to listen to him then I can decide.

Shri Achar: Today, the same thing is being repeated (*Interruptions*).

Mr. Deputy-Speaker: When he says it is a point of order, I have to listen to him.

Shri Achar: I was just stating that only the other day, the hon. Speaker gave a ruling that it is not in keeping

[Shri Achar]

with the decorum of the House, and it will not be in good taste also to make remarks like this as to whether a person who is occupying the position of a Minister does not deserve to occupy that position.

Shri S. M. Banerjee (Kanpur): He is strong enough to defend himself. The hon. Member need not come to his rescue.

Shri Achar: I am also entitled to say what I have got to say.

Mr. Deputy-Speaker: Now, the hon. Member may formulate his point of order.

Shri Achar: My submission is that to make such remarks saying that a particular person does not deserve to be in that position or is not fit to occupy that position is not in order, it is not parliamentary. The Hon. Speaker has already given a ruling on this point. Therefore, I submit that the hon. Member must be asked to withdraw that expression.

Shri Thirumala Rao (Kakinada): May I make a submission? We do not want to interfere with or interrupt the speaker. He has been giving us very useful information, but he must also help us to come to a proper conclusion on the facts that he has gathered. No useful purpose will be served by inter-mixing his facts with some comments. I may draw the attention of the House as well as the speaker to one sentence which he has used namely 'Either a person must be a fool or a knave'. It is not fair to ask the House to come to some conclusion either about the person of whom he is speaking or about the speaker himself, before we can completely hear what he wants to say.

Therefore, I would appeal to him, through you, that let us be educated on the facts of the case, before he asks us to come to any conclusion on the matter.

Mr. Deputy-Speaker: There was no point of order. When I was here, I certainly heard that expression. When a thing admits of two constructions, hon. Members must try to have the one that is more charitable. It is not fair to impute motives straightway. I was hearing. Certainly the remarks were made. But it could be said that the effect of the agreement that has been entered into would be that the country would be deprived of such and such a thing, that it would harm our interests, that it would do this and that. Why impute motives straightway? Even conceding that it is harmful, that it will certainly harm our interests, yet certainly there could be an honest motive behind; and if we can point out, perhaps, some remedy might be found. Why should we straightway say that it is out of dishonest motives, or that it is out of this thing or that thing? That is not fair.

Shri Parulekar: With all due respect, I would say this. I was discussing whether this agreement violated the terms of agreement entered into in the WHO. The agreement with the WHO is before you. This agreement is also before you. I say that in view of the two agreements and the terms as they have been framed, only a fool or a knave can say that it does not violate. I was not imputing anything. This is an objective fact.

Mr. Deputy-Speaker: I referred to the earlier part of the speech. I had heard it when I was here.

Shri Parulekar: Shri Achar raised another objection. I only....

Mr. Deputy-Speaker: I have said that there is no point of order. So, the hon. Member should try to conclude now. He has taken more than half an hour.

Shri Parulekar: I shall finish within the next six or seven minutes' time.

*Manufacture of
Streptomycin and
Dihydro streptomycin*

I have tried to be as short as possible, but the subject-matter is so vast

I had said that we had at our disposal an offer which was more favourable than the one which was entered into with Merck's, in all the respects, especially favourable in the following respects I shall only state a few points on their merits

The first merit of that proposal was that we would have a plant in Pimpri which would have produced not only streptomycin but aureomycin and other antibiotics

Sir, the other merit of that proposal was that we were not required to pay royalty of any kind, in any name, real or faked Thirdly, the plant would have been an open place which could have been the training centre where information about the technique would have been freely available

I will incidentally mention for the benefit of the hon Minister if he does not know it that the drug industry and the technique of the drug industry in Soviet Union is treated on the same plane as pure science

Sir, they also offered us a long term credit which was to be paid in easy instalments in rupees and the rate of interest would have been only 2 per cent

These were the merits of the proposal This was the proposal available to us Instead of accepting that the hon Minister has chosen to enter into an agreement with a private American firm for producing streptomycin and creating a hindrance in the way of establishing an integrated drug factory in the State sector in the country which alone would benefit the people of the country as a whole

Sir, I will only deal with one more point before I conclude The first casualty of this agreement—of clause 11A of the agreement—is Dr.

Ganapathy To unravel this mystery it would be necessary to state a few facts

Who is this Dr Ganapathy? Dr. Ganapathy is an eminent research scientist in the field of drug industry When he was in the Haffkine Institute, as a result of his research and that of his colleagues, it was possible to develop a process by which the yield of sulphathiazole increased by 50 per cent and was the cheapest in the whole world When he was in the Penicillin Factory his research in the bio-synthesis of penicillin had attracted world attention I will not mention the third fact because it may not be palatable to the Minister in charge He has been invited to preside over an International Conference to be held in Prague on the subject of antibiotics These are his qualifications He is not an ordinary employee, he is an eminent scientist, of great merit, and he is a research student

Shri S. A. Dange. That is why he had to go

Shri Parulekar: I am giving the reasons The hon Minister says that we have not dismissed him It is technically true His services were loaned to the Government of India by the Government of Bombay That period of his deputation is over and we have sent him back That is what the Minister says Sir, the story is not so simple

When his services were loaned by the Government of Bombay to the Government of India, there was an understanding given to the Government of Bombay that he would be permanently employed in the Hindustan Antibiotics I will read a small paragraph from a letter written by the Production Ministry to the Government of Bombay in 1952 for the benefit of the hon. Minister

Mr Deputy-Speaker: What connection has it with this agreement.

Agreement for
Manufacture of
Streptomycin and
Dihydro streptomycin

Shri Parulekar: I will tell you, Sir. This is the first casualty; screening has taken place.

Shri Manubhai Shah: No screening has taken place. This is only for his information, Sir. Streptomycin production has not at all started yet and there has been no screening. Mr. Ganapathy is reverting after one year after the signing of the Agreement because his term of the present deputation ends. He has been reverted back to the Government of Bombay.

Shri Parulekar: He went away just because the manufacture of streptomycin had not started; because he is not expected to know this and because the Americans did not trust him. Here are a few sentences from a letter written by the Production Ministry, to show that the excuse which is given now is only a technical excuse.

Shri Thirumala Rao: Once before individual cases were sought to be discussed on the floor of this House. My hon friend is bringing in material of 1952 to back the grievances of Dr Ganapathy about whom we have read so much in the papers recently. It is a controversial question that is sought to be raised with regard to individual grievances. I do not know whether it will be relevant.

Mr. Deputy-Speaker: That is exactly why I put this question as to what this has to do with Dr. Ganapathy, this Agreement that has been entered into. The reply was that he was the first victim. But there is one thing which I might bring to his notice. If he pleads his case, then there would be justification for the other side to say many things against that man. Normally we shut out all that discussion because nothing can be said against a man who is not present and particularly an employee and if it is taken up by way of pleading on behalf of some employee certainly, certain things have to be

said. Therefore, normally we do not say anything in favour or against a man who is not present because that opens out a discussion and a controversy which may not be quite pleasant.

Shri Parulekar: I am not opening this question as a case of individual injustice. But his transfer is a loss to the scientific research in this country. Only recently we passed a resolution on that subject.

Mr. Deputy-Speaker: That would be a different question if that is a loss to the industry.

Shri Parulekar: His transfer is relevant on two counts. He is the first victim of the screening clause...

Shri Manubhai Shah: I can explain to him that he is not a victim. I can give a categorical assurance that this has nothing to do with the streptomycin agreement.

Shri S. A. Dange: May I submit that it is not an individual case; it is an individual instance illustrating a national policy of the Ministry to send away good scientists and good Indians.

Mr. Deputy-Speaker: Then too, we are not discussing the policy as a whole. Now, there is a particular question whether this agreement that has been entered into—what effect it has on our interests and the country's benefits and this is what we are discussing. If you take up the whole policy, perhaps that is much too wider.

Shri Parulekar: The spirit of the agreement leads to the loss of eminent scientists to the cause of research which is most vital.

Mr. Deputy-Speaker: He has taken about three-quarters of an hour.

Shri Parulekar: I was trying to conclude, Sir... (Interruptions).

Mr. Deputy-Speaker: Order, order. Now, let him conclude.

Shri Parulekar: I will just read a few sentences. I was just reading only a few lines from the letter which was written by the Government of India.

... as no permanent posts have been sanctioned for the Penicillin factory so far, the Government of India are unable to appoint Dr. Ganapathi, Assistant Director, Haffkine Institute, Bombay, as Laboratory Director, Penicillin Factory, on a permanent basis at present. Moreover the control and management of the Penicillin factory will be handed over to a private limited company which is proposed to be formed for the purpose, as soon as possible. However, the Government of India have no reason to doubt that Dr. Ganapathy would not be absorbed in the Penicillin organisation on a permanent basis."

After the first period of deputation was over again, it was extended by three years. (Interruptions).

An Hon. Member: What are we discussing now?

Shri Parulekar: The result of the agreement which has been entered into. (Interruptions.) (An Hon. Member: Not Ganapathi?)

Mr. Deputy-Speaker: I have to listen to simultaneous speeches. I shall have to stop them.

Shri Parulekar: Sir, in conclusion may I say this? In the last two years we have discussed the affairs of the Telco and we have also discussed the affair known as the Mundhra scandal. But this affair is far more serious than the two that have been discussed. In view of what I have already stated, it will be seen that this affair is far more serious and therefore, it is necessary to institute an enquiry into the whole of the negotiations carried with the Soviet Union as well as with the foreign firms so that we may be able to arrive at the truth. I thank you.

Mr. Deputy-Speaker: Motion moved:

"That this House expresses its concern at the agreement entered into by the Government of India with H/Ms. Merck & Co. of Rahway, New Jersey, for the manufacture of Streptomycin and Dihydrostreptomycin at the Hindustan Antibiotics (Private) Ltd., and calls upon the Government to clarify the issue that the said agreement is in the best interests of the country."

Shrimati Renu Chakravartty (Basirhat): Sir, I beg to move:

That in the original motion,—

add at the end—

"and further recommends that a Committee of Enquiry be appointed to examine the negotiations carried on by the Ministry with the Government of U.S.S.R. and other private foreign firms in U.S.A., Germany, Switzerland etc. for establishment of an integrated drug industry in India and report whether the Agreements entered into so far are in the best interests of the country".

Mr. Deputy-Speaker: That amendment is, I am afraid, out of order. It is not within the scope of the motion. This motion only touches one particular agreement that was entered into with Merck & Co., whereas the amendment relates to questions of policy about the negotiations that were carried on with U.S.S.R., U.S.A., Germany, Switzerland and others for establishing an integrated drug-industry in India. That is a much wider question and that cannot be covered.

Shrimati Renu Chakravartty: If you rule it out, Sir, I am helpless.

Shri D. C. Sharma (Gurdaspur): May I know, Sir, for how long the House will sit?

Mr. Deputy-Speaker: As long as the House likes.

Shri D. C. Sharma: We should break up at 6.15.

Shrimati Renu Chakravarty: That is the reason, Sir, why I had objected to the change in the time table, because I knew that hon. friends like Shri Sharma would not like to sit late.

Mr. Deputy-Speaker: All right. Let us have a diversion now. Shri Vittal Rao has to present some report.

17.22 hrs.

BUSINESS ADVISORY COMMITTEE THIRTY-SIXTH REPORT

Shri T. B. Vittal Rao (Khammam). Sir, I beg to present the Thirty-Sixth Report of the Business Advisory Committee

17.32½ hrs.

MOTION RE AGREEMENT FOR MANUFACTURE OF STREPTOMY- CIN AND DIHYDROSTREPTOMY- CIN—contd

Mr. Deputy-Speaker: The House may now proceed with the discussion.

Shrimati Renu Chakravarty: Sir, the reason why this discussion is very important—and I hope the Members on the other side of the House will bear with me when I say that this is as important for the people of our country as food is—because the poor people in our country are not able to get the medicines which are so essential for them. They are so despicably poor that they cannot afford to buy these very important medicines, especially anti-biotics because they are prohibitive in prices. The reason for that has been debated on many occasions in this House. It was, I remember, in this very House, when we were discussing the amendment to the Drugs Act in the First Parliament, the then Health Minister herself admitted that the profiteering goes on because of the monopoly hold of the foreign

firms by which they bring into the country all the basic chemicals and then by just making tablets or putting them into injection forms they sell them almost at 100 per cent. profit or even more. The figures quoted by my hon. friend, Shri Parulekar will show that they make huge profits.

Now, this is all the more important because at that time we were told that it is necessary, in order to bring down the prices, to have an integrated scheme in the public sector—a State scheme—for making these drugs. It was because of that the question has been coming up in this House—once or twice—as to how to do this. We were told at that time by Rajkumari Amrit Kaur that Soviet scientists were coming here and they were going to put forward their plan. All this has been going on not for just a few months, the entire question has been under discussion for the last 2½ years. We have heard the chequered career of these negotiations. We have seen how the Soviet Union had come forward, because they are the only people in the socialist sector who do not believe in patents. They believe that science has to be utilised. They do not believe in any private profit. Therefore, they are able to give the world scientific discovery without putting any restrictive clauses as are found in the case of capitalist countries about patent laws. They do not also stipulate royalties and commissions as we have seen even in this very agreement itself. They proposed at that time not only the manufacture of Streptomycin and Augmentin, but the construction of a chemical and pharmaceutical plant, a small unit for the production of endocrines—which I believe is still there; our Minister is allowing that particular part to stand—and a large plant for production of intermediate chemicals.

Now, the question which raises doubt in our minds is, why at this very time was there this hurry to have this agreement with Mercks. It could have been understood in a background where maybe we did not get the know-

how. Naturally, under-developed countries are not able to get the know-how, because the advanced western capitalist countries do not give it to us. We have seen it in the case of the steel plants in the earlier stages and we see it again in the drug industry. But why at this stage did we rush into this agreement? Did our Ministry not have any understanding of the situation? Did they not know who Mercks was?

I was very surprised to read the report of the Pharmaceutical Enquiry Committee. In that it is categorically stated that when we are trying to set up this penicillin factory, it was decided in January, 1949 by the Government of India to set up a State-owned concern with a company form of management for the manufacture of this drug and negotiations started with a foreign firm, Messrs. Kangolajel of Sweden for technical assistance. That was a period when we did not have any know-how. Nobody was offering us the know-how and at that time our Government looked upon the Soviet Union as an arena of backward country with no scientific knowledge. The agreement was entered into with this firm in March, 1949, and it was hoped that the factory would be set up in less than two years. What happened after that?

In 1956 this Swedish firm entered into an agreement with Messrs. Merck of the United States of America to avail themselves of more advanced technical processes for the manufacture of penicillin. As soon as they entered into an agreement for collaboration with Mercks, what happened? Mercks objected to make the know-how available to the same firm for the Indian Penicillin Factory. To overcome that difficulty, the Government of India had to enter into negotiations with Messrs. Merck of the United States of America, and the Swedish firm have dropped off. It is at this time that fortunately, the WHO came forward with its assistance. Finally, the Government of India realized that if we try to come up with this agreement with this foreign firm, we shall get down and

get it at the neck, and that is why they accepted, in preference to the contract with Mercks, the WHO proposal for the setting up of an antibiotic plant in India.

There again, I would like to mention one more point before the House. As I was reading through this agreement—there are of course all the points which have been raised by my friend Shri Parulekar, and I am not mentioning them again—I find that at the last page, there is a section which says that the WHO has actually catered for the extra equipment for streptomycin already. The idea was to have streptomycin also included in this, but now, in spite of the fact that the know-how was becoming available, at that very time, we find that this new Mercks deal is brought into being. Therefore, my point is this. The history of Mercks was well known to our Government, and they knew these disadvantages of entering into this agreement. So, why this agreement? That is the question to which we would like to have an answer.

Actually, the feeling which have got us, from the time this integrated State sector drug plant was mooted, from that time, the Ministry, the officials in the Ministry—I heard that even the Advisory Committee for the development of drugs or at least a portion of them—have been trying to see that this whole thing is cut up into bits and that the integrated plant does not come up. There has been this hurry.

I have heard of another very important drug which is used for the cure of tuberculosis, and that is called PAS. I think we need a much larger amount of this than is actually manufactured in this country. Now, this particular basic chemical would be manufactured by the Soviet plant. What is being now proposed by the Ministry, I believe, is to leave the processing part of it to private licensees so that even though the basic chemical is very much lower in cost, through the process used by the private concerns they could get a huge profit. In this way, we find that the Ministry has been arguing in favour of this private

[Shrimati Renu Chakravartty]

concern They are the protagonists of commercial patents I hear that the Railway Minister and one or two people in the Ministry have been opposing the abolition of patents which was recently discussed in the CSIR meeting Of course, the entire question is with Justice Ayyangar There are many important people within the Ministry who are pleading that patents should remain, which means they are pleading for private firms to continue to reap the harvest of the profits This goes against the entire policy which each one of us in this House wants to see carried out, viz., cheap antibiotics and modern medicines are made available to the people

It is in this background that I will examine one or two clauses in the agreement which have not been referred to by Shri Parulekar Clause 2 (e) says

" Without assuming any responsibility for design, construction, installation and operation of the proposed plant or for any decisions made in connection therewith, MERCK shall endeavour to ensure by selection of and instructions to the personnel that design, construction and operation of the proposed plant "

If you just compare this with the clause in the agreement with WHO, you will see how differently it is worded

"The Organisation will provide all necessary technical knowledge so as to ensure that the quality of the penicillin produced in the project is equal to the best quality anywhere produced "

One immediately sees the difference We know the trouble we have had in regards to agreements for the steel plants If you examine the report of the Estimates Committee, you will

know it The people who carry on these agreements allow these loopholes to remain, whether knowingly or unknowingly, I need not enter into that controversy now This is where the trouble really lies

Clause 2(d) says

MERCK shall indicate technical materials and equipment to be used for the construction of the company's streptomycin plant as well as information available to MERCK concerning suppliers of such materials and equipment."

After our experience in the Steel Ministry, I should say this is a very dangerous clause, because we have found that when the consultants or suppliers of technical know-how also become people who will be giving us information about the supply of materials and equipment, specially regarding materials, I would be very wary and left to myself, I would add "Provided such things are not found in India" Such a proviso should have been there I know the Minister will say, "Nothing prevents us from doing it" But we also find that nothing prevents us from giving all the contracts to those countries from which these technical people come

There is another clause which says that our technical experts will visit MERCK and they have to gain working knowledge regarding the process within six months I do not know how it will work We know that when our technical people go abroad, they are not shown everything, they are not taught everything So, it would depend on the sincerity of those people who really give them the know-how When the period is specified as six months, if they do not learn it within six months, there is nothing you can do about it

Clause 3(a) says that the company shall reimburse MERCK for its engineering and technical services on the

basis of actual cost as determined by MERCK. That is all right; let them determine it. But then it further says:

"Such expenses shall become due and payable as and when accrued, upon submission to the company of monthly itemised expense vouchers. It is estimated that such expenses shall not exceed US \$25,000."

I do not know whether this \$25,000 is per month or what it is, is not clear.

Shri Manubhai Shah: It is the overall total.

Shrimati Renu Chakravarty: At a time when we are hard pressed, I would like to know what it was that weighed with our Ministry to go in for this dollar commitment, when it was possible for us to get much better terms. At least the salaries, etc., could have been paid in rupees. Why is it that we have entered into such an agreement involving so much of foreign exchange component?

There is, of course, the argument which our Minister gives regarding keeping both parties informed about improvements. He says that Merck will let us know the latest know-how and the latest improvements. So too Hindustan Antibiotics will have the benefits of their association. It works both ways. But we know that the Merck establishment will be utilising Hindustan Antibiotics and our know-how in a much bigger way than our using the benefit of their newer inventions.

Then, I will not go into the question of royalties and commissions. Those questions as well as screening have been referred to by the previous speaker, Shri Parulekar.

I will mention one thing more, and that is the background of this very company itself. I was interested to read last August a report of Reuter dated 3rd August, 1958 which refers

to this company also. Here we must remember that in a country of monopolies the Federal Trade Commission have framed charges against six companies, and this is one of them. The report reads:

"The Federal Trade Commission yesterday filed charges under anti-monopoly laws against six leading US drug companies alleging that they conspired to monopolize the multi-million-dollar wonder drug trade."

The Commission, which has just completed a two-year study of the antibiotics industry, alleged that these six drug houses had conspired to fix the prices of 'wonder drugs' at arbitrary, artificial non-competitive and rigid levels.

The companies have denied the charges. The Commission alleges that the six companies have a monopoly of the sales of tetracycline drugs, which include aureomycin, terramycin and achranycin and are by dollar volume the largest selling antibiotics.

Americans are estimated to have spent \$750 millions on 'wonder drugs' in 1957."

It will come to about Rs 358 crores. This is the company with whom our Minister has entered into an agreement and about whom he has replied that immediately after the signing of the agreement the prices have come down. I have no doubt that he has said the prices have gone down. Here I will only refer to the speech of the late Shri Gidwani, a very honoured Member of this House when he participated in the discussion on the Drugs Bill. He had taken pains to show how the drugs go up and down in price and how it is entirely within the will and within the functioning of these cartels. When these firms are capable of producing these drugs much more cheaply and much more within the purchasing power of the people, still they were charging exorbitant prices and

[Shrimati Renu Chakravartty]
yet our Ministry have entered into
such a contract with them

Mr. Deputy-Speaker: The hon
Member should conclude now

Shrimati Renu Chakravartty. To-
day morning the hon Minister of
Parliamentary Affairs was telling us
that there will be plenty of time left

Mr. Deputy-Speaker. I do not think
so Shri Parulekar had taken three-
quarters of an hour If the hon lady
Member also takes the same time,
there will be no time left

Shri Joachim Alva (Kanara) I
want five minutes

Shrimati Renu Chakravartty: I
will conclude soon

There is one more point, and it is
an important one to consider This
is going on at a time when important
bi-products from the steel plants,
specially from the coke-oven plants,
like coal-tar and other things are
going to be produced by the public
sector I have found from the Phar-
maceutical Committee's Report—I am
not a technical expert—that coal-tar
is one of the most essential things
needed for this If that is so, and if
we are producing this bi-product in
such large quantities, why can't this
be utilized by the integrated State
sector drug industry? Because, of all
sectors, the sector of drugs and medi-
cines is the one sector that must com-
pletely eliminate profit motive so that
we are able to give to the people
cheap medicines and good medicines
That is why we believe that it is
absolutely necessary to reconsider this
entire question and order an inquiry
why Government at a time when the
question of integrated Soviet drug
plant was under discussion in such a
hurry entered into an agreement with
Messrs Merck & Company This love
for Mercks is beyond my comprehen-
sion Then what about Glaxo, about
which the auditor said that the differ-
ential in the payment of customs duty

was not taken into account and five
Per cent was calculated? But U.K.
drugs had to pay only 14 per cent
customs duty Other countries have
to pay much more. They say that
Rs 1,78,816 was paid extra on that
account whereas we could have got
it cheap What is this love for
Mercks? I think we have made out a
good enough case for an enquiry and
I hope in the interests and the good
of the millions of people who today die
because they are unable to buy drugs
at a cheap rate and within their pur-
chasing power, this House will sup-
port this enquiry

Shri Joachim Alva: Sir, I was not
present in the House when my esteem-
ed friend, Shri Parulekar, made dis-
paraging remarks about the hon Min-
ister I would say that our hon Min-
ister is one of the ablest Ministers in
this House But he has also got to
defend this agreement However, this
agreement is indefensible The foreign
drugs companies are merchants of
death They are captains of profiteer-
ing Their record is not worth taking
into account There is Parke Davis
Parker Davis is a world-famous firm
This firm was involved in Bombay
customs cheating barely a few years
ago when Shri Krishnamachari was
then the hon Minister of Commerce
and this question was raised in the
House The cheating was alleged to
be to the tune of several lakhs of
rupees These are not fair practices of
a firm dealing with high-class drugs,
doling them out to individuals and to
nations

Glaxo has been flourishing and has
been edging everybody out of business
I admire the British nation for their
character They had a Principal
Private Secretary to a former British
Finance Minister here—Mr Keith Roy,
ICS, serving as Glaxo's representa-
tive in the offices of the Government
of India Now he is a director of
this Company and has got all the con-
cessions to elbow out all Indian com-
petition and initiative.

Bengal Chemicals started and founded by one of our great rishis, Acharya Prafulla Chandra Ray, does not figure. I do not find their name anywhere. I do not find the name of this company in any one list of import licences given this or last year.

About Dumex, I know nothing and I shall not say anything about any person or individual of which I know nothing. But it is a big company. Cibas have advertised Indian things in foreign Papers about cows and Hindus uttering defamation of our nation. It has been done within the last three years. Then somebody brought it to their notice and they apologised. They carry away lakhs of rupees from our country. They go down into the wealthiest forests of my constituency, North Kanara, find out some very valuable drugs, Sapina for the heart, put it into the market, sell it at a very costly price to people who cannot afford and then defame my land and your land in Germany and elsewhere. Then somebody objects and they just get away by apologising. This is the record of foreign companies.

Atul Industries, inspired and started by my esteemed friend, Shri Dhirajlal Bhulabhai Desai.

Mr. Deputy-Speaker: Why should he not come to the contract?

Shri Joachim Alva: I want to spotlight this agreement with a foreign company banded together with other companies. . .

Mr. Deputy-Speaker: We are not discussing all foreign companies.

Shri Joachim Alva: I will finish it within my time. Please do not interrupt me.

Atul Industries started by my esteemed friend, Shri Dhirajlal Bhulabhai Desai, the son of Shri Bhulabhai Desai who is no more, and who was once the Leader of the Opposition—son of one of our greatest patriots—

is not to be heard anywhere. Atul Industries is in the hands of Kasturbhai Lalbhai, who runs any number of mills. I want to know whether it is the policy of the Government of India to make rich men richer still.

Sarabhai Chemicals are connected with important textile units. They are granted big import licences. Not satisfied with that, they enter the advertisement market, Shilpi Advertisements, and cut out young and capable Indians from advertising businessmen who have been trained in it abroad. They cannot get business as Government gives it to these rich concerns. What is the policy?

Mr. Deputy-Speaker: He should now come to the contract itself.

Shri Joachim Alva: What is the policy of the Government of India? Is it to make these people richer and richer with or without the help of Indians? The Government of India can manufacture every kind of drug for our people, with or without the aid of foreign firms. We do not want the aid of even Indian firms because most of the Indian firms, who are in the market have had very, very valuable import licences. Alcobac Chemicals have been given licence worth Rs 3,40,250 for import of bulk penicillin. I do not grudge them. They have been in the chemical trade. They have been pioneers in Gujarat. They are doing only that job. May they prosper and flourish!

Mr. Deputy-Speaker: But what about the contract? Let us come to the contract.

Shri Joachim Alva: I am coming to the contract.

Gisxo Laboratories were given licences worth Rs 12 lakhs. Dumex were given licences worth Rs 13 lakhs. Sarabhai Chemicals.

Mr. Deputy-Speaker: Now, we cannot discuss generally the policy of import licences or the policy about

[Mr Deputy-Speaker]

drugs That is not to be discussed I have been pointing it out to the hon Member If he has to say anything about this contract, he might say, otherwise let us hear the hon Minister

Shri Joachim Alva: I am saying that the entire picture around us is very, very gloomy Now, I am coming to this point.

Why do we have this company which is blacklisted in the United States, as the hon Member said, this company of Mercks, for the next ten years? If the Soviet Government made an offer that they would help us in the drug industry from A to Z, we should have taken their offer Mrs Roosevelt writing in the *Amrita Bazar Patrika* only last week says that 26,000 doctors came out from USSR universities in the year 1958, and from America only 6,000 doctors If a nation produces a large number of doctors that is a reflection on their state of health

Mr. Deputy-Speaker What effect has that on Merck & Co?

Shri Joachim Alva I want to know how this agreement has been arrived at when we had another offer of assistance Today the poor man cannot afford the drugs If you go round the hospitals there are patients lying They say "This patient is lingering near death" This patient cannot afford the drugs" Even Members of Parliament cannot afford drugs, if we are removed to hospital, because the drugs are very very costly The price of drugs is Rs 10, 15, 20, 25, 30 and 35, five rupees for a drug which costs two annas It is time there is a very wide searching of the heart to find out what is wrong

As Shrimati Renu Chakravartty rightly observed, food and drugs are important Food, drugs, housing and clothing—these are very important items We are neglecting the drug

industry entirely because the captains of death, the merchants of profiting, have got hold of it and they are able, perhaps, to influence even the people at the top This process must stop. We had no business to smuggle this company into our national concern of Hindustan Antibiotics Hindustan Antibiotics is a very valuable Government concern Hindustan Antibiotics is a very valuable national channel. We bring in Mercks and they are going to screen our scientists Our scientists have gone and established a name. Shri Subba Rao had gone and laid down his life on the soil of the United States, and is one of the discoverers of medicine About this Dr Ganapathy, I really do not know anything We have no right to sack and to exploit and drive away valued talent We have not much talent, and we have to use every inch of available talent and scientific genius and utilise it for the benefit of the nation

What about the valuable foreign exchange why should we remit this money in dollars and for the next ten years? We want someone, whether they be Soviet, American, British or Chinese to come only for three years Five or ten of them can come here, set up a factory give us all the drugs from A to Z and then walk away They can ask for their price but not for the next ten years

And these employees are going to be screened And there is one more damaging clause, which, unfortunately, has not been mentioned There is one clause here which says

"Mercks agrees to protect the Indian and foreign licence partners from infringement and to prosecute infringers, but Mercks' opinion as to whether such action should be taken shall be accepted as final"

I want to know why this one-sided clause, clause 10? Why is it that we have not got the final voice? Why

is it that we have not got an equivalent voice with Merck & Co. Why is it that their voice should be final in regard to prosecutions? And, if the Government tomorrow makes up its mind to have another factory and produce something else, will Mercks have the final right to prosecute another State-aided factory started by Government? There are many clauses which are entirely faulty which should never have been put into this document, and this document is certainly not in the interests of our land

This is a vital concern, this is a matter which affects the health of every individual, in our hospitals, in our countryside, in our nation, and it is time that we accepted foreign aid when comes here for the next three years, that we did not utilise it for more than three years. The period of ten years is far too much, and we allow them to carry 2½ per cent of the net sales, to carry 5 per cent of the net profits which they have made, out of India. What valuable profits they are carrying, and in dollars too, when we cannot afford to spare even 100 dollars. This is my contention.

I wish you had given me more time. It is time the House became very alert where drugs are concerned, and put an end to all these unfortunate and unjustified agreements.

18 hrs.

Shri Manubhai Shah: I am very grateful to the hon. Member in the Opposition for having brought forward this motion here, because we in the Government were trying to seek an opportunity to clarify the entire drug policy and this agreement before the House and the country.

Shri S. A. Dange: And drug the House.

Shri Manubhai Shah: As far as this agreement is concerned, we believe it to be one of the best agreements in the national interest, from all points

of view, scientific and economic, and the basic policy of the Government of India to manufacture all essential and life-saving drugs in the public sector as early as possible.

I was surprised that when my hon. friend was speaking on this motion of his, he seemed to suggest that this agreement was being entered into in the interests of some private industry. As the House is aware, in the first instance, this agreement is with the public sector project in order to produce a life-saving drug, in the public sector.

He also asked why this particular firm only was contacted and not others, when other competitive offers were with the Government of India. As I had said in my earlier answer, there were more than half a dozen firms which we contacted, among them being Squibbs, Pfizers, which he mentioned, and a few Italian and other firms. When all the competitive offers were received, we found that neither the Pfizers nor any other was seriously interested in allowing us to manufacture this under their patent formula, and most of these firms in streptomycin were the sub-patentees of the firm of Mercks, who are the pioneers in the field of streptomycin in the world.

Also, on point of terms, both of technical fee or royalty—by whichever name you may call it, ultimately the country has to pay the money, whether it is called royalty or technical fee, I would not dispute whether it is a royalty or technical fee, it is only a way of describing; they describe it as technical fee; but we do take it as a royalty, as the amount going from this country to the other country for the technical know-how—the hon. Member was mentioning a sum of Rs 10 to Rs 15 crores in ten years. I do not exactly remember what figure he mentioned.

Shri Parulekar: I said Rs. 1.50 crores.

Shri Manubhai Shah: Per year?

Shri Parulekar: No, for the period of the contract

Shri Manubhai Shah: He said a figure of Rs 1.50 crores in a period of ten years. If the hon. Member calculates the total amount that will be going out per year, he will find that it will not exceed more than Rs. 3 to 3.5 lakhs, because it is only 2½ per cent. At the rate of Rs 3 to 4 lakhs per year, for ten years it will not be more than Rs 30 to 40 lakhs, because as the House is aware, 45,000 kg at a price of about Rs 250 to Rs 300 per kg will come to a sum of about Rs 1 or 1.5 crores. 2½ per cent thereof will never exceed more than Rs 3 lakhs per year; over a period of ten years, it may be Rs. 30 lakhs or at the outside Rs 45 lakhs, as far as the agreement is concerned.

I am explaining this even though it is a minor point, because crores have been flung. I have read papers where it is said that it is Rs 1½ crores per year. Now, it is said that it is Rs 1½ crores for ten years. It is neither Rs. 1½ crores per year nor Rs 1½ crores for ten years, it is only Rs. 3 lakhs or so per year, for a period of ten years, it comes to Rs 30 lakhs or Rs 40 lakhs at the outside.

Then, it was asked why when the Mercks' streptomycin agreement was entered into, aureomycin, terramycin, and other antibiotics and tetracyclins were excluded out of it. The reason was this. As far as this particular approach to the different firms was concerned, it was only with respect to streptomycin, because for the other projects that we were contemplating, the Hindustan Antibiotics with some help and guidance of the National Chemical Laboratory of India had the privilege of evolving a new process, entirely indigenous process, entirely Indian process; and we wanted to back up the labour of the Indian scientist, so that we can implement it in the Hindustan Antibiotics.

The House would be glad to know that they have already finalised the process, and we are very shortly starting the manufacture of both Tetracyclins aureomycin and Terramycin on a pilot scale in the Hindustan Antibiotics as a result of the research work of the Indian scientist. Even then, I am constrained to say that in respect of tetracyclin which my hon. friend was so fond of, with the Soviet project, a hundred tons of tetracyclins and new types of antibiotics have been included as one of the integral parts of the entire manufacturing programme. In spite of the fact that the current consumption of tetracyclin in this country does not exceed more than five to seven or ten tons, we have provided for one hundred tons of tetracyclins and other antibiotics thus including the very fond drug, to which the hon. Member has made repeated reference, namely aureomycin and terramycin in the Soviet drug project. I, therefore, do not want to say any word when such a delicate project for which we have been so extremely keen to tie with the Soviet Union is going on in the final stages, lest I may be misunderstood at all, because we are very keen that this project with the Soviet Union must come forward forthwith without any delay and without any type of feeling on their part that we value their approach to us, collaboration with us any less than we value any collaboration throughout the world. We have welcomed them and we have sent our highest officers there. And, we expect that very soon the entire agreement will be through and the project will be coming up.

Then, the question came up whether we had contravened the international agreement with WHO or UNICEF. I had the opportunity to tell the House several times that the UNICEF and the UNTAA people themselves told us that it is not possible to get any open patent for streptomycin etc.—penicillin had been an exhausted patent which has become open research throughout the world.

because as the House knows the researches are becoming open after a period of ten to fourteen years and it becomes an open process and the technical know-how is an open door process to everybody. When they could not get it from anybody, one of the technical experts of the UNTAA told us that there are only a few parties in the world—and Merck is one of the best as far as streptomycin is concerned. And, it was as a result of one of his advices—it was not wholly due to him—but one of his advices was that we better contact somebody else because we must manufacture all the essential drugs in this country as early as possible so that the country becomes self-sufficient....

Shrimati Renu Chakravartty: Are we to take it that you approached the WHO for the technical know-how and they refused?

Shri Manubhai Shah: We had approached every body including the WHO and the UNICEF. They could not procure any process which can be considered an open process—that is research will be open to be looked into by any country of the world—they can come here and take away that process. There was only the process as far as penicillin was concerned and the WHO, the UNTTA and the UNICEF had no process with them for streptomycin which they could give us as they did give for penicillin.

It is a misnomer to believe that the Soviet Union for whom we have got so high a regard or any other country will allow their researches to be exploited by us, utilised by us to our choice and make it an open process for all.

As the House is aware, in the recent Ranchi and various other industrial projects for which we have entered into an agreement with the Soviet Union themselves—without meaning any less respect or regard for these agreements—because nobody wants to

see that his process or technical know-how is utilised by persons other than the patentee or the party to whom they give the benefit thereof without their permission or just without any consideration or consultation with them—even when these do not require any specialised technical know-how as in the case of heavy machinery building etc. and where there are no cultures to be made, where there are no prototypes to be made, even there, the Soviet Union....

Shri Parulekar: May I interrupt the hon. Minister for a minute? Did not Government know that so far as the drug industry is concerned, the Soviet Union has offered to make the know-how an open thing—information available to all and an open....

Shri Manubhai Shah: I will come to all his points. I can assure him that we have looked into all the aspects of this problem. Even for a process—leave alone drugs—even for a process which has no technical know-how of the nature but which will involve heavy machinery like the Heavy Machinery Plant at Ranchi, the Coal Mining Equipment, the Durgapur and other industrial projects, they have very clearly indicated that we will have no right to divulge these to anybody without their permission. I will just read two paragraphs.

"In pursuance of the Co-operation mentioned in the Article I, the Soviet Organisation shall hand over to the corresponding Indian authorities, in volumes and on dates to be mutually agreed upon, drawings and technological processes for equipment and items to be produced at the industrial enterprises provided that the licences and technical documents handed over to the Indian authorities be used exclusively at the enterprises in India and be not transferred to any other country. Deviation from this provision may be admitted with the consent of the Soviet party in each separate case."

An Hon. Member: What is wrong about it?

Shri S. A. Dange: Does it stop you?

Shri Manubhai Shah: This is very clear, Sir. Even this Merck's agreement applies to us that we could utilise it but we cannot divulge it to anybody else. This is normal rule that in commercial transactions whether it is with the Soviet Union or it is with a German Firm or with an American firm, that normally the patent or the technical know-how or the process cannot be divulged to any party without the consent or prior approval. This, as I mentioned, is a very broad fact of life and a broad fact of economic agreements with everybody in the world.

As far as screening is concerned, why is the word 'screening' coming in this agreement, because that is not a feature which develops in all the other patents. Here this process is not merely a technical know-how. Here are packets of specimen, packets of certain types of cultures and strains which can be carried away and the entire secret of that process and the production value depends upon this. All such highly technical, chemical and pharmaceutical processes therefore sometimes stipulates this over and above the patent not being transferable without the permission of the patentee—that being a clause that only reliable people should be entrusted with this; therefore there is the clause on screening. Screening does not mean that we are going to screen everybody every time. It is only selecting some individuals who can be relied upon not to divulge away the process and the cultures. This is just like the fidelity bond which normally an accountant has to pledge with the management of a bank that he would not disclose the accounts to some other parties.

Shrimati Renu Chakravartty: It is not in your hand. The Mercks will say that.

Shri Manubhai Shah: No; that is the point. The agreement says that it will be to the satisfaction of the Mercks. They will not screen.... (Interruptions). I may be allowed to go into the whole aspect and then they can always say what they like. The bond will be such that it will satisfy the Mercks people that it is adequate in order to protect their cultures and their specimens.... (Interruptions).

Shrimati Renu Chakravartty: It should give satisfaction to the Mercks; it is here in the agreement.

Shri Manubhai Shah: I am saying this. Satisfaction to the Mercks means that whatever agreement or whatever we specify in the way of bond must be such that it does not become unacceptable to Mercks because they must be satisfied that the process will be reasonably guarded at the enterprise.

Then the question came up in Shri Parulekar's observation. When the dihydro-streptomycin is on the decline, why is streptomycin restricted to 20 per cent? I can assure him that this point had been gone into thoroughly by our technical experts. We have a clear written agreement with them on this. This is only a standard formula. If you want to vary it to any proportion, if you want only 100 per cent. streptomycin, it will be allowed. (Interruptions). I am only explaining that the agreement is based on certain technical expert advice but that is not the final word. We contemplated it according to the present advice in the Health Ministry and elsewhere and we drew their attention to that. But we have also taken care to see that in case we want to modify the ratio or want 50 per cent. dihydro-streptomycin and 50 per cent streptomycin, it will be left to us entirely to manufacture and use in whatever proportion we may want to manufacture and use them to the best advantage of the patients in this country. This is a very minor point.

*Manufacture of
Streptomycin and
Dihydro-streptomycin*

and I touched on it because he made it look like a big thing (*Interruptions*) It is not in that agreement but there have been exchange of letters and we explained that point 20.80 was the ratio which our experts advised. We were told that it was better to have a larger quantity of dihydro streptomycin rather than streptomycin. But we have got complete freedom to change or reverse the ratio as we choose. This is only a small indication to show that the fullest freedom to change the ratio rests with us.

I am really coming to the more important point and that is what my hon friend Shri Joachim Alva mentioned. We believe that the drugs policy of this country must be such that the drugs must be manufactured from the basic raw materials available in this country. My hon lady friend, Shrimati Renu Chakravartty, mentioned that the coal tar and its derivatives must be considered highly important and must be produced in the country. That is precisely the approach of the Government for the last three or four years. Therefore, we have made it compulsory on every new licensee, whether in the public or private sector, that firstly, will be that all drugs in this country will be manufactured from the primary raw materials of this country and should not be imported at all. Each one has been stipulated a phased programme over a period of three to four years. They must make the entire drug from the primary products and not intermediates. In order to help the intermediate stage, we are negotiating another agreement with the internationally known firm of Bayers who are considered to be one of the best firms in the intermediate stages. If I may, I will say in passing that even in the Soviet Union some of their processes and other chemically well-known firms' processes are being implemented to produce some of these and other

chemicals. Therefore, the whole integrated picture is like this. We have 120 firms in pharmaceuticals in this country in the large-scale sector.

We have 2000 small-scale industries in the pharmaceutical sector. Hindustan Antibiotics in the public sector is one among the large scale units. We are in future going to add another five units with the Soviet assistance. We are adding one more unit with German assistance to complete the range of intermediates. Therefore, it is our endeavour to see that the drugs are made primarily from the raw materials available in the country, that the highest quality drugs must be produced and made available at the minimum possible price.

Here in passing, I may mention that this particular production with the American firm is, if I may not forecast too early, going to be much cheaper than any similar proposition on this production that we had, including combinations with the Soviet Union.

Shri Joachim Alva: Will the German firm Bayers scheme be integrated with the Government of India's productive effort and not with any private firm?

Shri Manubhai Shah: Government effort.

Shri Joachim Alva: Very good, congratulations.

Shri Manubhai Shah: I am glad that you appreciate that. This particular production by Mercks, Streptomycin, per kilogramme, it is going to be cheaper than in any known agreement or project, with us which has been worked out by their own experts. I can assure the House that this is going to be, therefore, comparatively cheaper than various other proposals with us for the same.

[Shri Manubhai Shah]

The second question, as I said, is of price and quality. On the question of price and quality also the agreement with Merck's satisfies those requirements. Then, my hon friend read out something about anti-cartel law in the United States. This is the law which tries to prevent, even in the country of great monopolies, any combination which may affect the various projects. Several times the Judicial Commission there have been issuing notices—just as our Tariff Commission and other bodies the various industries and try to see that no excessive prices are charged here—whenever they find that a combination is trying to charge excessive prices. As far as our information goes only five firms have been charge-sheeted or asked to explain. It may be, perhaps that even Merck's have been charge-sheeted or asked to explain. But that has nothing to do with the public sector agreement to be implemented by us in this country. That has nothing to do with the price. We are the sole masters to determine the price for Streptomycin, Penicillin or any other drug. That will be produced either with Soviet collaboration or any other collaboration in this country.

The third pillar of our drug policy—first I mentioned was the production from primary raw materials to be started and the second was the highest quality and the lowest possible price—was that all the firms whether Indian, foreign or having a foreign partnership, will have to train Indian technicians from A to Z. The House knows that we had the privilege of placing before the House how Indianisation of foreign firms is going on at a fast rate. Recently we issued a Press Note wherein we had said that the percentage at one stage was 80 per cent of foreigners above a particular salary. Now more than 60 per cent have been Indianised and that process is continuing. That is one of the conditions that we are stipulating in all

the projects including the basic drug which could have been the raining projects.

The fourth point was 'built-in-research'. We do not want to remain the hewers of wood and drawers of water for all life time. If the economic independence of this country only means that we borrow the processes from outside, as Shri Alva rightly pointed out, then there is no point in having an economic emancipation of the country following political emancipation. Therefore, we are determined to see that researches will be built in every factory in the country including the public sector. Here, if I may say so, several things are coming out. Vitamin C has been produced recently by the National Chemical Laboratory in Poona. Two tetracyclines have been worked by the Hindustan Antibiotics Factory. I hope the day will come very soon, sooner than later when Indian scientists will produce drugs and various types of other commodities in the country through the patents and processes of the Indian people. That has been our basic ideal.

One last point which I would like to mention, because my hon friend Shri Joachim Alva mentioned about it, and that is about the total capital investment in this country in the entire drug industry. It ranges between Rs 40 crores to Rs 50 crores. Somebody even puts it that the capital employed is Rs 60 crores of which only Rs 10 crores to Rs 11 crores is foreign capital. Sometimes when names are publicised and we read Vitamin A, Glaxo, Dumex and so on, a wrong impression is sought to be created that foreign firms or foreign capital is far too much than Indian capital. Even with the historical background of a dependent country till 1947, today the foreign capital is much less than 15 to 20 per cent of the entire capital investment in the country.

Shri Joachim Alva: Will the hon. Minister be able to tell us whether Indians are associated with every kind of productive activity in Glaxo?

Shri Manubhai Shah: I would not just now like to say anything about a particular firm. Even in the Glaxo, we have insisted and we are going to insist that all the posts will be Indianized as early as possible.

Shri Joachim Alva: What about stage of association by Indians with production?

Shri Manubhai Shah: All the technical officers, the managers, the managing directors and the scientists in all our factories including the factory which the hon. Member has referred to.

I will give the House a few economic benefits that have accrued really from this agreement. As I mentioned before the House, it was not a question of 25,000 dollars going out from this country, and that sum, I think, is completely no sum at all for such a big project, for all the designing and the drawings that Mercks is supplying us and the advantages they are giving us, because, the overall ceiling is 25,000 dollars, which means Rs. 1,25,000, because of that agreement to purchase the streptomycin at five per cent lower price than the lowest in the world tender. Initially we had agreed to 80:20, that is, 80 per cent of the order will be placed with Mercks and 20 per cent. with the rest, if the lowest quotation and five per cent. less than that will be supplied by Mercks. Then we felt that when we tender for 80 per cent, almost the other people are feeling nervous that one company is going to take away 80 per cent. of the order,—why should we quote. Therefore, we went again to Mercks and said that we find that 80 per cent should be reduced. I am happy to inform the House that it has been reduced to 50 per cent. in order to enable the rest of the people to com-

pete. That is why in the second purchase during the licensing period, as I mentioned last time before the House, Rs. 72 lakhs have been saved in one period, and Rs. 25 lakhs in the other period. In all, Rs. 97 lakhs of valuable foreign exchange to this country have been saved as a result of the purchase agreement which was part of this agreement for the purchase of streptomycin.

Shrimati Renu Chakravartty: What about Glaxo?

Shri Manubhai Shah: Because Glaxo quoted a lower price, under the agreement we had to buy 80 per cent at that time from Mercks and balance from Glaxo. Now, we have to buy 50 per cent from Mercks and the rest of the orders gets distributed with the others. But the net effect of this competition of a healthy nature, where it is stipulated that Mercks will be in duty bound to supply—

Shrimati Renu Chakravartty rose—

Shri Manubhai Shah: If the hon. Member wants to get agitated, I cannot help it.

Shrimati Renu Chakravartty: From the audit report he can see that. He is trying to balance it up with 50 per cent and get away.

Shri Manubhai Shah: That is not the question.

Mr Deputy-Speaker: If he is able to compare the position becomes clear.

Shri Manubhai Shah: I do not want to go into all the details nor do I possess everything in my brain. I am stating this, namely, as a result of our purchase policy through entering into this agreement, we have been able to purchase from various sources including Mercks, Glaxo and others, streptomycin at a price which has saved this country Rs. 97 lakhs. If the hon. lady Member wants to have any particular infor-

[Shri Manubhai Shah]

mation she can always ask me and I will supply her everything. This is not the occasion when I can go into every aspect of the matter. I am broadly saying that as a result of this agreement, we have saved Rs. 97 lakhs in the very first year, and in another year perhaps we may save some more amount by this agreement. Before this agreement streptomycin was imported into this country at Rs 400 a kilogram. Because of its competitiveness in the first tender it went down to Rs 250 a kilogram. In the second tender it went down again to Rs. 160 a kilogram. This agreement has brought such a great reduction in price which otherwise would never have taken place, and I can assure you of that.

Finally, I want merely to urge that we have been taking great care to see that the equipment will be made in this country. I was all at one with Shrimati Renu Chakravarti when she said that we should not import anything and that is why out of the total project cost of Rs 1,70,00,000 in this agreement we are going to spend Rs 85 lakhs to 90 lakhs for fabrication of equipment etc. within this country and only the minimum which is today not possible to be manufactured in this country will be allowed to be imported. Therefore, we did not allow them to become purchasers on our behalf. I know the feelings in this House that we should not allow—they do not like it—the same firm who can give us collaboration to have the monopoly of supplying machinery to us. We only want to choose and take their technical assistance because they are knowledgeable people in this particular line. But our authority and our choice will be final. We will purchase part of the plant from abroad and the rest will be manufactured here. We are grateful that this company has agreed for the plant being manufactured here and that they will render free of charge the service of seeing that as much of the plant and equipment

are locally manufactured according to requirements. These are the broad issues—

Shri Dasappa: What about the first casualty of the agreement?

Shri Manubhai Shah: I can say with all the emphasis at my command that Mr. Ganapathy's retirement and this thing, it was a news to all of us that these two things are connected. It is neither the screening process nor the question of any type of agreement with these people. Even if this agreement had not come forward, knowing the credentials of Mr. Ganapathy and the confidential records available to the Hindustan Antibiotics, I can assure the House that he would have been reverted. Since his departure, the House knows that in the month of January, the Hindustan Antibiotics produced 2.9 to 3 million mega units, which is a record production of Hindustan Antibiotics.

Shrimati Renu Chakravarti: May I give you the figures of how many.

Shri Manubhai Shah: I did not want to get into that, because the matter of Mr. Ganapathy or of any employee is the discretion of the Board of Directors of Hindustan Antibiotics. The scientific officer will remain a scientific officer. I wish him all good luck on my behalf and on behalf of the Government of India that in the Haffkine Institute or wherever he is posted by the Bombay Government, his valuable services will be retained there. As far as the production unit is concerned, we have the finest scientists in the Hindustan Antibiotics. Mr. Thirumalachar is one of the best mycologists and these are many more. We hope many more Ganapathys, Thirumalachars and eminent scientists will be produced in the country and will be used at the appropriate places. A man may be very good at one place, but he may not pull on well at another place.

Shri Joachim Alva: May I know whether by sending away men like Mr Ganapathy we start with the American process of witch-hunting of scientists?

Shri Manubhai Shah: No, I can assure the House that we shall resist anybody's pressure from anywhere to send out any Indian from any post because any foreign collaborator wants it. We are not going to tolerate it. However good a process may be, we will reject that process if a single Indian is to be discriminated against by any foreign agency.

If I may be excused, I would not like to take the time of the House by going into individual cases. All I can say is Mr Ganapathy has gone back and we wish him all well there. His term of deputation had expired. When we found that in a particular context of things he cannot pull on so well with the others we could not help accepting the Board's recommendation. It was the decision of the Board of Directors of Hindustan Antibiotics and not of Government as such. We have to abide by that decision and so we have reversed him.

I know Mr Parulekar and Mr Renu Chakravartty very well. They are always open minded friends and they try to see the best part of the thing. As far as the Soviet projects are concerned, they are as dear or dearer to us than to my friends opposite.

With these words, I conclude.

Shrimati Renu Chakravartty: Will he place on the Table of the House, for us to judge ourselves whether any other agreement would have yielded better results, the original project report of the Russians for the integrated steel plant and also the revised and modified plan?

Shri Manubhai Shah: There is no project report as such from the

Russians, what is there is a general report.

Shrimati Renu Chakravartty: If we are told that there was no report from the Soviets, when we need not discuss it.

Shri Manubhai Shah: There is a general report and not a project report. Project reports are technical reports in which all details are worked out. When finally it is signed, everything will be laid on the Table of the House as to what will be the quantity to be manufactured, in what manner, what will be foreign component and so on.

18.29 hrs.

[MR SPEAKER in the Chair]

Shri Parulekar: The point which I had made has pointedly remained unanswered. In the end he said in order to show that we are in favour of the Soviet proposal because it comes from the Soviets and to disabuse our minds, that he is also keen about it. We are arguing in favour of it not just because it is a Soviet proposal, but because it is a proposal in the interests of the country on merits. It is economical and that is why we say it is in the interests of the country. The two points which I made were that the proposal which was made by the Soviets did not charge any royalty. He has not replied to that.

Shri Manubhai Shah: I have said that this is more economic than the others, including the Soviet proposal.

Shri Parulekar: The second point which I have made was that the Soviet team did not observe secrecy in matters of drug production. The hon Minister must have in possession the report which was submitted by General Sokhey and Dr Shirshet when they returned from a tour of the Soviet land and when they prepared a separate detailed report of the drug industry and submitted it to

[Shri Parulekar]

the Government. May I ask him whether it is not a fact that in the Soviet Union they do not observe secrecy in the drug industry? They treat it as a pure science. But here is an agreement which provides for secrecy I know that secrecy is observed in the rest of the capitalist world. Even in respect of drug they observe secrecy because that is necessary for extracting the maximum profit, for fleecing people. So, in the capitalist world secrecy is one of the norms of the agreement. Here was a proposal before the Government of India in which it was stated clearly that there would be no secrecy, the training will be there, information is freely available to all the technicians to develop. That question remains unanswered

The third thing is, as he has raised it—I could not raise it because it cannot be discussed in a short while—he has already blown up the establishment of an integrated drug industry in the State sector. Of course, separate parts will come. But I know it has been blown up. Within the time at my disposal I can only casually mention it. I may mention negotiations with Bayers, a West German firm, are proceeding for manufacture of intermediate chemicals. I have not the time to go into the merits,

but I will only mention this. The cost of that plant will be Rs. 18 crores whereas the cost of a similar plant offered by the Soviet team was only Rs. 11 crores.

Sir, I need not take the time of the House, because, as usual, he has not replied to the questions which we have raised but given some other replies. As is usual with him, for straight questions he has given irrelevant replies.

Mr. Speaker: The question is:

"That this House expresses its concern at the agreement entered into by the Government of India with M's Merck & Co. of Rahway, New Jersey, for the manufacture of Streptomycin and Dihydro-streptomycin at the Hindustan Antibiotics (Private) Ltd., and calls upon the Government to clarify the issue that the said agreement is in the best interests of the country"

The motion was negatived

18.34 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 6, 1959/ Phalgun 15, 1880 (Saka)

[Thursday, March, 5, 1959 Phalguna 14, 1880 (Saka)]

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PAPERS LAID ON THE TABLE 4513

The following papers were laid on the Table

(1) A copy of each of the following Notifications under sub-section (4) of Section 43B of the Sea Customs Act, 1878 —

(i) G.S.R. No. 206 dated the 21st February, 1959

(ii) G.S.R. No. 207 dated the 21st February, 1959, making certain further amendment to the Customs Duties Drawback (Brand Rates) Rules, 1959

PAPERS LAID ON THE TABLE—contd.

(2) A copy of the Industrial Finance Corporation Rules, 1957.

MESSAGE FROM RAJYA
SABHA 4513—14

Secretary reported a message from Rajya Sabha that at its sitting held on the 2nd March, 1959, Rajya Sabha had agreed without any amendment to the Delhi Land Reforms (Amendment) Bill, 1959, passed by Lok Sabha on the 10th February, 1959

DEMANDS FOR GRANTS
(RAILWAYS), 1959-60 . . . 4514—4666

Further discussion on Demands for Grants No. 2 to 20 in respect of Railways concluded. The Demands were voted in full.

REPORT OF BUSINESS
ADVISORY COMMITTEE
PRESENTED 4689

Thirty-sixth Report was presented.

MOTION RE AGREEMENT
FOR MANUFACTURE OF
STREPTOMYCIN AND DI-
HYDROSTREPTOMYCIN 4667-4722

Shri Parulekar moved for raising a discussion on the agreement for manufacture of Streptomycin and Dihydrostreptomycin. Shri Parulekar replied to the debate and the motion was negatived

AGENDA FOR FRIDAY,
March 6, 1959/PHALGUNA
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